

## Miller, Brett (DPTI)

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**From:** Chan, Belinda (DPTI)  
**Sent:** Thursday, 15 November 2018 2:45 PM  
**To:** Miller, Brett (DPTI)  
**Cc:** Chard, Rose (DPTI)  
**Subject:** RE: Norwood Green

Dear Brett,

This email is in response to the amended drawings and report received on 8 November 2018.

I acknowledge that changes are made to address some of the matters raised by the Government Architect in the referral response dated 22 October 2018.

I acknowledge and generally support the following amendments:

- Increase in setback of the south eastern apartment building and associated amendments.
- Addition of privacy screens to the east ends of the eastern apartment buildings to mitigate overlooking.
- Addition of full height screening for partial lengths of the external north-south corridor to the west apartment building.
- Widening of apartment lobbies to include seating areas.
- Type C townhouses – air conditioning condensers relocated to the roof, and screened behind parapets.
- Type D townhouses – air conditioning condensers relocated to the ground floor and screened, increase in private open space from seven square metres to 14 square metres, clarification of soft and hard landscaping to the laneway.
- Type A townhouses – additional window provided to the ground floor kitchens.
- Addition of solar shading to the north and west elevations of the apartment buildings and Type A and Type B townhouses.
- Clarification of PC-01 as an off-white tinted un-painted precast.

In addition, I acknowledge the extension of the masonry colonnade to integrate the Magill Road transformer. However in my view an opportunity exists to further improve the presentation of the colonnade and transformer by strengthening the corner built form, as these elements will be viewed in the round.

I also acknowledge and support the direct access provided from the apartment visitor car parking area to the apartment lifts, however in my opinion an opportunity exists for direct connection from the car park area to the foyer space to provide additional convenience and security for residents and visitors.

I acknowledge the applicant has provided additional information and explanation for the Type B townhouse driveways, Type B private open space areas, Type C dual frontages and the paint finishes of the apartment buildings. I remain of the view as expressed in the original referral letter with regards to these matters.

Kind regards,

**Belinda Chan** on behalf of Kirsteen Mackay, South Australian Government Architect

A/ Team Leader, Design

Office for Design + Architecture SA

Department of Planning, Transport and Infrastructure

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File No:  
2014/11235/01

22 October 2018

Ref No:  
13251506

Mr Brett Miller  
Team Leader, Inner Metro Development Assessment  
Development Division  
Department of Planning, Transport and Infrastructure  
Level 5, 50 Flinders Street  
Adelaide SA 5000

brett.miller@sa.gov.au

For the attention of the State Commission Assessment Panel

## **76 Magill Road, Norwood**

Further to the referral 155/M009/18 received 28 August 2018 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel on one occasion and the session was chaired by then Associate Government Architect Nick Tridente.

This development presents a rare opportunity due to the location, size and aspect of the site. I am of the opinion that any development on this site has a responsibility to deliver a high benchmark for design. Fulfilling this responsibility and realising the potential presented by this significant site will be contingent on achieving a high quality design outcome particularly in terms of the massing, architectural expression, materiality, and contribution to the public realm. I support the proposed mix of uses, however I remain concerned by the massing, composition and activation of the Magill Road frontage. I also recommend further review of opportunities to provide additional apartment and townhouse amenity for residents and to reinforce the design intent for a pedestrian prioritised community precinct with high quality design outcomes.

The former Caroma site is located on Magill Road, Norwood, approximately 2.7 kilometres east of the CBD with an approximate land size of two hectares. The site has a significant primary frontage to Magill Road (177.62 metres) with a north facing aspect. Secondary frontage is to Stephen Street to the south (233.05 metres), and the subject site extends behind the adjoining corner hotel site, with a small frontage to Sydenham Road to the west (23.23 metres). The existing buildings proposed to be demolished are industrial in nature with no designated heritage significance. To the immediate west of the site is the Local heritage listed Alma Hotel, a two storey tall Victorian red brick and bluestone hotel with at-grade car parking and access from Magill Road between the subject site and the hotel. The site is sloped, with a high point at the south east corner of the site, and a low point at the north west of the site and towards the hotel. The site falls approximately three metres from east to west and two metres from Stephen Street to Magill Road.

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The existing neighbourhood is of mixed character, with commercial and industrial properties prevalent along Magill Road. An established residential neighbourhood exists directly south of Stephen Street along the southern boundary of the site. An existing park named Chimney Park is also located on Stephen Street directly opposite the subject site, and contains established trees and a Local heritage listed Destructor Chimney Base. Stephen Street is currently narrow and provides one way vehicle movement in a westerly direction between Osmond Terrace to the east and Sydenham Road to the west servicing primarily garages or parking to the rear of existing dwellings.

The proposal is for a mixed use development comprising retail, commercial and residential land uses. The development proposes a number of elements including a single storey ALDI supermarket of approximately 1635 square metres, five seven storey apartment buildings (24.5 metres tall) for 208 apartments with commercial, retail and car parking to the ground floor of the apartment buildings, and 33 two and three storey residential townhouses. The ALDI supermarket is proposed in the north west corner of the site, with frontage and access to open at-grade car parking to Magill Road, with the intent to provide an acoustic separation between the Alma Hotel and the residential buildings. The open at-grade car park is located to the rear of the supermarket and north of the townhouses. The four clusters of townhouses with frontage to Stephen Street are proposed to provide a built form transition to the established residential neighbourhood to the south.

I acknowledge the project team's response regarding the building height of the supermarket, and the intent to provide articulation through variation of building heights with tower elements, materiality, fenestration and a street canopy. However I remain concerned by the separation and lack of built form transition between the proposed seven storey tall apartment buildings and the low scale supermarket. I am also concerned by the lack of activation of this portion of the site due to site levels, compounded by the floor level and layout for the supermarket.

To the immediate south of the apartment buildings is a public open space of approximately 2300 square metres, separated by a driveway access to basement level car parking for residents of the apartment buildings. The development seeks to establish a strong central north-south pedestrian and cycle link from Chimney Park to Magill Road, with the public open space as a key communal space for the residents and a six metre wide central urban promenade to the west of the apartment buildings which I support. However, as indicated in the sun shading diagrams for the east portion of the public open space south of the apartment buildings, I remain concerned by the lack of solar access in order for it to function as a high quality public and communal space as intended.

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The apartment buildings are expressed as five separate built forms positioned around an open elevated courtyard plaza on level one. A single level podium of masonry character achieved by different coloured face bricks is proposed for the apartment buildings which I support in principle, however I recommend consideration of full bricks where possible to achieve a genuine brickwork presentation that responds to the contextual references. A green colonnade comprising a trellis portal structure is proposed to define the urban promenade. The visualisations indicate screening of the Magill Road transformer at the main entrance to the development. In my view, an opportunity exists to extend the masonry character of the podium to form a colonnade and provide an integrated screening strategy for the transformer. This may also assist with providing a more contiguous built form presentation to Magill Road at the ground level.





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The built form above the podium to Magill Road is set back approximately three metres which I support. The architectural expression for the built form above the podium is characterised by predominantly treated off white precast, articulated and patterned by horizontal and vertical edge balcony treatments and paint colour. I do not support the use of painted and/or applied finishes for buildings of this scale as they present challenges for durability, longevity and ease of maintenance. I also recommend clarification is provided regarding the treated off white precast finish, with the view to achieving a high quality integral finish. I support the intent to mitigate the scale of the building through articulation, however I am not yet convinced by the strategy applied to the east elevations of the east apartment buildings with reduced built form and material articulation. As these elevations of the buildings will remain highly visible in the foreseeable future, in my view, an opportunity exists to set back the apartments above the podium from the east boundary to provide opportunities for sunlight and views to the east, in particular for the south facing apartments of these buildings. The visualisations indicate solar shading elements to the north and west facades for the apartment building, however these elements are not indicated on the sections. I recommend clarification is provided regarding the solar shading strategy to ensure delivery of the sustainability ambitions of the project.

Four of the apartment buildings are orthogonal built forms with frontage to Magill Road or to the rear public open space, affording apartments in each building with either northern or southern aspect, separated by a covered outdoor communal corridor with bridge links to individual apartments. Retail facilities are proposed in the podium form, with the intent to sleeve the ground level apartment car parking and activate Magill Road and the urban promenade which I support. The apartment building entries at ground level are located centrally to each of the buildings fronting Magill Road with a two metre wide lobby space comprising mailboxes, services and a lift. I am concerned by the narrow lobby spaces and the requirements for circulation and waiting areas in relation to the anticipated residential population for each apartment building. I am also concerned the visitor car parking spaces located on the ground level do not have a safe and direct connection to the lobby spaces from within the car park. I recommend further consideration of more generous widths to the entry spaces for circulation, waiting and a sense of address for residents and visitors alike.

The central elevated plaza of the apartment buildings is approximately 95 metres long and 12.5 metres wide and includes a variety of landscape spaces which I support. I recommend provision of further details of the soil planting zones to ensure delivery of the landscape design intent.

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In general, I support the layouts of the apartments, including the provision of light and ventilation access to habitable rooms. However I recommend review of opposing apartment entries and living room windows that open onto the communal corridor to ensure acoustic and visual privacy for all residents. While I acknowledge and support the provision of natural light and ventilation to the communal corridors, I have concerns regarding challenges in terms of amenity and weather protection for residents.

The fifth apartment building to the west defines the central urban promenade, affording apartments with western aspect with a covered outdoor corridor to the east overlooking the central plaza. The proposal includes a lobby space accessed from the urban promenade. I support the width of this apartment entry, and recommend further clarification of the use of the area south of the lift to ensure





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safety and amenity for the residents. Arrival from the lift to each level of this building above ground floor is to an external covered corridor to the east. In my view, an opportunity exists to provide an extension to the covered corridor at each level, with an intimate gathering/waiting space with outlook to the central courtyard plaza. I also recommend review of opportunities to enclose the corridor along partial lengths of the external space to provide additional weather protection. In general I support the layouts of the apartments, including the provision of light and ventilation access to habitable rooms. I recommend confirmation of the location of all air conditioning condensers for clarity, noting I do not support the location of condensers on private balconies due to adverse impacts on the amenity of the balconies and the street.

Two and three storey townhouses are proposed along the southern boundary of the site with access from Stephen Street and Sydenham Street. The townhouses present as four distinct groups through separation, built form and materiality, with the intent to provide housing choice and reference the varied history of the site. In my view, an opportunity exists to consider the built form, architectural expression and materiality of the townhouses and apartment buildings holistically to ensure a coherent design outcome for the whole development.

Seven Type A two storey townhouses are located south of the Alma Hotel, with frontage to Stephen Street and vehicle access via Sydenham Street through the at-grade car park. I support the built form, articulation and materiality of the Type A townhouses, however I recommend provision of solar shading elements to the level one north elevations to ensure delivery of the sustainability ambitions of the project. I also recommend further consideration of opportunities to provide additional windows to the ground level kitchens with a northern aspect. I acknowledge the traffic analysis and turning movements within the at-grade car park, however I have concerns regarding the potential conflict and sightlines for resident vehicles, bicycles, and service vehicles at this crossover.

Thirteen Type B three storey townhouses, with vehicle access from Stephen Street, are located at the centre of the site, immediately south of the supermarket and its at-grade car parking. The townhouses are proposed as 133 square metres in area with 10 square metres of private open space. The built form is expressed as a singular linear form, referencing the site's history as a box factory. The visualisations and sections indicate ramped driveways for the western townhouses due to the site levels, and the intent to provide a singular linear built form and vertical separation from the car park to the north. I recommend further clarity is provided regarding any impacts of the west ramped driveways on the landscape design as proposed. I acknowledge the design team's intent to provide articulation to the Type B townhouses through material changes in the garage doors and projecting wall elements. However, in my opinion, an opportunity exists to provide built form articulation through setbacks and height differentiation, in addition to materiality, with the view to provide residents with a greater sense of address, a more varied streetscape and a reduction in the requirement for ramped driveways. I recommend further consideration of opportunities to provide additional private open space, given the limited connection of this cluster of townhouses to the public open space. I also recommend provision of solar shading elements to the level two north elevations to ensure delivery of the sustainability ambitions of the project. The roof plans indicate air conditioning condensers mounted on the roof. I recommend consideration of an integrated approach to screening of services including roof mounted services.

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Four Type C three storey townhouses are located north of Chimney Park with vehicle access from Stephens Street to double garages. In my view, the Type C townhouses have a unique location within the proposal due to frontage to public open spaces, including northern access to the public open space and southern access to Chimney Park. I recommend further consideration of the materiality of the double garage doors and provision of a separated pedestrian access with the view to providing dual frontage for these townhouses with outlook and direct access to Chimney Park. I support the provision of natural light and ventilation to all habitable rooms.

To the south east of the site, nine Type D three storey townhouses with double garages are separated by a laneway of six metres in width. I am concerned by the pedestrian experience of this street that is dominated by garages as indicated in the visualisation. I recommend further consideration of street planting opportunities, materiality of the garage doors and flush/kerbless paved environments, to assist with activation, provide additional passive surveillance and ensure a pedestrian focused space. The townhouses are 183 square metres in floor area with seven square metres of private open space. I acknowledge the siting of these townhouses and access to the public open space, however I have concerns regarding the depth and minimal area proposed for private open space. I recommend further review of opportunities to provide additional private open space. I support the provision of natural light and ventilation to all habitable rooms, however recommend further consideration of corner townhouse typologies to the east and west ends to maximise opportunities for additional access to light and ventilation, and passive surveillance of the public realm. I also recommend confirmation of the location of air conditioning condensers for Types A, C and D for clarity, noting I do not support the location of condensers on private balconies due to adverse impacts on the amenity of the balconies and the street.

The proposal includes two left-in, left-out vehicle crossovers to Magill Road including one two-way crossover to the east providing access to retail and apartment visitor car parking, and one two-way crossover to the centre of the Magill Road frontage providing access to the ALDI supermarket at-grade carpark. An additional one way crossover is proposed between the ALDI supermarket and the Alma Hotel to provide service vehicle access. Type C and D townhouses are separated by a roadway providing access from Stephen Street to the basement car parking for residents of the apartment buildings. The landscape proposal intends to create a pedestrian prioritised precinct and green laneway environments which I support. In my view, the materiality and surface treatment of roads, signage, and provision of adequate deep soil zones is critical to delivery of the envisaged landscape design principles and legibility as a pedestrian prioritised precinct. I encourage the team to collaborate with the City of Norwood Payneham and St Peters to ensure a mutually appropriate outcome informed by wayfinding, urban, landscape and CPTED design principles.

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I acknowledge and support the project team's ambition to deliver Ecologically Sustainable Design (ESD) initiatives including passive design principles, solar PV arrays, performance glazing and external solar shading specific to each orientation, selection of fittings and fixtures, and zoning of environmental systems. The project team intends to provide a self-assessed Green star rating which I support.





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To ensure the most successful design outcome is achieved the State Commission Assessment Panel may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- Further consideration of materials with finish and colour that is integral to the fabric, rather than an applied finish.
- Clarification of the treated off white precast finish, with the view to achieving a high quality integral finish.
- Clarification regarding solar shading elements for the apartment building and townhouses to ensure delivery of the sustainability ambitions of the project.
- Further consideration of more generous widths to the apartment entry spaces for circulation, waiting and a sense of address for residents and visitors alike, with safe and direct connections to the lobby spaces from within the car park for visitors.
- Clarification of locations and screening strategies for air conditioning condensers.
- Provision of additional windows to the Type A ground level kitchens with northern aspect.
- Clarification of any impacts of the Type B west ramped driveways on the landscape design intent.
- Review of opportunities to provide additional private open space for the Type B and Type D townhouses.
- Review of the townhouses and laneways regarding street planting opportunities, materiality of the garage doors and flush/kerbless paved environments, to assist with activation, provide additional passive surveillance and ensure a pedestrian focused space.

Yours sincerely



Kirsteen Mackay  
South Australian Government Architect

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of South Australia





**City of  
Norwood  
Payneham  
& St Peters**

19 October 2018

Brett Miller  
Team Leader – Inner Metro Development Assessment  
Development Division  
Department of Planning, Transport and Infrastructure

*by email: [brett.miller@sa.gov.au](mailto:brett.miller@sa.gov.au)*

Dear Brett,

I refer to Development Application Number 155/M009/18, which has been referred to the Council for comment, pursuant to clause 2.1 of the Heads of Agreement between the Department of Planning, Transport & Infrastructure and the Council, dated February 2014.

Consistent with Clause 2.3 of the Heads of Agreement, the following Council response:

*“will not include a full planning assessment of the application, but may include comments on any local strategic issue, policies or plans. This may include comments on proposed policy amendments, planned public realm improvements, traffic management, waste services, encroachments, local heritage issues or the like for consideration by DAC. Council may also make brief written observations in relation to planning assessment matters from a local perspective, to highlight key issues that may require further analysis / assessment by DAC officers.”*

#### Proposed Policy Amendments

There are no proposed policy amendments that affect the proposal. The land has just recently (19 December 2017) been re-zoned to Urban Corridor Zone.

#### Planned Public Realm Improvements and Traffic Management

##### *Stephen Street Widening*

Whilst the Council will not be the relevant planning authority for the assessment of the future development application(s) to divide the land, it will have the ability to require a widening of Stephen Street, pursuant to Regulation 52 of the *Development Regulations 2008*. Specifically, Regulation 52(1) states:

*“.. if an existing road abuts land which is proposed to be divided and the council considers that the road should be widened in order to provide a road of adequate width having regard to existing and future requirements of the area, the proposed division of land must make provision for that widening.”*

The adequacy of the width of Stephen Street, having regard to the additional traffic (vehicular and pedestrian) which would be generated by the proposed development, has been considered by relevant Council staff. Outcomes of those considerations have been discussed and agreed with the Applicant.

In particular, it has been agreed that the future boundary between Stephen Street and the subject land, will be adjusted so as to widen Stephen Street to the extent necessary to achieve agreed footpath treatments along the northern side of the street. The extent of widening varies along the street, as depicted in plans P25-P28.

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Consideration was given by Council, as to whether the road should be widened further to provide adequate roadway width for two-way traffic movement. It was determined that it was not desirable to widen the street to that extent, as to do so would likely promote a higher traffic speed environment and result in a perceived higher priority to vehicles than pedestrians.

### *Public Open Space*

It was initially proposed by the applicant, that the open space area to the south of the apartment buildings, would be transferred to the Council as public open space.

The Council opposed that proposal, as the Council had not identified a need for additional public open space in the vicinity of the subject land and the proposed open space was not considered to be of sufficient value to the community, due to its format. In particular:

- it did not provide a north-south link through the site between Chimney Park and Magill Road;
- much of it would have been in shadow from the apartment building; and
- it did not have a positive interface with the apartment building (it interfaced with ground level car parking).

In response to those concerns, the proposed allocation and distribution of public open space has been amended, such that it is now proposed that a north-south public link be provided through the site, together with a larger plaza space north of the Type C townhouses, west of the proposed vehicular access driveway from Stephen Street. The open space proposed to the east of the driveway, is to be privately owned open space.

The Council is now generally supportive of the amended public open space proposal, including the design concepts which have been developed for each of the discreet elements of the space.

### Waste Services

The Waste Management Plan by Colby Industries has been reviewed. It is noted that the following methods of waste collection are proposed:

- Torrens Titled Type A, B and C townhouses – Council kerbside collection;
- Community Titled Type D townhouses – commercial collection;
- Apartment buildings, including commercial tenancies – commercial collection; and
- Aldi supermarket – commercial collection.

Principle of Development Control 286, under the heading of Medium and High Rise Development (3 or more storeys), states:

*“286 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site collection.”*

Principle 286 is applicable to the Type B, C and D townhouses, as they are all three storeys in height. Commercial on-site collection is proposed for the Type D townhouses, but not the Type B and C townhouses. As there are seventeen (17) Type B and C townhouses, resulting in up to thirty four (34) bins to be collected kerbside, provision should be made for on-site collection.

This is particularly important due to the narrow, one way nature of Stephen Street, whereby the collection of bins from the townhouses could cause disruption/inconvenience to road users.

Therefore, whilst the Council understands that East Waste have advised that it is feasible for kerbside bins to be collected in this location, it would be preferable for on-site collection options to be considered, to minimise the extent of kerbside collection. Any such alternative option would likely require an alternative land titling arrangement to that which the applicant is currently intending, ie. the townhouses would likely need to be part of a community title arrangement.



### Encroachments

It appears that minor encroachments are proposed for canopies over the Magill Road footpath, which will require authorisation from the Council pursuant to the Local Government Act. Subject to final design, approval can be anticipated.

### Local Heritage Issues

The subject land is located adjacent to a Local Heritage Place, ie. The Alma Hotel on the corner of Magill Road and Sydenham Road. Contemporary additions to the hotel separate the original hotel from the subject land. Therefore, the Council has no concern with the impact of the proposal on the heritage value or context of the Alma Hotel.

### Planning Assessment Matters

In accordance with the Heads of Agreement, the following are brief written observations in relation to planning assessment matters from a local perspective, to highlight key issues that may require further analysis / assessment by SCAP officers.

#### *Land use*

With respect to land use, the subject land is located within the High Street Policy Area of the Urban Corridor Zone. More specifically, the land is nominated as “Area H” within the Policy Area.

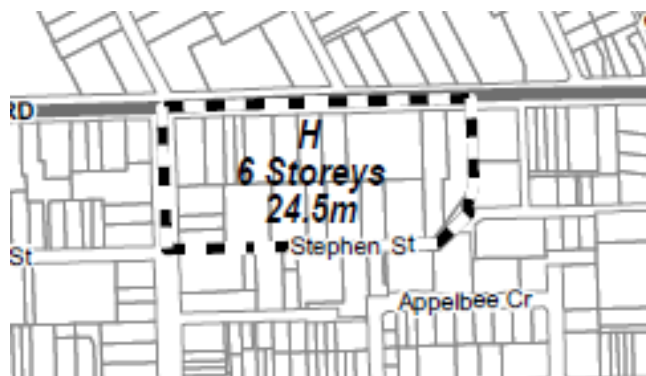
Land uses within Area H should comprise commercial activities at ground floor fronting Magill Road, in the form of shops, consulting rooms, offices or cafes/restaurants that serve the daily needs of local residents. Upper levels should be devoted to medium density residential development.

The proposal is consistent with the desired land uses for the subject land.

#### *Built Form and Setbacks*

The Development Plan was amended on 19 December 2017, to (amongst other things) rezone the subject land to Urban Corridor Zone, High Street Policy Area and introduce new policy, specific to the subject land.

Concept Plan *Fig UrC/2* was introduced, providing a maximum allowable building height for the subject land of 6 storeys and 24.5 metres (refer image below).



*Extract from Concept Plan Fig UrC/2*

In addition, the following specific policy was introduced to the Desired Character Statement for the High Street Policy Area:

*“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 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."*

The proposed apartment buildings are up to seven (7) storeys and 24.5 metres in height. Whilst the number of storeys exceeds the policy, the buildings are within the overall height limit of 24.5 metres. The Council has no concern with the additional floor level which has been accommodated within the 24.5 metre limit.

Consistent with the Desired Character Statement, the building heights are considered to transition down to a level that complements the adjacent residential character area.

In terms of built form considerations other than height, the development is considered to be generally consistent with the relevant provisions of the Development Plan.

The extent of direct access garaging along Stephen Street (Type B and C townhouses) will result in a compromised level of street-level activation and amenity along this section of Stephen Street, and is inconsistent with the Desired Character Statement which states that vehicle access should primarily be provided from Stephen Street via common driveways and/or to the rear of dwellings.

That said, it is considered that on balance, when considering the activation provided by the Type A and D townhouses, public open space entrance, new footpath and general landscaping, the development will result in a significant positive contribution to the amenity of Stephen Street.

The design of the Aldi building does little to enhance the Magill Road streetscape. Whilst there is some fenestration, the windows (other than at the corners) are high level and will not significantly assist in providing an active frontage. By comparison, the southern elevation which faces the internal car parking area, provides far greater activation. The proposed landscaping within a raised planter between the building and Magill Road is a positive element, as are the materials which have been selected. It is understood that the 'selected red brick' which is proposed for the Magill Road façade is intended to be a recycled bricks – this would be particularly positive.

#### *Traffic and Parking*

As set out in the GTA report, the proposed number of on-site car parking spaces accords with the relevant rates within the Development Plan.

The proposed location of vehicle access points and internal configuration of driveways and parking areas, is all consistent with the Development Plan.

I trust that this response is of assistance. Please do not hesitate to contact me on 8366 4567 if you require any clarification.

Yours sincerely



Mark Thomson

**MANAGER, DEVELOPMENT ASSESSMENT**



**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
**Nature of Development:** Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

**My Name:** ANTHONY CATINARI **My phone number:** 0418 804514

**Primary method(s) of contact:** Email: ANTHONYC@CATCORPGROUP.COM.AU  
Postal Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

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

**My interests are:**  
(please tick one)

☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

**The address of the property affected is:**

Unit 2 - 9 SYDENHAM ROAD Postcode 5067

**My interests are:**  
(please tick one)

☒ I support the development  
☐ I support the development with some concerns  
☐ I oppose the development

**The specific aspects of the application to which I make comment on are:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**I:** ☒ wish to be heard in support of my submission  
(please tick one) ☐ do not wish to be heard in support of my submission  
(Please tick one)

**By:** ☒ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

**Signature:**   
**Date:** 4 Oct 2018



Our Ref: RAD:OS:160737

5 October 2018

GPO Box 627  
Adelaide SA 5001  
LTO DX 58228 Adelaide

po  
dx

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w

The Secretary  
State Commission Assessment Panel  
Level 5, 50 Flinders Street  
Adelaide SA 5001

19 619 603 271

abn

## BY HAND DELIVERY

Dear Sirs,

**RE: CACA NOMINEES PTY LTD & ALDI STORES C\ BUILDTEC GROUP**  
**DEVELOPMENT APPLICATION NUMBER: 155/M009/18**  
**SUBJECT LAND: 76 MAGILL ROAD, NORWOOD**

We refer to your letter dated 14 September 2018 regarding the proposed development on the above site.

We act for a group of companies which are the freehold owners, licensees and operators of the Alma Tavern situated at 66 Magill Road, Norwood.

### 1. Proposed Development

- 1.1 We note the development at 76 Magill Road, Norwood ("Site") is a staged mixed-use development broadly comprising the following:
  - 1.1.1 Aldi supermarket with a floor area of 1,634m<sup>2</sup>, 89 car parking spaces and various signage;
  - 1.1.2 33 residential townhouses with frontage and/or access to Stephen Street (being a mixture of two storey and three storey "detached dwellings" and "group dwellings") and 62 car parking spaces; and
  - 1.1.3 5 apartment buildings/towers, each of which will be seven storeys high and containing a total of 208 one and two bedroom apartments, 1,300m<sup>2</sup> of ground level "shops", 107 ground level car parking spaces and 198 basement car parking spaces. A communal open space of approx 1,139 m<sup>2</sup> will be provided between the proposed apartment buildings.
- 1.2 The Site at 76 Magill Road and Sydenham Road is adjacent to the Alma Tavern and we are instructed to bring the following to your attention.



## 2. Alma Tavern

- 2.1 A Hotel Licence has been granted to the Alma Tavern and permits trade Monday to Saturday to 3:00 am the following day, Sunday to midnight, Christmas Day to 2:00 am, Good Friday to 2:00 am and Sunday (when preceding a public holiday) to 3:00 am the following day.
- 2.2 We **enclose** a copy of the Licence Plan for the Alma Tavern for your reference.
- 2.3 The Alma Tavern is a popular venue. Its Licence permits up to 1,055 persons at the premises at any one time.
- 2.4 In addition, entertainment consent has been granted to include live and recorded entertainment and singing.
- 2.5 The entertainment consent granted permits noise emanating from the hotel premises to a level up to, but not including, 8db(A) above the level of background noise in any octave band of the sound spectrum when assessed at the nearest noise sensitive location, such as adjacent residences.
- 2.6 An area outside the northwest corner of the hotel building is designated Area 5 (verandah) and is licensed for up to and including 30 persons and for up to and including 100 patrons for queuing to enter the premises. Noise generated from the use of that external area is permitted up to and including 5db(A) above background noise levels between 10:00 pm and 3:30 am the following day when measured from the hotel land in Sydenham Road.
- 2.7 Also the hotel has a large upper balcony area (Area 7) to two sides of the building and that balcony is licensed for the consumption of liquor by up to and including 75 persons.
- 2.8 Area 8 (the beer garden) of the hotel is also outdoor area. This area together with Areas 1 and 2 (the main bar areas) of the licensed premises may have a combined capacity of up to 550 people.
- 2.9 In particular Area 8 is a very popular outdoor area of the hotel and constantly has live entertainment (including bands and DJ's) every Saturday night from 9pm to 2am and on Sundays from 2pm to 10pm.
- 2.10 Areas 5, 7 and 8, all external to the hotel building, as well as areas within the building, are licensed to trade for the hours referred to above.
- 2.11 The carpark of the Alma Tavern is on the eastern side of the hotel building, towards 76 Magill Road and on the southern side towards the Sydenham Road land. Obviously calling out and the hubbub of conversation of patrons from the licensed areas and carpark, the slamming of their car doors, the starting up of their car engines and music played through the speakers and amplification equipment of the hotel generate significant, but legally permitted, levels of noise.



- 2.12 You will appreciate that these are significant levels of noise which may impact on future residences at the Site. Also there may be an impact on the business of our clients if future residences are constructed in such positions or manner (e.g. without adequate noise attenuation measures) on the Site so as to experience noise emanating from the Alma Tavern and to result, consequently, in complaints from the occupiers or owners of those residences.

### 3. Development Plan

- 3.1 We have had regard to the provisions of the Norwood Payneham and St Peters (City) Development Plan. Objective 55 of the Council wide provisions refers to "*Safe, pleasant, convenient, and healthy-living environments*" for '*Residential Development*'.
- 3.2 Accordingly, occupiers in future residential development of the area are entitled to such expectations, but not to the prejudice of the long established and lawful use of our clients' premises as a hotel.
- 3.3 The hotel was established in 1885 and the building is on the Local Heritage List, described as a Victorian red brick and bluestone hotel. For the heritage listing, it has been identified as:
- 3.3.1 displaying historical, economic or social themes that are of importance to the local area;
  - 3.3.2 representing customs or ways of life that are characteristic of the local area;
  - 3.3.3 displaying aesthetic merit, design characteristics or construction techniques of significance to the local area; and
  - 3.3.4 being a notable landmark in the area.
- 3.4 Council wide Objectives 110, 111, 113, 114 and 115 and Council wide principles of development control 346, 347, 359, 360 and 361 all speak to the retention and conservation of heritage buildings, to retaining their heritage value, to "*complementary development of land and sites adjacent*", to the continued use of local heritage places and supporting their ongoing retention and conservation and to development not compromising or detrimentally affecting heritage buildings or sites, with development on adjacent land not to be undertaken "*if it is likely to ..... detract from the heritage value and integrity of the heritage place by way of design ..... or standard of construction*".
- 3.5 The lawfully generated noise from the hotel may have a significant impact on the occupiers of the proposed residential development.
- 3.6 There is the very real likelihood of residential occupiers of new development on the Site raising complaints with the local Council, the police, the Licensing Authority and/or the Environment Protection Authority about noise generated from the hotel



use notwithstanding that the Alma Tavern, its liquor licence trading hours, its entertainment licence hours and its modus operandi were there first and are lawful.

**4. Sydenham Road Site**

- 4.1 Our clients were always concerned about residential development in close proximity to its licensed premises and further to this completed an expression of interest to buy the "Sydenham Road Site" (comprising CT 6153/860 and CT 6153/845).

**5. Conclusions**

- 5.1 Our clients would like you to consider all the above as part of your approval process and in particular the following conditions (especially with respect to the proposed townhouses on the Site which are in very close proximity to the Alma Tavern):
- 5.1.1 A comprehensive acoustic assessment of the design of any future residential development of the Site must be carried out, having regard to the activities of the Alma Tavern, prior to any such development proceeding;
- 5.1.2 Such residential development must not have any balcony (so that persons on balconies not be impacted upon by noise generated by the hotel's activities); and
- 5.1.3 Any such residential development must adopt other noise attenuation measures, (for example, double glazed windows) having regard to the activities of the hotel.

Yours faithfully,

**CLELANDS LAWYERS**

Per:



**RINALDO D'ALOIA**

E-mail: rinaldodaloia@cle.com.au

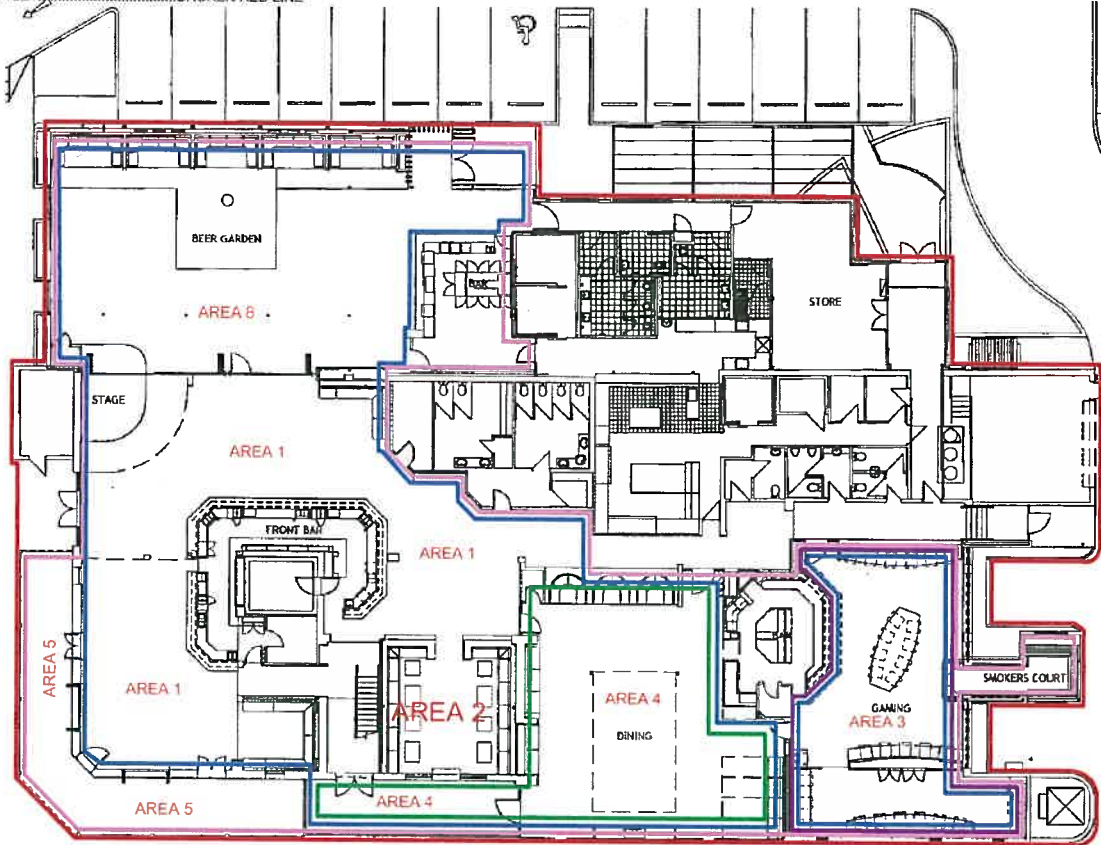


# ALMA TAVERN

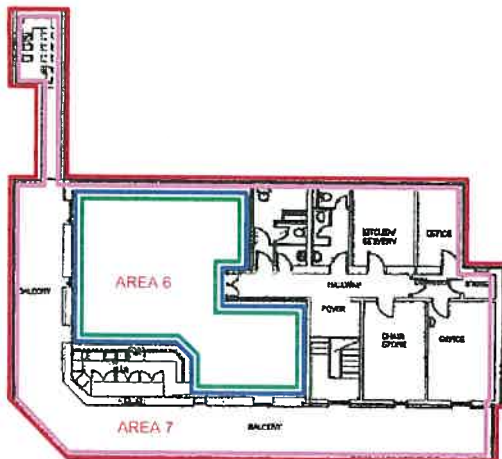
## 50100070

### LEGEND:

LICENSED AREA.....	RED LINE
DESIGNATED DINING AREA.....	GREEN LINE
DESIGNATED RECEPTION AREA.....	BROWN LINE
GAMING AREA.....	PURPLE LINE
SAMPLING AREA.....	YELLOW LINE
ENTERTAINMENT CONSENT.....	BLUE LINE
EXTENDED TRADING AUTHORITY.....	PINK LINE
OUT OF BOUNDS TO MINORS.....	ORANGE LINE
MINORS PERMITTED AFTER MIDNIGHT.....	BROKEN ORANGE LINE
CONSUMPTION ON PREMISES.....	BROKEN YELLOW LINE
COLLECTIVE OUTLET.....	BROKEN RED LINE



GROUND FLOOR PLAN  
SCALE 1:200



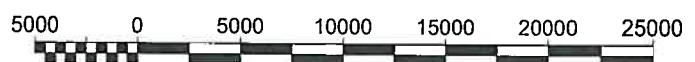
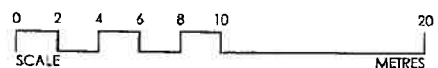
FIRST FLOOR PLAN  
SCALE 1:200

PLAN ACCURATE AS AT / /

LICENSEE .....

LIQUOR AND GAMBLING COMMISSIONER

PLAN updated 05/06/14



DIMENSIONS ARE IN MILLIMETRES

"THE PLAN MUST BE KEPT ON THE PREMISES  
AT ALL TIMES AND BE PRODUCED TO AN  
AUTHORISED OFFICER UPON REQUEST."  
(NEED NOT BE DISPLAYED)



South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
**Nature of Development:** Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

RECEIVED 25 SEP 2018

My Name: ANGUS HALL My phone number: 0408800879

Primary method(s) of contact: Email: hall\_guse@yahoo.com  
Postal Address: 2/17 STEPHEN STREET Postcode: 5067  
NORWOOD

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

My interests are:  
(please tick one)

☒ owner of local property  
☒ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is:

2/17 STEPHEN STREET, NORWOOD Postcode 5067

My interests are:  
(please tick one)

☐ I support the development  
☒ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are:

① Apartment Block Height → Privacy of Courtyard & Backrooms  
→ shading my solar panels.  
② Stephen Street Access → increased volume of traffic  
→ loss of street parking  
→ inconvenience during building

I: ☒ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☒ being represented by the following person  
(Please tick one)

→ Shade Unitr WiFi Signal  
→ Shade Foxtel Satellite Dish  
17 Stephen St Community

Signature: ALL  
Date: 19/09/18

PTO



# Recommend

Alto

- ① Move 7 Story Apartments at furthest distance from 17 Stephen Street. Perhaps shop Aldi & Shops with position of all or 2 Eastern Blocks of Apartments
- ② Limit residential traffic along Stephen St to Townhouses only; Stephen Street is a one lane access road, not a high traffic thoroughfare. All access to Aldi, Shops, & apartments be via Magill Road & Sydnahan Roads.
- ③ Important that no;
  - Sun Shading of Courtyard before 4pm, for plants
  - Sun Shading of roof solar panels before 5pm.
  - Apartments cannot look directly into back courtyard / rooms for privacy concerns
  - Uninterrupted Line of Sight Link to City, not obscured by Townhouses / Apartments
  - Foxtel Satellites not obstructed view
- ④ No inconvenience of access on Stephen St during project / after project.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

Summary of concerns about the impact of the proposed development are:

- Substantial increase to daily traffic (from current 500 increasing by 2500 per day) with residents of the development accessing the townhouses and the apartments via Stephen Street;
- Loss of privacy to the backyards and back rooms of the existing townhouses at 17 Stephen Street given the overlook from the 7 storey apartment towers;
- Loss of light with shadow created by the apartment towers;
- Staged development may not proceed to completion if reliant on sales as development proceeds;
- Increasing density in this way may have an impact on the value of the townhouses at 17 Stephen Street;
- Construction of the basement carpark and on the site generally may impact on 17 Stephen Street townhouses. Damage may be caused by excavation and piling. There needs to be some conditions around no adverse impact to the townhouses from construction and the need for insurance held by the developer to replace and make good any damaged caused;
- A relevant factor to consider is that the developer is not responsible on an ongoing basis for the way in which the development operates and how it is used; and
- Loss of peaceable enjoyment of the townhouses by the increase in the immediate population of the area in apartments, townhouses and use of the public open space in the development.

The addition of ALDI will be of benefit to the amenity of the area by providing easily accessible grocery shopping.

### Comments on selected parts of the development application (referenced by page numbers, headings and text from the application) which could impact on 17 Stephen Street townhouses:

Page 19

#### 4.1 Development Vision

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.

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.

**Comment:** The proposed development provides only transition of scale from the Alma Tavern/Hotel side of the site. There is no transition of scale from the current two storey residential townhouses of 17 Stephen Street and there is no recognition that there could be an impact from the massing of the apartment towers of the proposed development.

... 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 hardworking 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.

**Comment:** It is difficult to see how the open space in the development is an extension of Chimney Park as there is minimal vista and direct connect between the two. Of particular concern is the "space caters for small and large groups". Noise generated by large gatherings will detract from the amenity of 17 Stephen Street townhouses given the proximity of the open space in the proposed development.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

Page 20

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.

**Comment:** Looking at the waste management planning for the townhouses this “pedestrian friendly and green laneway environment” will assist with the placement of bins for collection on the other side of Stephen Street from the townhouses, in front of Chimney Park. This is detracting from the amenity for existing residents and for the park itself.

Page 22

### 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<sup>2</sup>), ground level car parking (107 spaces) and basement car parking (198 spaces).

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:

Page 23

### 4.3 Built Form

Mulloy 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.

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.

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.

**Comment:** There is no evidence that the design decisions and influences, provocative interpretation or didactic information (as described above) have been taken into account in the proposed development beyond vague references to materials and colours proposed in what is a fairly standard, low cost mixed use proposed development. There does not seem to be any provocative interpretation or didactic information articulated in this development application.

### 4.3.1 ALDI Store

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.

page 24

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.

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 higher timber



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

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

**Comment:** The design has little articulation or any reference to the Alma hotel and other heritage places through use of materials, style and finish, despite the claims. The “vertical timber style battens” and “perforated metal tower” show little understanding of the surrounding mixed-use development. Nor is the use of these materials able to be referenced to the history/cultural heritage/interpretation plan by Mulloway.

Page 26

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.

**Comment:** Figure 4.3 really shows how dominating the development will be on Magill Road and how unrelated it is to the surrounding built environment.

Page 30

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<sup>2</sup> of retail floor space at ground level to sleeve proposed undercroft car parking and to activate both Magill Road and the Urban Promenade connection through the site (from Stephen Street to Magill Road). The apartments include an undercroft 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 undercroft 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.

**Comment:** More than 500 cars coming and going per hour from the complex during the PM peak hour. Most in Stephen Street, a small service road with 500 traffic movements per day currently. There will be an obvious increase in traffic to the detriment of the amenity of existing residents in Stephen Street.

Page 31

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.

**Comment:** Large group gatherings could be problematic in terms of loss of amenity for existing Stephen Street residents with noise and increased activity levels, which may not always be positive.

Page 34

### *4.4.2 Site Landscaping Masterplan*

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.

Page 37

### *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 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.

**Comment:** Large group gatherings could be problematic in terms of loss of amenity for existing Stephen Street residents with noise and increased activity levels, which may not always be positive.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

Page 40

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.

**Comment:** More than 500 cars coming and going per hour from the complex during the PM peak hour. Most in Stephen Street, a small service road with 500 traffic movements per day currently. There will be an obvious increase in traffic to the detriment of the amenity of existing residents in Stephen Street.

Page 48

### 4.7 Stormwater Management

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 water table 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 'predevelopment' 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).

**Comment:** Stormwater management from the site maybe an issue for 17 Stephen Street townhouses as they abut the proposed development. Some reassurance should be sought on water not entering 17 Stephen Street townhouses as overflow from this development – not just "where possible".

#### 4.7.2 Mixed Use Buildings

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<sup>3</sup> and a maximum outflow of 108.1 L/sec must be met.

**Comment:** Stormwater management from the site maybe an issue for 17 Stephen Street townhouses as they abut the proposed development. Some reassurance should be sought on water not entering 17 Stephen Street as overflow from this development – not just "where possible".

Page 50

### 4.9 Sustainability (ESD)

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.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

**Comment:** Overlook from the apartments into the 17 Stephen Street townhouses is acknowledged in the highlighted statement. This raises concerns about loss of privacy for the backyards and back rooms and the general amenity of the 17 Stephen Street townhouses.

Page 53

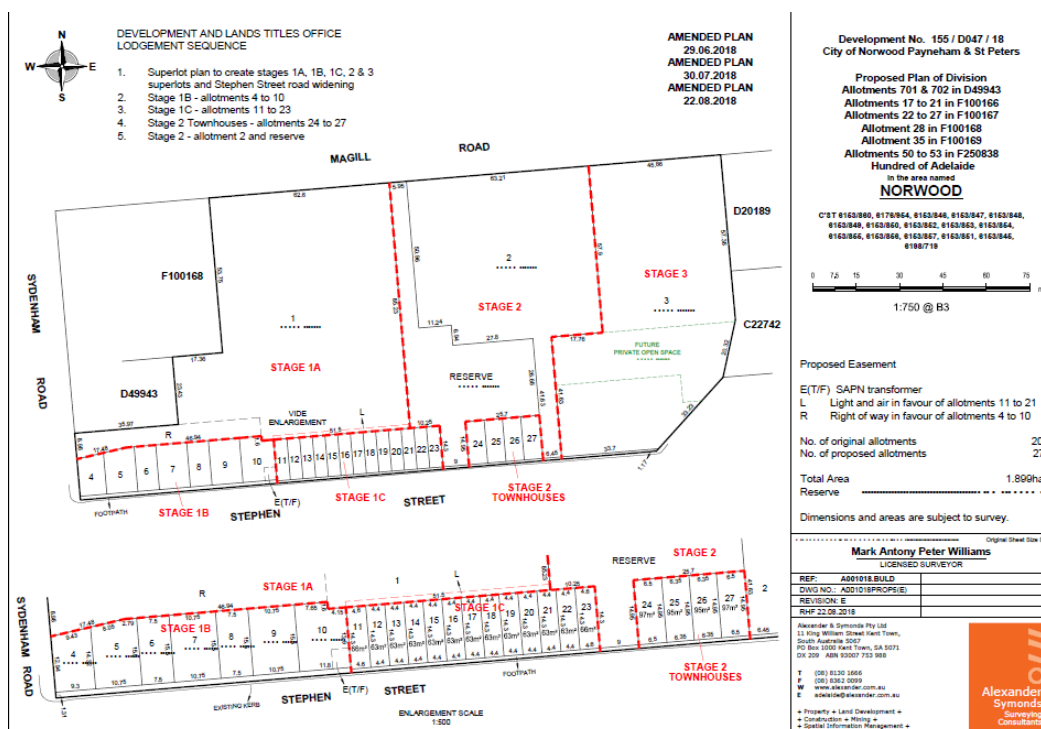
### 4.10 Staged Construction

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).

**Comment:** The risk with staged developments is that they often fail to complete all stages as funding is often linked to progressive sales and pre-sales. This could leave the development site incomplete for a considerable period leading to a corresponding loss of amenity for 17 Stephen Street townhouses through dust etc. There should be a requirement for a bond to ensure the site is able to be remediated if this happens.



Page 69

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.

Page 70



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

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.

**Comment:** The scale and mass of the ALDI building at 1 metre short of the allowable building height (equating to 3 storeys) in the Urban Corridor Zone is hardly respecting and acknowledging the heritage values of the single storey Alma Hotel.

Page 75

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.

**Comment:** More than 500 cars coming and going per hour from the complex during the PM peak hour. Most in Stephen Street, a small service road with 500 traffic movements per day currently. There will be an obvious increase in traffic to the detriment of the amenity of existing residents in Stephen Street.

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### 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 minimise 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.

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### 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'.

**Comment:** There is no attempt to provide a sensitive interface with 17 Stephen Street townhouses based on the rationale of historic domination by the Caroma site. Rather use poor design and development planning in the past to justify a poor solution to building interface consideration should be given to re-dressing this recognised built form interface issue by better design solutions.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

### Acoustic Amenity

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*)

**Comment:** A report flaw to not include the acoustic amenity of 17 Stephen Street townhouses, and to just factor in the residential use to the south side of Stephen Street. Also there is no consideration of noise generated by the activities on site by residents and those visiting the site, once developed, which could be detracting.

### 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.**

**Comment:** No windows at the end of the apartment towers does not necessarily equate with no overlooking from the apartment balconies into "the rear private open space of existing adjoining dwellings to the east, in the Business Zone".

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#### 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 ... **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.**

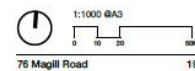
**Comment:** Their Ground Plan and Shadowing plan which follow clearly shows there will be shadow cast on the rear private spaces of 17 Stephen Street townhouses. There has been no attempt by the developer to minimise the shadow cast by the apartment towers, just a recognition that it will happen and it is not really an issue in their view.



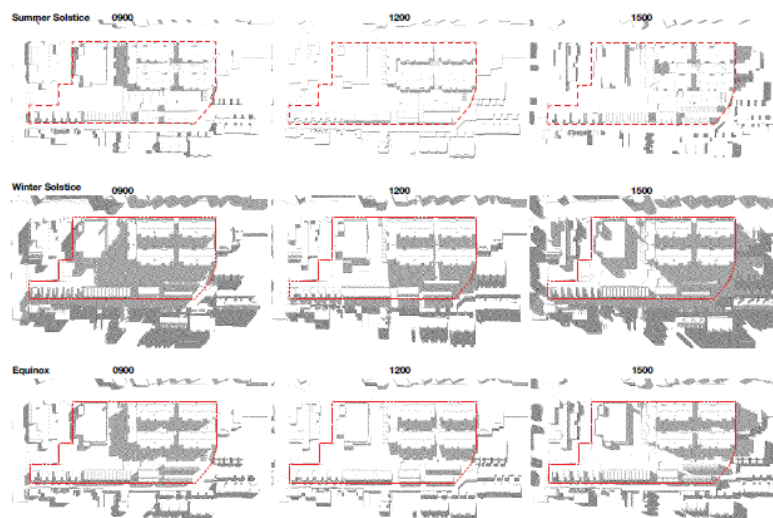
## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood



Ground Plan



Shadows



### 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). 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.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

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. The proposed development has therefore been designed to celebrate and respect the heritage value, integrity and character of adjoining local heritage places.

**Comment:** Claims that the development is designed to celebrate and respect heritage values, integrity and character of the local heritage places by tokenistic reference to design elements; three storey height development adjacent to the single storey Alma Hotel; and corridors of vistas equalling connectivity with significant structures and parks are at best drawing a long bow in respecting heritage values. The proposed design does not adequately address the local heritage values by these tokenistic efforts to dress up an extensive massing and over development of the site.



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### 8. Conclusion

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:

- Cultural heritage investigations undertaken by Malloway 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;

**Comment:** Demonstrably not the case. Malloway suggestions have been selectively used where they suit the design intent rather than to interpret and respect local heritage values.

- 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;

**Comment:** Do not agree in relation to 17 Stephen Street townhouses



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

- 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;

**Comment:** The ALDI store is not single storey in height – it is 3 storey.

- 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;

**Comment:** Rather it will allow for the placement of new townhouse bins in the street adjacent to the park.

» Suitable site servicing and loading arrangements are proposed including:

□ 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;

**Comment:** Rather it will allow for the placement of new townhouse bins in the street adjacent to the park.

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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 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.

**Comment:** It might meet minimum traffic planning requirements but it does not really reflect the loss of amenity for existing residents in a quiet street which will become a heavy traffic corridor.

- Landscaping is integrated into public, communal and private areas and will contribute to an attractive, comfortable and contextual development that includes:

» A publicly accessible communal open space area of approximately 1,139m<sup>2</sup> 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;

**Comment:** There are problems with noise that these areas will create and it is a tokenistic nod to connectivity between the park and Magill Road. The described "Urban Promenade" is minimal given the massing on the development site. The public open space of the proposed development is below the planning requirements. The removal of one or two of the proposed Stephen Street townhouses in the development, next to the "promenade", would increase connectivity with Chimney Park and possibly increase the open space of the proposed development to be more in line with planning requirements.

- 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;

**Comment:** Ongoing noise from the residential occupiers of the site has not been addressed in these assessments and their likely impact to the amenity of existing Stephen Street residents, particularly 17 Stephen Street townhouses.



## Comments on Norwood Green Development Proposal at 76 Magill Road, Norwood

- The proposed development has been designed to prevent unreasonable overshadowing or overlooking of existing adjoining residential properties;

**Comment:** This is not the case.

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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;

**Comment:** At the cost of amenity of existing Stephen Street residents and park users.

- 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;

**Comment:** Needs to include consideration of the 17 Stephen Street townhouses in the assessment and management of Stormwater.

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.

**Comment:** The development aligns with “the most relevant provisions” of the Norwood Payneham and St Peters (City) Development Plan. It should align with all to be compliant.



South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant: Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
Development Number: 155/M009/18  
Nature of Development: Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
Zone / Policy Area: Urban Corridor Zone / High Street Policy Area  
Subject Land: 76 Magill Road, Norwood  
Contact Officer: Brett Miller  
Phone Number: 8343 2988  
Close Date: 5:00 PM Friday, 5 October 2018

RECEIVED 04 OCT 2018

My Name: DAVID SKULL My phone number: 08 83634842

Primary method(s) of contact: Email: oldskull04@gmail.com  
Postal Address: 46 Appelbee Crescent Postcode: 5067  
Norwood

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

My interests are: (please tick one)  
☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is: 46 Appelbee Crescent  
Norwood Postcode 5067

My interests are: (please tick one)  
☐ I support the development  
☐ I support the development with some concerns  
☒ I oppose the development in its current form.

The specific aspects of the application to which I make comment on are: In one of the oldest residential areas in Norwood we do not need 7 storied, 5 tower elements of mixed use. There seems to be no community space mentioned or a wetland for recycling water, as were, I think, proposed in the original concept.

I: (please tick one)  
☐ wish to be heard in support of my submission  
☒ do not wish to be heard in support of my submission (Please tick one)

By: (please tick one)  
☐ appearing personally  
☐ being represented by the following person (Please tick one)

Signature: David Skull

Date: 21/9/18

No mention of parking facilities is mentioned, already a big problem in Norwood, particularly for ALDI





Town Planning  
Development Advice  
Strategic Management

5 October 2017

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

Attention: Mr Brett Miller

Dear Ms Gill,

**DEVELOPMENT APPLICATION NO.155/M009/18**

I have been engaged by the residents of 17 Stephen Street, Norwood, as instructed by Dr Sam Kirchner of Unit 6. As you will be aware, 17 Stephen Street is comprised of 8, two storey town houses adjacent the proposed development to the east.

Please consider this letter a representation in respect to the above mentioned Development Application that seeks Development Plan Consent for a staged mixed use development comprising the following main element:

- a 1634 m<sup>2</sup> supermarket with associated signage access and parking (89 spaces);
- a 7 storey residential flat building in the form of 5 towers comprising 208 dwellings;
- ground level shops having a combined floor area of 1300 m<sup>2</sup>;
- ground and basement level parking for 305 vehicles; and
- 33 two and three storey detached and semi detached dwellings (town houses).

For the reasons that I will outline below, I am of the view that the proposed development, in its current form does not warrant consent due to the extent of departure from Development Plan policy.

More specifically, I say that the proposed development:

- is an over development of the land;
- is contrary to clearly expressed centres based policy;
- will result in a scale of development substantially beyond that provided for;
- does not provide a suitable interface with surrounding development;
- has not minimised the potential for overshadowing and/or overlooking;
- places the waste management area too close to adjoining residential dwellings;
- will have a profound effect Stephen Street in terms of traffic and amenity;
- has not suitably demonstrated how construction impacts will be minimised; and
- has not provided adequate detail regarding staged implementation and construction management.

I now deal with each of these matters in turn.

**Phillip Brunning & Associates**

ABN 40 118 903 021

26 Wakeham Street  
Adelaide SA 5000  
Telephone 08 8232 5686  
Mobile 0407 019 748  
phil@phillipbrunning.com



## 1. Retailing Contrary to Centres Based Policy

As the development proposes a substantial retail shop floor area of 2934 m<sup>2</sup> including a 1634 m<sup>2</sup> supermarket, it is appropriate to have regard to the following provisions within the Development Plan that relate to Centres, Shops & Business. These provisions are commonly referred to as 'centres based policy'.

### Centres, Shops & Business

#### OBJECTIVES

**Objective 67:** Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational facilities located in integrated centres which are distributed rationally throughout the area of metropolitan Adelaide.

**Objective 68:** Centres established and developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.

**Objective 69:** A hierarchy of centres located in centre zones or areas.

Objectives 67, 68 and 69 apply to the groupings of facilities into centres and the location of those centres. The grouping of a wide range of facilities in integrated centres will benefit the community by encouraging economic and shared use of facilities, providing a meeting place for communities and encouraging ready access by both public and private transport.

The hierarchy of centres is based on the principle that each type of centre provides a proportion of the total community requirement for goods and services commensurate with its role.

Centres within the area of metropolitan Adelaide are of the following type:

- (a) the central business area of the City of Adelaide;
- (b) regional centre;
- (c) district centre;
- (d) neighbourhood centre; and
- (e) local centre.

The degree to which the various facilities can be located within a centre will depend, among other things, upon the size of the centre, the specific policies relating to the centre, the implications of competing centres for the population being served, and the characteristics of the population to be served. Each development proposal for a centre should be evaluated against that centre's and other centres', defined roles in the centre hierarchy.

New development in centres should result in the expansion of the total range of retail goods and services available to the population to be served, have regard to the location and role of other existing and proposed centre zones and be of a size and type which would not demonstrably lead to the physical deterioration of any existing centre zone or designated shopping area.

These Council wide policies are reinforced and clarified by the following provisions for the Urban Corridor Zone and High Street Policy Area.

### URBAN CORRIDOR ZONE

#### DESIRED CHARACTER

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.

### High Street Policy 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

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.

The current authorised Development Plan policy framework is based on:

- retail shopping that is to be provided within integrated centres;
- centres established according to a hierarchy of function;
- new development should have regard to the role of existing centres; and
- new retail development not leading to the deterioration of any existing centre.

Notwithstanding the Applicant's analysis in respect to economic activity and employment creation, the proposal presents no assessment of the impact that this retail floor area (including a supermarket) will have on existing centres.

If the planning authority is to consider 'out of centre' retail shopping development in the form of a supermarket, then the Applicant should be required to demonstrate what impact this will have on existing centres.

It could not reasonably be said that the quantum and nature of retailing proposed by this application is to serve the 'day to day' needs of the local community, in so far as the proposed supermarket will draw from a far broader retail catchment.

It should not be forgotten that this policy framework is underpinned by the fundamental concept that the aggregation of mutually reinforcing and complementary uses in centres gives rise to efficiencies and economies that are in the public interest.

While the Development Plan does provide some scope for 'out of centre' retail development it is limited by size and nature, including retail providing goods and services not compatible with the grouping of facilities envisaged for centres.

The diversification of locations for retailing providing goods and services not compatible with the grouping of facilities envisaged for regional, district and neighbourhood centres may be considered so long as the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality.

I fail to see how the proposed supermarket is of size or nature which is not compatible with uses within a centre zone. The discretion to allow out of centre retailing is limited to large format retail showrooms and bulky goods outlets, not supermarkets.

The Court in Remibisi<sup>1</sup> found that:

The clear policy permeating the development plan is that centre facilities should be located in **centre zones** and that the integrity of centres should be respected and not compromised. To interpret the development plan as contemplating the development of a 3,700m<sup>2</sup> supermarket or a shop selling goods in one or more of the categories of foodstuffs, clothing, sporting goods or personal effect goods, would be to fly in the face of a clearly and carefully articulated fundamental policy of the development plan.

The key finding of the Court in this regard was that the planning authority out to have good reason to depart from clearly articulated planning policy. I am of the view that good reason has not been established in this instance.

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<sup>1</sup> REMIBISI P/L v CITY OF SALISBURY (NO. 2) [2008] SAERDC 83 (10 December 2008)



## 2. Excessive Height and Inappropriate Interface

The land on which this development is proposed is located within the Urban Corridor Zone and more specifically the High Street Policy Area of the Norwood Payenham and St Peters (City) Development Plan.

It is acknowledged that the Development Plan provides for a scale, form and intensity of development on land within this Zone and Policy Area that is greater than that otherwise provided for elsewhere within the Council area.

This opportunity is however tempered by the need to have suitable regard to the interface with existing development on surrounding and nearby land. The following Development Plan policies are informative in this regard.

### URBAN CORRIDOR ZONE

**Objective 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.

#### Desired Character

Development along the minor streets, including Richmond Street (Hackney), College Road, Capper Street and Grenfell Street, will generally be lower in scale and intensity than development along the Primary Road Corridors.

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.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Interface Height Provisions

- 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:

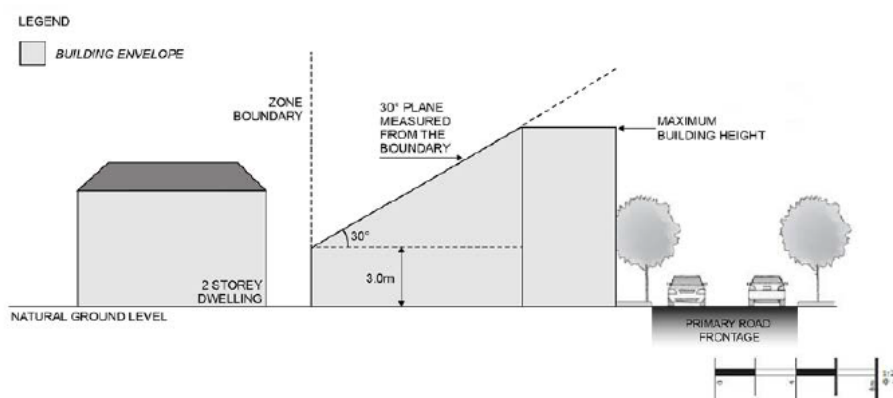


Figure 1

Disappointingly, the Applicant has not appropriately addressed these provisions and has responded with a development that is massive in comparison with the scale of the two storey town houses at 17 Stephen Street, and certainly not in accord with Figure 1.



Not only is the proposal at significant variance with this important interface provision, but is clearly in excess of the maximum building height provided for in this location being 6 storeys (24.5 metres) which is already one storey higher than that provided for elsewhere in the High Street Policy Area.

A building form of 7 levels located directly on the zone boundary and adjoining low scale residential property is entirely inappropriate and represents, in my view, a serious departure from the Development Plan, to such an extent that renders a fatal blow to this development application.

I note that the Applicant has not provided a section detail or 3 dimensional image showing this relationship between the 7 level building proposed and existing two storey residential development to the east of the land. I am somewhat surprised that this application was put to public notification in the absence of such information.

### **3. Unreasonable Impact on Residential Amenity**

Acknowledging that the Development Plan does provide for a more intensive form of development on this land, appropriate regard should be given to the amenity presently enjoyed by the occupants of existing residential developments on adjoining and adjacent land to the proposed development.

The following provisions are most relevant in this regard.

#### **CITY WIDE**

##### **Orderly and Sustainable Development**

**Objective 1:** Orderly and economic development that creates a safe, convenient and pleasant environment in which to live

- 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
  - (b) stormwater or the drainage of run-off from the land.

##### **Interface Between Land Uses**

**Objective 26:** Development located and designed to minimise adverse impact and conflict between land uses.

- 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.

##### **Visual Privacy**

- 234** In areas where buildings of 3 or more storeys are contemplated, direct overlooking into habitable room windows or onto the useable private open spaces of other dwellings from upper level windows, external balconies, terraces and decks should be minimised through the adoption of one or more of the following methods and may be supplemented by landscaping:



- (a) building layout;
- (b) location and design of windows and balconies;
- (c) screening devices; or
- (d) adequate separation.

#### Environmental

- 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;
  - (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).

#### Environment and Conservation

- 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.

Dealing first with privacy, I note that the proposal will result in an oblique line of sight from upper level habitable rooms and associated balconies into the ground level rear yard areas of the dwellings at 17 Stephen Street. While oblique, it would nonetheless seriously compromise the level of privacy currently enjoyed by these residents.

In respect to shadowing, even from the very small scale diagrams provided by the Applicant it can be determined that the scale and mass of the proposed development will cast a dramatic shadow over the rear yard areas and north facing habitable room windows of these dwellings at 17 Stephen Street during the afternoon period.

Not only will the amenity presently enjoyed within these rear yard areas be compromised in terms of access to sunlight, but the function and performance photovoltaic power cells located on the roof of certain dwellings at 17 Stephen Street will be substantively diminished.

Given the scale of the proposed building and its location on the shared property boundary, I fail to see how the proposed development minimises the detrimental solar access impacts on adjacent land. The failure to observe the interface provisions (Figure 1) invariable manifests itself in impacts including overshadowing.

Given the scale of the proposed building immediately adjacent to the eastern boundary of the land, I expect that micro climate currently enjoyed within the ground level rear yard areas associated with the dwellings at 17 Stephen Street will be adversely affected not only by shadow, but by downdrafts from this 7 storey wall.

My Client also has concerns with the screening effect that the proposed development will have on the performance of their internet connection which is achieved via a direct line of sight from microwave dishes oriented towards Brewery Apartment building in Kent Town.

If this line of sight is to be blocked, then my Client would seek the installation of a repeater within the proposed development or access to the NBN connection planned for this site. Once again, the bulk and scale do the proposed development will prejudice existing residents in terms of the enjoyment of their properties.



I note the location of the waste storage and collection area associated with the residential flat buildings adjacent the dwellings at 17 Stephen Street, with nominal screening afforded by a shallow landscaping bed and fencing. The locality of this facility directly adjacent my Client's property is completely unacceptable.

It is questioned why this required facility is not provided in a position more centrally within the site of the proposed development rather than to the periphery such that potential externalities associated with such (visual, noise, odour vermin) do not impact existing residents?

#### **4. Traffic Congestion & Access to Visitor Parking**

In addition to those provisions spoken to above in relation to nuisance and impact on amenity, the following provisions relate more specifically considerations in respect to the impact arising from increased traffic associated with new developments such as that now proposed.

##### **Movement, Transport and Car Parking**

**Objective 31:** A compatible arrangement between land uses and the transport system which will:

- (a) ensure minimal noise and air pollution;
- (b) protect amenity of existing and future land uses;
- (c) provide adequate access; and
- (d) ensure maximum safety.

**Objective 32:** A form of development adjoining main roads which will:

- (a) ensure traffic can move efficiently and safely;
- (b) discourage commercial ribbon development;
- (c) prevent large traffic-generating uses outside designated shopping/centre zones;
- (d) provide for adequate off-street parking; and
- (e) provide limited and safe points of access and egress.

**Objective 34:** Development which provides adequate and safe car parking appropriate to the demands generated.

##### **PRINCIPLES OF DEVELOPMENT CONTROL**

**113** Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads;
- (b) provides appropriate separation distances from existing roads or level crossings;
- (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision; and
- (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

**130** On-site visitor parking spaces should be sited and designed to:

- (a) not dominate internal site layout;
- (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and
- (c) be accessible to visitors at all times.

I note that Objective 32 directs large traffic generating uses such as supermarkets to locations within designated shopping centre zones and away from main roads. The proposed development offends this provision and would result in a significant increase in movement to and from Magill Road contrary to this Objective.

Over and above the engineering or physical capacity of the road network itself, Objective 31 seeks to protect the amenity of existing land uses. Whereas expert advice has been provided as to the design capacity of Stephen Street, the impact that the increase in traffic will have on existing amenity can not be ignored.



Stephen Street is a narrow local street akin to a laneway that provides limited access via a one way movement of vehicles from Osmond Terrace to the east through to Sydenham Road to the west. The traffic environment and amenity of Stephen Street will change dramatically as a result of the proposed development.

I do not believe the assessment presented by the Applicant to be sufficient basis upon which the planning authority may make an informed decision and would request that an independent traffic assessment be undertaken. The assessment undertaken to date is, with respect, cursory and inadequate in respect to Stephen Street.

The combined effect of a substantial increase in vehicle movements along Stephen Street (5210 trips daily anticipated – currently 500 daily) in combination with an additional 17 individual private driveways and a major shared driveway will lead to a significant level of congestion and conflict that has not been adequately addressed.

I question whether sufficient space has been provided for the provision of visitor parking of sufficient depth to the front of garages associated with the Type B townhouses relative to the property boundary line to either Stephen Street, particularly given the pedestrian path/landscape detail proposed.

If I am correct in this regard, the number of visitor parking spaces relied upon in the Applicant's submission would fall well below that sought by the Development Plan, the practical effect being that there would be an unsustainable increase in competition for scarce on-street car parking in the surrounding locality.

I also question the ability for the Applicant's traffic consultant to rely upon car parking associated with retail uses (presumably including that associated with the supermarket) which are on different sites and in the absence of a clearly articulated shared use instrument or formal agreement.

It would also appear that the Applicant is to rely upon Council's kerbside collection service, notwithstanding that Type D townhouses will present bins to an internal driveway. I also question the appropriateness of a remote collection location for bins on the southern side of Stephen Street.

Not only is this southern side of Stephen Street used for on-street parking, but is at the entrance to Chimney Park. The presentation of 34 bins in this location would be unsightly and displace limited on street parking opportunities. In my experience, arrangements such as this are poorly managed and lead to problems.

## **5. Poor Relationship to Chimney Park**

While the Desired Character statement for Area H provides for vehicle access from Stephen Street, it also calls for pedestrian access through the site from Magill Road to Chimney Park. I suggest that this should be more than just a pedestrian path and that development should have a positive relationship with this open space reserve.

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.

As a general approach, the Development Plan encourages development that is contextual and responds to its surroundings having regard to not only built form but the character of the locality. In this context, I consider Chimney Park to be an important element that makes a positive contribution to this character.



**Medium and High Rise Development (3 or More Storeys)**

- Objective 62:** Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.
- Objective 63:** Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.

Can I suggest that the development as currently proposed provides a pedestrian path and view field of nominal width which is not conducive to a strong and positive relationship with Chimney Park. In this regard, the proposal presents as a missed opportunity to integrate the proposed development with the surrounding locality.

**6. Disruption During Construction & Staging Concerns**

The Application documents do not address the invariable disruption that will be experienced by local residents as a result of a significant construction program over an extended period. The impacts of which should not be under estimated and appropriate measures should be taken to avoid, minimise and or mitigate potential impacts.

At a minimum, the Applicant should be required to provide a Construction Environment Management Plan that addresses matters including demolition, dust and debris control, waste, excavation near boundaries, traffic, worker parking, road closures, hours of work, noise and general disturbance.

Such a document should be referred to specifically by condition of approval and be publically available such that may be referenced over the life of the project by residents, with details of a responsible contact person. A copy of this document should also be provided to the Council.

It is noted that a staging plan has been provided and that an extension to the operation of the consent has been requested by the Applicant. My Client seeks reassurance as to the management of the undeveloped stages of the development and confidence that it will be developed as proposed within time period sought.

As provided for, I seek the opportunity to appear before the Panel in order to speak further to the above matters. Can you please confirm the date and time of the meeting at which this application is to be determined and whether any amended or further information is provided by the Applicant.

Yours faithfully

**PHILLIP BRUNNING & ASSOCIATES PTY LTD**



**PHILLIP BRUNNING RPIA**  
Registered Planner



South Australian  
DEVELOPMENT ACT, 1993

RECEIVED 24 SEP 2018

REPRESENTATION ON APPLICATION – CATEGORY 2

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
**Nature of Development:** Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

RECEIVED 24 SEP 2018

My Name: Jeffrey D Swann My phone number: 0415 318048

Primary method(s) of contact: Email: jeff@pulseauto.com.au  
Postal Address: 7 Sydenham rd Postcode: 5067  
Norwood SA

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

My interests are:  
(please tick one)

- ☒ owner of local property
- ☒ occupier of local property
- ☒ a representative of a company/other organisation affected by the proposal
- ☐ a private citizen

The address of the property affected is:

7 Sydenham rd, Norwood 7 Sydenham rd  
Postcode 5067

My interests are:  
(please tick one)

- ☐ I support the development
- ☒ I support the development with some concerns
- ☐ I oppose the development

The specific aspects of the application to which I make comment on are:

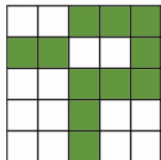
- Will streets be blocked off or access restricted  
- Total Development time

I: ☐ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☒ being represented by the following person  
(Please tick one)

Signature: [Signature]  
Date: 19/9/18





**PRIME**  
**PLANNING**

TOWN PLANNING CONSULTANTS

4 October 2018

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

ATTENTION: Mr Brett Miller

Via Email: [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)

Dear Brett

**RE: REPRESENTATION DA 155/M009/18 76 MAGILL ROAD, NORWOOD SA  
CACA NOMINEES PTY LTD & ALDI STORES**

This representation is in response to Development Application DA 155/M009/18 for a 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, associated signage and car parking.

I am an adjacent land owner with property at 11 Sydenham Road, Norwood which is on the south western corner of Sydenham Road and Chapel Street. In general I am in support of the proposed development however I consider it to be an over development of the site which will result in significant negative impacts to nearby properties within the adjacent Mixed Use (A) and Residential Character (Norwood) Zones.

### **1. Car-parking Impacts**

The proposed development includes:

- retail tenancies including an ALDI supermarket with a total floor area of 2,957m<sup>2</sup>;
- 196 public parking spaces (which includes 89 spaces within the ALDI car park).
- 33 townhouses with parking for up to 62 vehicles; and
- 208 apartments with 198 private parking spaces.

Totalling 456 car parking spaces.

For the 33 townhouse proposed, there are 4 x 3 bedroom dwellings with only one car park, 7 x 3 bedroom dwellings with two car parking spaces and 22 x 2 bedrooms dwellings with 2 car parking spaces.

There are no visitor car parking spaces provided for the 33 townhouses.

For the 208 apartments proposed, there are only 107 under croft car parking spaces for both residents and visitors; and 198 car parking spaces for residents.

The 208 apartments comprise:

88 x 2 bedroom / 2 bathroom apartments  
48 x 2 bedroom / 1 bathroom apartments  
72 x 1 bedroom / 2 bathroom apartments

**PRIME PLANNING**

11 Sydenham Road, Norwood SA 5067 | PO Box 3636 Norwood SA 5067

Tel (08) 8363 9550 | Email [plan@primeplanning.com.au](mailto:plan@primeplanning.com.au)

ABN 76 153 868 592



Within Section 4.2 of the Ekistics report the author states that “*visitor parking for the townhouses would be available on Sydenham Road, Stephen Street (in existing parking areas) and the apartment/retail ground level car park*”. This visitor parking depends on reducing the number of car parking spaces for ALDI customers and utilising, already extremely limited on-street car parking.

Currently, there are parking issues on Sydenham Road and Chapel Street resulting in residents and visitors having to park a considerable distance from dwellings and illegal parking across private driveways and over yellow lines. This is further exacerbated by taxis ranking illegally and across driveways during busy periods.

Plans for roadside waste collection include further parking on-street restrictions on bin collection days. Bin collection in Stephen Street will prohibit any other vehicle movements in that street whilst the waste truck is in the street. Additional details in respect of noise and traffic impacts should be provided by the applicant.

## **2. Traffic Impacts**

Traffic impacts to Stephen Street and Sydenham Road are considered extremely dangerous.

Stephen Street is a narrow, one way road which has not been designed for large volumes of traffic. The proposed development seeks to add the following additional traffic:

- 198 vehicles (basement car park) will take access and egress to Stephen Street and onto Sydenham Road.
- 9 townhouses will have access and egress to Stephen Street. Egress into Stephen will be a right hand turn at a 40 degree angle.
- Large refuse vehicles (that will have to reverse into the subject land causing delays and noise impacts at the eastern end of Stephen Street) will use Stephen Street and exit to Sydenham Road.
- 17 townhouses with garaging opening to Stephen Street will have to reverse into Stephen Street. All of these vehicles will be reversing into Stephen Street (west of the exit from the basement car parking) and into the oncoming one way traffic.

This will result in vehicle queuing and delays, and impact the proper functioning of both roads and decrease pedestrian and cyclist safety.

To further exacerbate traffic issues:

- Vehicles associated with the western-most townhouse are shown to reverse into Sydenham Road between Stephen Street and the ALDI exit.
- Vehicles from the ALDI carpark and 7 townhouses will access and exit into Sydenham Road.
- Two deliveries per day are anticipated by 19-20 metre semi-trailers, exiting to Sydenham Road.
- Numerous deliveries per day for the retail tenancies are said to access and exit via Magill Road however vehicles are likely to use both Magill Road and Sydenham Road for access and egress.
- Waste collection vehicles approximately 10.6 metres long (associated with the ALDI and retail development) are proposed to exit into Sydenham Road



- the Alma car park entry and exit is only another 20 metres north of the three exits from the subject land.

With all three exits to Sydenham Road (from the subject site) are within 24 metres of each other funnelling into Sydenham Road in northerly and southerly directions.

Parking on the western side of Sydenham Road opposite the ALDI entry and exit is currently facilitated by Council. Has consideration to turning circles of vehicles up to 20 metres long been considered?

Vehicles turning left from Magill Road, into Sydenham Road will be confronted with semi-trailers trying to manoeuvre out of the ALDI car park and potentially, queuing vehicles.

### **3. Noise Impacts**

Objective 5 for the Urban Centre Zone seeks to maintain the amenity of residential properties located within adjoining zones.

There are a number of residential dwellings in the area (within adjoining Mixed Use (A) and Residential Character (Norwood) Zones) and noise from semi-trailers and large waste vehicles (all potentially having to reverse at some stage within or to manoeuvre exiting the site) will decrease the residential amenity.

### **CONCLUSION**

The current proposal results in an overdevelopment of the site with significant negative impacts to residential properties within the adjacent Mixed Use (A) and Residential Character (Norwood) Zones.

Traffic congestion at the eastern end of Stephen Street will pose a risk to pedestrian and cyclist safety, create a negative noise impact and introduce traffic hazards from vehicles reversing into Sydenham Road between vehicles (including numerous domestic and commercial vehicles, waste trucks and semi-trailers up to 20 metres long) bottlenecking within 24 metres along Sydenham Road.

The proposal should be re-designed to manage parking and traffic movements within the site without unreasonable impact to neighbouring properties.

I wish to be heard by the Panel and would appreciate you advising me of the time and date of the meeting at which is it to be considered.

Should you have any queries, please do not hesitate to contact me on 0418 244 777 or via email at [Lynette@PrimePlanning.com.au](mailto:Lynette@PrimePlanning.com.au)

Yours sincerely



Lynette Brandwood



South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
**Nature of Development:** Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

My Name: MARK DOWNEY My phone number: 0400 888 100

Primary method(s) of contact: Email: M. DOWNEY@PEREGRINE.COM.AU  
Postal Address: 8 STEPHEN STREET Postcode: 5067  
NORWOOD

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

My interests are:  
(please tick one)

☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is:

8 STEPHEN STREET NORWOOD SA Postcode 5067

My interests are:  
(please tick one)

☒ I support the development  
☐ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are: I SUPPORT THE DEVELOPMENT AS DEPICTED IN THE APPLICATION DOCUMENTATION. MY SUPPORT FOR THE DEVELOPMENT IS SUBJECT TO THE DEVELOPMENT OF TWO-STOREY TOWNHOUSES AT THE WESTERN END OF STEPHEN STREET PROCEEDING - ALONG W/ -

I: ☐ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

THREE-STOREY TOWNHOUSES TO THE EAST OF THE TWO-STOREY TOWNHOUSES ON THE NORTHERN SIDE OF STEPHEN STREET.

Signature: [Signature]  
Date: 2/10/18



**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
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**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

1 RECEIVED 05 OCT 2018

My Name: Meredin Reardon My phone number: 0429 807 792

\* Primary method(s) of contact: Email: \*heard.14.au@gmail.com  
Postal Address: 42 Appelbee Cres Postcode: 5067  
NORWOOD

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

My interests are:  
(please tick one)

- ☒ owner of local property  
☒ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is: 42 Appelbee Cres Norwood SA  
Postcode 5067

My interests are:  
(please tick one)

- ☐ I support the development  
☒ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are: (1) Height of the towers-reduce.  
(2) Stephen St - entry and exit plus new development car park access  
(3) cycling access in both directions on Stephen St.  
(4) Cox St - change to one way - South bound only.  
(5) Greenia robusta in Carma Car Park provides a canopy connection for birds.

I: ☐ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

Signature: Meredin F Reardon  
Date: 3/10/18



**From:** Evan Lymn <elymn@mitchamcouncil.sa.gov.au>  
**Sent:** Thursday, 4 October 2018 2:01 PM  
**To:** DPTI:scapreps  
**Subject:** Statement of Representation - Opposed - 155\_M009\_18 - 76 Magill Road Norwood  
**Attachments:** Statement of Representation - Opposed by 28 Applebee Crescent Norwood - 155\_M009\_18 - 76 Magill Road Norwood.pdf

Statement of Representation - OPPOSED by 28 Applebee Crescent Norwood - 155\_M009\_18 - 76 Magill Road Norwood

**The Specific aspects of the application to which I make comment on are all related to the Proposed Residential Apartment Blocks.**

1. The height of the proposed residential apartment development is excessive. 7 Stories is too many. 4 stories should be the maximum allowable.
2. All residential apartment vehicles should be able to enter and leave from Magill Road to reduce the massive increase in vehicular traffic along Stephen Street, which is a one way, single lane street.
3. All residential apartment vehicles should be prevented from entering and exiting via Stephen Street, which is a one way, single lane street.
4. Much more onsite residential and visitor parking is required. There is insufficient private parking for the residential apartments. The bare minimum of 1 vehicle space for every 1 or 2 bedroom apartment will not be adequate for the young professionals you would be expecting to occupy these units. You know every couple are likely to have 2 cars and probably the occupiers of many of the 2<sup>nd</sup> bedrooms. This inadequate planning will force the apartment residents and visitors to park in nearby residential areas which are already overcrowded. This will then lead to more timed parking zone, further reducing the quality of life for the existing nearby residents and making it even more difficult for property owners to rent out there existing properties.

Kind Regards  
Beryl Harrison  
28 Appelbee Crescent  
NORWOOD SA 5067



South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
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**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

**My Name:** Mrs BERYL HARRISON **My phone number:** Not Applicable

**Primary method(s) of contact:** **Email:** C/- elymn@mitchamcouncil.sa.gov.au  
**Postal Address:** 28 Appelbee Crescent **Postcode:** 5067  
NORWOOD SA

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

**My interests are:**  
(please tick one)

☒ owner of local property ✓  
☒ occupier of local property ✓  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen ✓

**The address of the property affected is:**

28 Appelbee Crescent NORWOOD SA **Postcode** 5067

**My interests are:**  
(please tick one)

☐ I support the development  
☐ I support the development with some concerns many concerns  
☒ I oppose the development ✓

**The specific aspects of the application to which I make comment on are:**

The HEIGHT OF ~~the~~ Projects are excessive to the Residential Apartments.  
Insufficient parking for Residential apartment will force tenants to park in  
nearby residential areas which are already crowded. ALL Residential  
Appartment need to enter and leave from Magill Rd. Not Stephen St.  
Vehicles

**I:** ☐ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

**By:** ☐ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

**Signature:**

BD Harrison

**Date:**

2/10/18



**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
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**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

RECEIVED 05 OCT 2018

**My Name:** Paul Hogan **My phone number:** 85951847

**Primary method(s) of contact:**

**Email:**

**Postal Address:**

PO Box 953  
RENMARK

**Postcode:**

5341

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

**My interests are:**  
(please tick one)



owner of local property



occupier of local property



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



a private citizen

**The address of the property affected is:**

60 APPEL BEE CRT NORWOOD

**Postcode**

5067

**My interests are:**  
(please tick one)



I support the development



I support the development with some concerns



I oppose the development

**The specific aspects of the application to which I make comment on are:**

INCREASED TRAFFIC  
IN STEPHEN ST A ONE WAY LANE WILL LIMIT  
ACCESS AND CREATE HAZARD IN ACCESSING GARAGE  
EFFECT OF SHADING FROM HIGH RISE ON POTENTIAL FOR  
INSTALLATION OF SOLAR PANELS. HEALTH HAZARD  
FROM DUST FROM CONSTRUCTION SITE. INCREASE IN

**I:**



wish to be heard in support of my submission

(please  
tick one)



do not wish to be heard in support of my submission  
(Please tick one)

**By:**



appearing personally

(please  
tick one)



being represented by the following person  
(Please tick one)

**Signature:**

**Date:**

20/9/2018

NOISE LEVELS FROM  
TRAFFIC MOVEMENT  
INTRUSION ON PRIVACY  
FROM OVERLOOKING  
HIGH RISE.  
BUILDING WILL BE  
COMPLETELY OUT OF  
CHARACTER WITH  
AREA AND A MONUMENT  
TO POLITICAL STUPIDITY

**Return Address:** The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or

**Email:** [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)



**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
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**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

My Name: ROBERT NACHUM My phone number: 04 1314 5511

Primary method(s) of contact: Email: robnachum@gmail.com  
Postal Address: 2/60 Chapel St Postcode: 5067  
Norwood

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

My interests are:  
(please tick one) ☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is:

2/60 Chapel St, Norwood Postcode 5067

My interests are:  
(please tick one) ☒ I support the development  
☐ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are: See attached

I: ☒ wish to be heard in support of my submission  
(please tick one) ☐ do not wish to be heard in support of my submission  
(Please tick one)

By: ☒ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

Signature: 

Date: 4 Oct 2018



2/60 Chapel St, Norwood SA 5067  
Australia  
**M:** +61 (0)4 1314 5511  
[robnachum@gmail.com](mailto:robnachum@gmail.com)

5 October 2018

The Secretary  
State Commission Assessment Panel  
GPO Box 1815  
Adelaide SA 5001

RE: Caroma Site Development Application – Magill Rd, Norwood

Dear Sir/Madam

I would like to take this opportunity to voice my strong support for the proposed application regarding the re-development of the Caroma site.

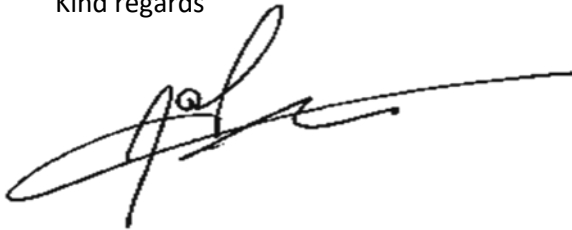
1. I feel privileged to be able to be part of the decision-making process that shapes my community.
2. I have lived in NPSP municipality for just over two years. I am impressed with the efforts the Council delivers to balance diverse community needs, new development as well as guardianship of historical streetscape and amenity and enhancing environmental space. It is done so much better than my nearby previous Council.
3. I have reviewed in full (all 600 pages) the development application available to the public from the SA Planning Commission website.
4. I am a local resident residing in a town home on the south-eastern corner of Chapel St adjacent Sydenham Rd with direct sight to the site (see Exhibit 1 below).
5. I believe that part of the redevelopment in direct sight (Type A town homes) will significantly improve my personal visual amenity.
6. In reviewing the entire site plan, design, mix, and, in particular; traffic, scale, shading, and provision of increased public amenity, I feel the design fits comfortably within the site envelope and fits sympathetically with existing residential and commercial interests.
7. I am an unadulterated fan of Aldi. I travelled to Hawthorn when it first opened there and currently shop at the Kensington Park store. In both instances, near adjacent residences do not appear to be negatively impacted by the stores. As such, the plans for this store are of particular significance and interest to me. It's location east of The Alma to the front of the development and its low relative aspect buffers it's impact relative to both new and existing residences such as mine. I can't wait to walk rather than drive to my preferred supermarket.
8. Magill Rd is crying out for a facelift of this nature. This is an opportunity to inject city fringe feel such as that of Paddington in Sydney, or Prahan in Melbourne without losing or giving up Norwood's unique feel. This is said as a born-and-bred eastern suburbs Sydneysider who has lived in Toorak but loves Adelaide and, now, particularly, Norwood.



9. The plan expands the already amazing public “green web” of hidden parks and open space available to residents in this medium density area. I have a large dog. My children and I have loved discovering all of these beautifully-maintained green zones. I feel that the Norwood Green development will only add to this community feel. Further, it will join Chimney Park and create a closer village feel without compromising the existing residences.
10. I believe the tower components are well within the scale of the entire site and provide an excellent mix of residential options combined with the various proposed town homes.
11. I am particularly impressed with the design criteria involving cues from the site’s Caroma and box factory history. This is historically a manufacturing and commercial area. It is one of the things I most like about living here. So, taking industrial and historical design interpretations such as façade colouring (the Caroma factory floor) and building shapes (box factory) preserves this heritage while injecting a future-facing built and landscaped architecture.

I am happy to discuss any or all of my opinions at your convenience as required.

Kind regards

A handwritten signature in black ink, appearing to read 'Robert Nachum', with a long horizontal flourish extending to the right.

Robert Nachum

Exhibit 1 – View from my balcony facing east





**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Caca Nominees Pty Ltd & ALDI Stores C/- Buildtec Group  
**Development Number:** 155/M009/18  
**Nature of Development:** Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

RECEIVED 26 SEP 2018

My Name: STEPHEN & LEONA JOYNER My phone number: 0427043831

Primary method(s) of contact: Email: stevelea@internode.on.net  
Postal Address: 48 APPELREE CRESCENT Postcode: 5067  
NORWOOD SA

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

My interests are:  
(please tick one)

☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is: 48 APPELREE CRES.  
NORWOOD S.A.

Postcode 5067

My interests are:  
(please tick one)

☒ I support the development  
☐ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I: ☐ wish to be heard in support of my submission  
(please tick one) ☐ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

Signature: [Signature]

Date: 21<sup>st</sup> SEPTEMBER 2018



**South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

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**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 76 Magill Road, Norwood  
**Contact Officer:** Brett Miller  
**Phone Number:** 8343 2988  
**Close Date:** 5:00 PM Friday, 5 October 2018

My Name: Teresia Parisi My phone number: 0408 641 892

Primary method(s) of contact:

Email:

Postal Address: 5 Verdehito Court  
Auldang Postcode: 5072

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

My interests are:  
(please tick one)

- ☒ owner of local property  
☐ occupier of local property  
☐ a representative of a company/other organisation affected by the proposal  
☐ a private citizen

The address of the property affected is:

Unit 1 - 9 Sydenham Road Postcode 5067

My interests are:  
(please tick one)

- ☒ I support the development  
☐ I support the development with some concerns  
☐ I oppose the development

The specific aspects of the application to which I make comment on are: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I: ☐ wish to be heard in support of my submission  
(please tick one) ☒ do not wish to be heard in support of my submission  
(Please tick one)

By: ☐ appearing personally  
(please tick one) ☐ being represented by the following person  
(Please tick one)

Signature:

Date:

T. Parisi  
3 Oct.



8 November 2018

REF No.: 00595-015

Department of Planning, Transport & Infrastructure  
77 Grenfell Street  
ADELAIDE SA 5000

**Attention:** Brett Miller

Dear Brett,

**RE: RESPONSE TO AGENCY REFERRALS, COUNCIL COMMENTS & REPRESENTATIONS  
IN RELATION TO THE PROPOSED NORWOOD GREEN DEVELOPMENT APPLICATION  
(DA155/M009/18) - 76 MAGILL ROAD, NORWOOD**

We refer to Development Application (155/M009/18) lodged in August 2018 which seeks Development Plan Consent for an integrated mixed-use development at 76 Magill Road, Norwood. This correspondence seeks to acknowledge and respond to the representations received in response to the public notification of the development application as well as the comments received from the referral of the application to various Government Agencies and the City of Norwood Payneham and St Peters.

This correspondence is therefore structured to:

- Identify amendments to the proposed plans for development (in direct response to the representations received in relation to the development application as well as comments and feedback from Government Agencies);
- Respond to Agency comments and feedback on the application including:
  - » Department of Planning Transport and Infrastructure (DPTI); and
  - » The Office for Design + Architecture (ODASA)
- Respond to comments and feedback received from the City of Norwood Payneham and St Peters (Council); and
- Respond to the various representations received in response to the Category 2 public Notification of the Development Application.

Each matter is addressed respectively.



## 1. Amendment to Proposed Plans

In a direct response to the representations as well as referral comments from various Government Agencies and Council, the applicant has resolved to amend the proposed plans for development as follows:

- Removal of the proposed channelised right turn lane into the apartment building access point on Magill Road (note: right hand turn movements into this access will still be available via the through lane on Magill Road);
- Increase in the setback of the south-eastern apartment building (Building D) from the eastern common property boundary where it corresponds with the rear private open space of the adjoining dwelling at Unit 1,17 Stephen Street, Norwood (a staggered and recessed setback of 1 to 2 metres is now proposed at the eastern common property boundary from Level 1 and above);
- Modification to the apartment layout of the south-east apartment building including a new balcony returning around the eastern façade of the building;
- Extension of the masonry podium to better screen and further integrate the transformer and to provide a more continuous built form presentation to Magill Road at ground level;
- Incorporation of privacy screens on the upper level balconies at the eastern end of the proposed apartment Building B (north-east) and D (south-east) to prevent oblique views across and down into the rear private open space and habitable room windows of the adjoining dwellings at Units 1-8, 17 Stephen Street, Norwood;
- Incorporation of full height screening at partial lengths of the external covered north-south corridor in apartment Building 5 (west) to provide additional weather protection whilst encouraging passive ventilation, natural light and vistas into the communal courtyard;
- Apartment lobby entrances now incorporate direct access from the visitor parking area and the apartment lobbies have been amended and widened to improve the sense of address whilst enhancing internal circulation and opportunities for seating etc.;
- Proposed Air Conditioning Units for the Type C Townhouses have been removed from balconies and relocated to the roof and screened behind parapets to ensure they are not visible from surrounding properties or streets;
- Proposed Air Conditioning Units for the Type D Townhouses have been removed from balconies and relocated to the ground floor with screening to ensure they are not visible from surrounding properties or streets;
- Additional fenestration has been applied to the northern elevation of the kitchen of the Type A Townhouses;
- The proposed private balconies of Type D Townhouses have been expanded and increased in size from 7m<sup>2</sup> to 14m<sup>2</sup>; and
- Nomination of proposed soft' and 'hard' landscaping to proposed Type D Townhouses.

The proposed amended plans for development are attached in *Appendix 1*.



## 2. Response to Agency Comments

### 2.1 Department of Planning Transport and Infrastructure (DPTI)

The development application was referred to DPTI pursuant to Section 3 of Schedule 8 of the *Development Regulations, 2008*. At the time of the preparation of this correspondence a formal referral response had not been received from DPTI. Notwithstanding, an email was received from Phillip Stratton (A/Manager -Transport Assessment and Policy Reform and Lead Engineer- Traffic Engineering Standards, DPTI) on 1 November 2018 which states:

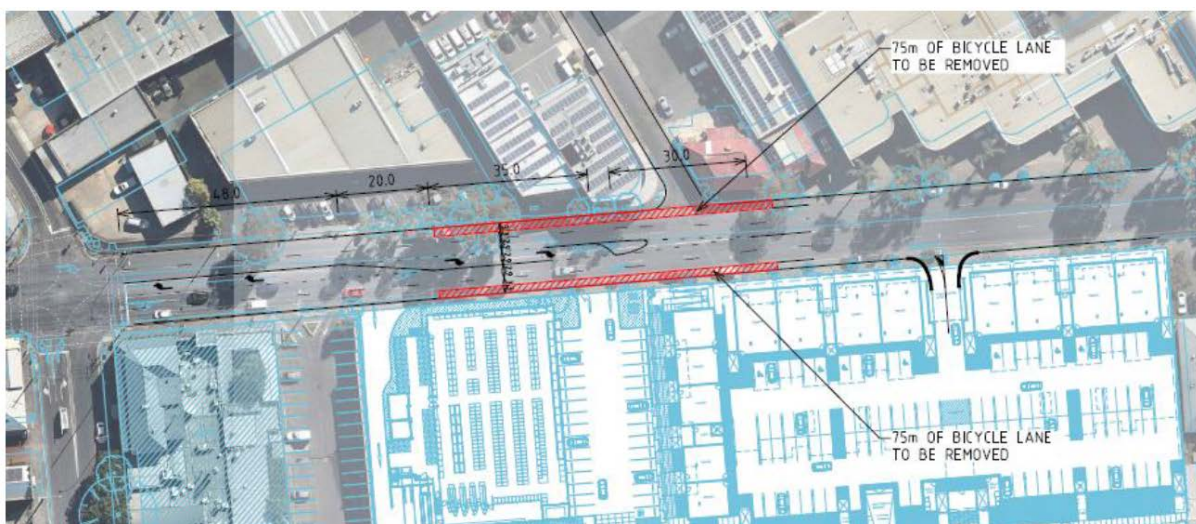
*I can advise that the departments preference is option 4 which provides a sheltered right turn lane into the proposed ALDI development and right turn access into the proposed residential development via the through lane. It should be noted that right turn access via the through lane is typical practice on Magill Road. Option 4 also provides a compromise to cyclists by retaining a section of the marked bicycle lanes.*

*DPTI therefore considers option 4 to be a suitable compromise to balance development, traffic and cyclist needs. If option 4 was proposed DPTI would not object to this development.*

On this basis the applicant has resolved to amend proposed access arrangements to the site from Magill Road by removing the proposed channelised right turn lane into the apartment building access point on Magill Road (note: right hand turn movements into this access will still be available via the through lane on Magill Road). The channelised right hand turn lane is still proposed into the ALDI access crossover from Magill Road.

This amendment to the proposed plans is demonstrated spatially in **Figure 2.1** below.

**Figure 2.1** Proposed Access from Magill Road  
(Median with right turn access to ALDI and right turn access to apartments via through lane)





## 2.2 Office for Design + Architecture (ODASA)

The development application was referred to ODASA pursuant to Section 25 of Schedule 8 of the *Development Regulations, 2008* and a formal written response was received on 22 October 2018.

The various matters raised by ODASA have been address respectively as follows:

### 2.2.1 Solar Access to Public Open Space

ODASA have raised concern with the lack of solar access to portion of the public open space south of the proposed apartment buildings.

Given the proposed design approach to incorporate a transition in scale from smaller domestic scale residential buildings fronting Stephen Street transitioning and graduating in height to taller building elements located towards Magill Road, it is challenging to achieve full solar access to public and communal open space south of the proposed apartment buildings. The approach has therefore been to achieve a diversity of opportunities to seek out sun and shade, in winter and summer respectively.

This is best demonstrated by the shadow diagrams at equinox (when day and night are of equal length) where there is choice of access to sun or shade in proposed public open space throughout the course of the day.

In addition, it is noted that the proposed public open space will ultimately be divested in Council and Council have confirmed in writing on 19 October 2018 that they are supportive of the public open space proposed, including the design concepts which have been developed for each of the discrete elements of the space.

### 2.2.2 Improved Screening of Electrical Transformer

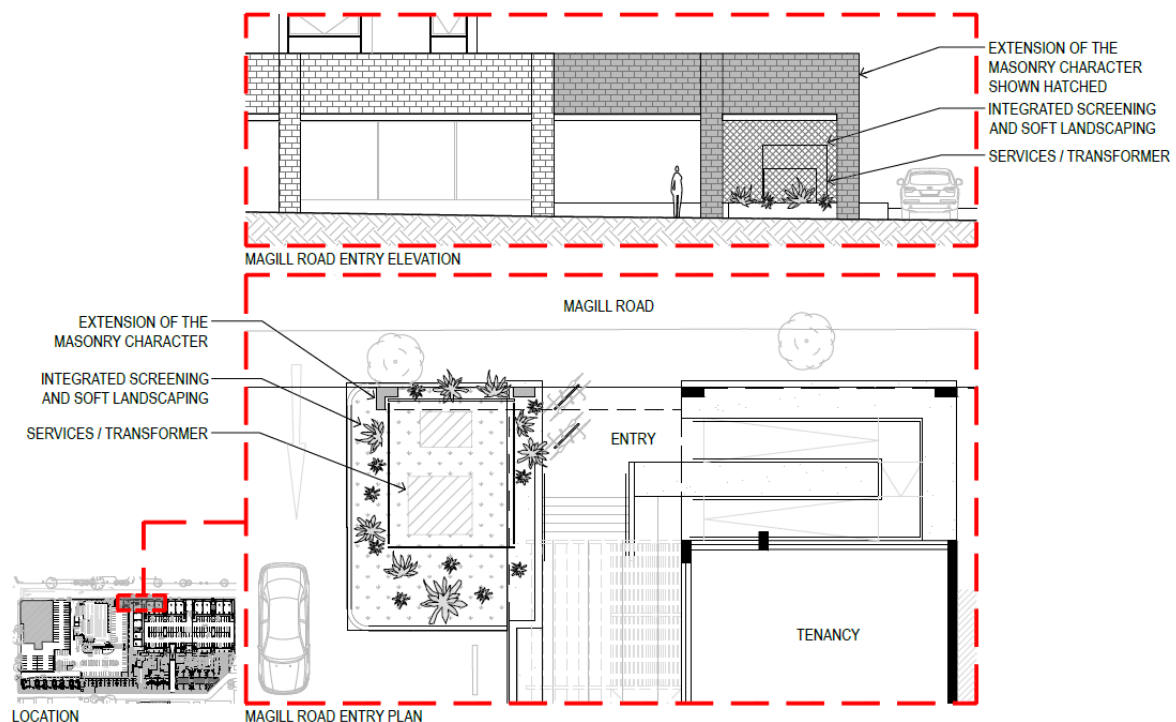
ODASA have identified an opportunity to extend the masonry character of the podium to form a colonnade and provide an integrated screening strategy for the transformer adjacent Magill Road.

On the basis of this feedback, the applicant has resolved to amend the proposed plans to extend the podium as suggested to better screen and further integrate the transformer and to provide a more continuous built form presentation to Magill Road at ground level. The proposed screening comprises powder-coated perforated metal to match paint finish Type 1 (Black Magic).

This amendment is demonstrated in *Figure 2.2* below and in the amended plans attached in *Appendix 1*.



**Figure 2.2** *Extension of Masonry Colonnade and Screening of Transformer*



### 2.2.3 Materials & Finish of Apartment Buildings

ODASA identified that further consideration should be given to apartment material selection, finishes and colour that is integral to the fabric, rather than an applied finish. This included a request to provide clarification of the treated off-white pre-cast finish, with a view to achieving a high-quality integral finish.

In response we confirm that the proposed precast is an off-white tinted un-painted precast. This is an amendment from previous schemes where the building was originally proposed to be painted. The decision to use an integral off-white finish to the precast walls (and not use a paint finish) was in direct response to the feedback received from ODASA during the pre-lodgement feedback on the original design concept.

### 2.2.4 Deep Planting Zones

ODASA have recommended further detail on deep soil landscaping spaces within the central elevated plaza of the apartment buildings.

The intent for deep soil landscaping in this communal open space is demonstrated in the proposed Sections (Drawing Number P11) and in the Landscape Master Plan prepared by Hassell. Further detail on the depth of proposed soil planning zones would be subject to detailed engineering analysis which is yet to be completed.

### 2.2.5 Apartment Communal Corridors

ODASA have identified the challenges of preserving amenity and weather protection for residents fronting internal communal corridors and have recommended a review of opposing apartment entries and living room windows that open onto the communal corridors.

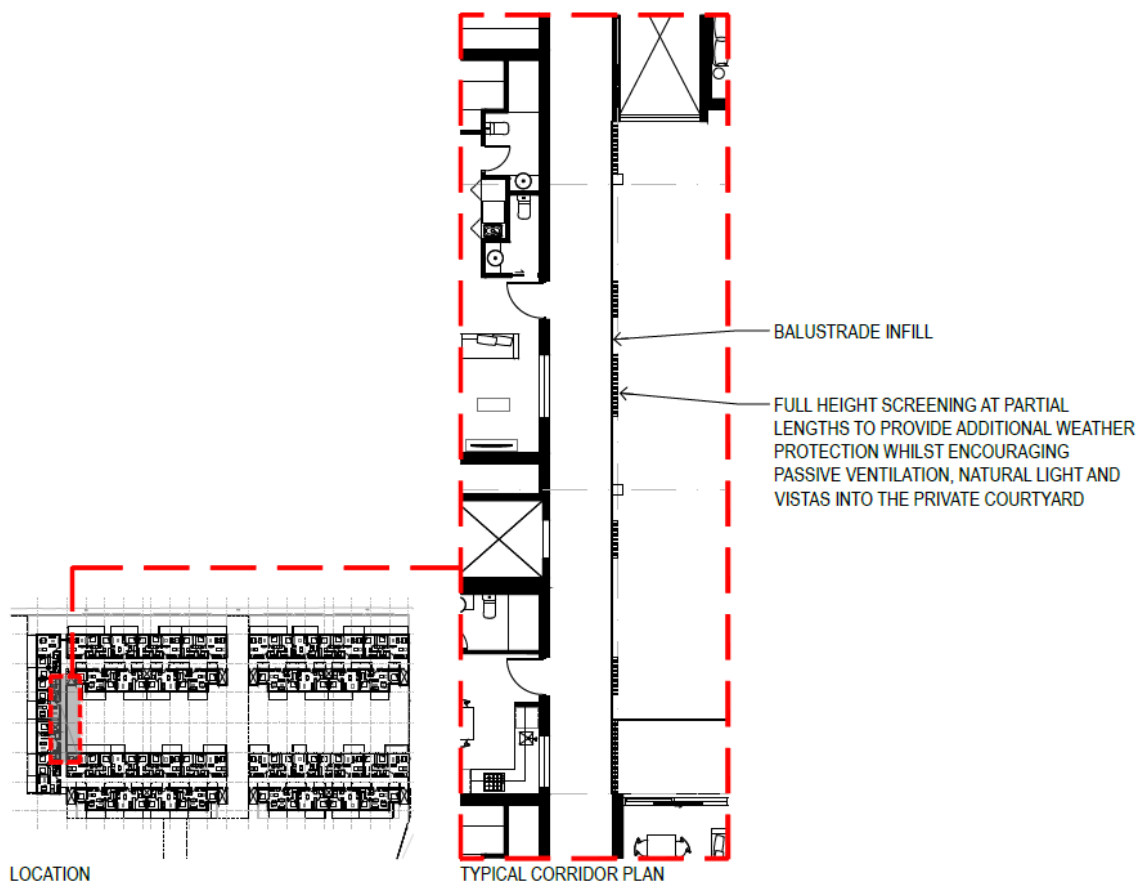


The communal corridors running east-west are covered by a glazed roof surrounded by louvres allowing the entry of light and air, but limiting water ingress. The aspiration is to ensure adequate separation is provided, combined with acoustic attenuation and where necessary privacy screens. This is a successful approach obviating dull poorly lit passages without adequate (natural) ventilation.

ODASA have also recommended a review of the external covered north-south corridor in apartment Building 5 and have identified the opportunity to provide an extension to the covered corridor at each level, with an intimate gathering / waiting space with outlook to the central courtyard plaza. The applicant has resolved to enlarged the ground floor lobbies of each apartment building and activated then with furnishing (refer to Section 2.2.7 below). This amendment has been made in preference to expanding the width of the external corridors, recognising that the entry lobbies are where people will gather, not in passageways.

ODASA have also recommended a review of the external covered north-south corridor in apartment Building 5 and have identified the opportunity to enclose the corridor along partial lengths of the external space to provide additional weather protection. In direct response to this comment from ODASA the applicant has resolved to incorporate full height screening at partial lengths of the corridor to provide additional weather protection whilst encouraging passive ventilation, natural light and vistas into the communal courtyard. This is demonstrated in **Figure 2.3** below and in the amended plans provided in **Appendix 1**.

**Figure 2.3** Partial Balcony Screening to Apartment Building 5



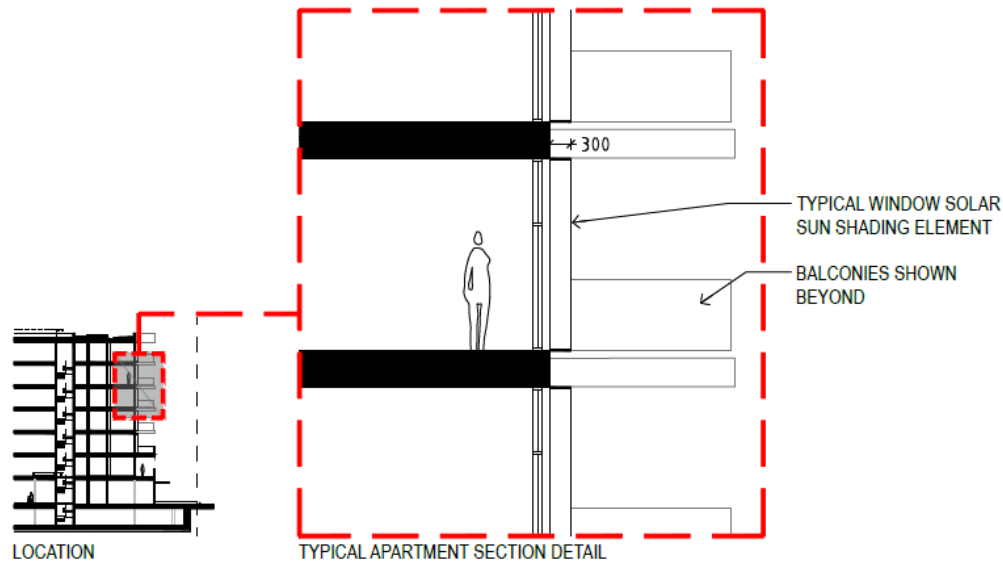


## 2.2.6 Solar Shading Elements

ODASA has sought confirmation of the solar shading elements for the apartment buildings and townhouses to ensure delivery of the sustainability ambitions of the project.

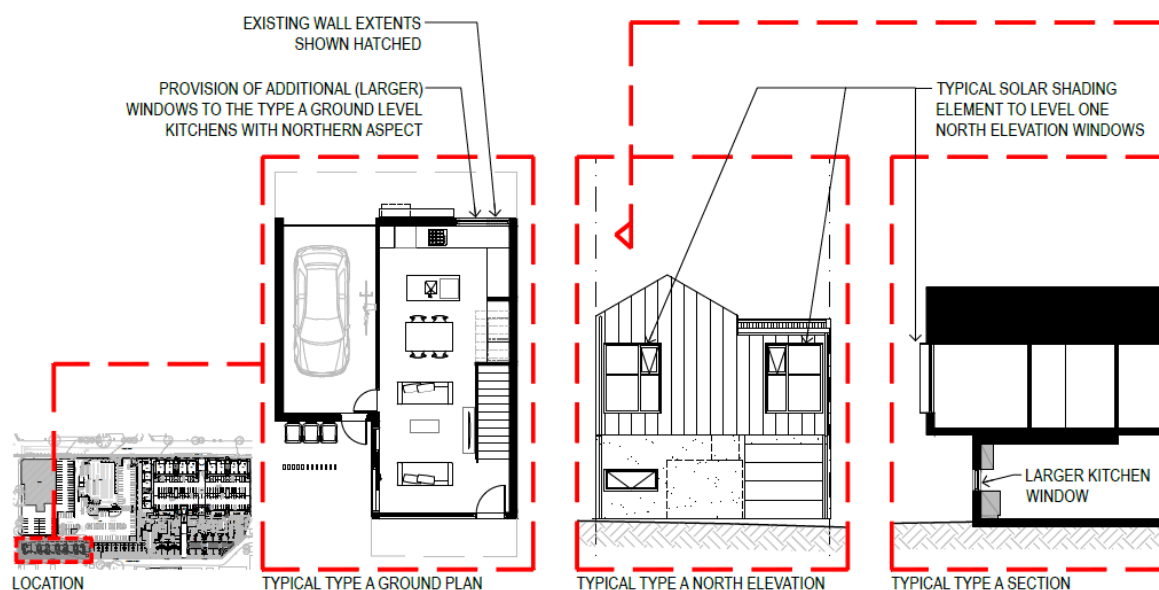
Solar shading elements to the north and west facades of the apartment buildings have been illustrated in *Figure 2.4* below.

**Figure 2.4** Sun Shading Elements to Typical Apartments



In direct response to comments from ODASA solar shading has also been incorporated into the level 1 northern elevation of the Type A Townhouses. This is demonstrated in *Figure 2.5* below.

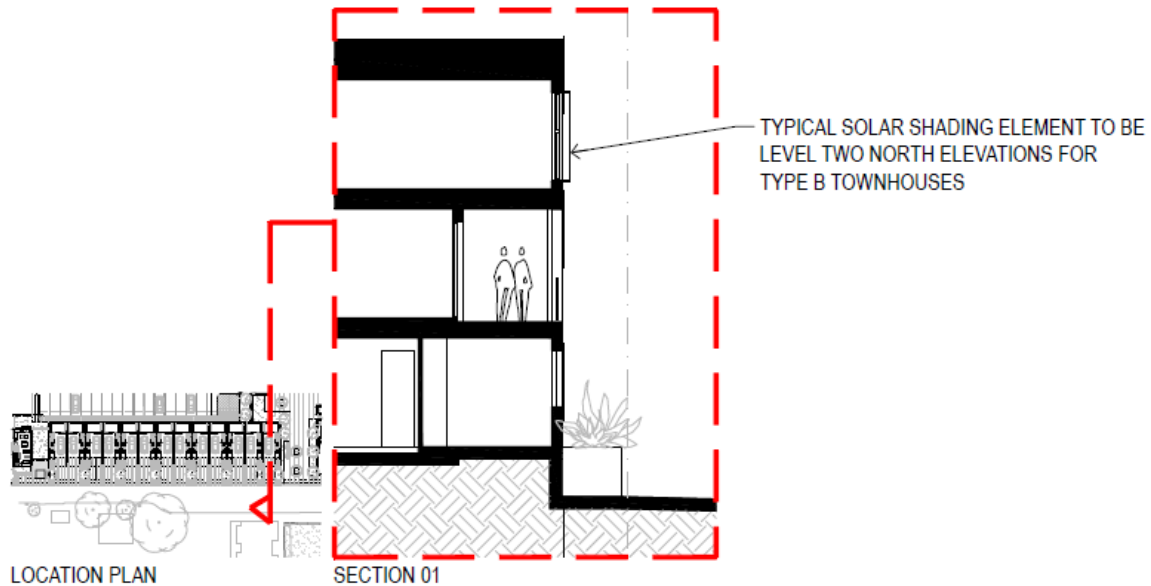
**Figure 2.5** Sun Shading & Increased Fenestration to Type A Townhouses





In direct response to comments from ODASA solar shading has also been incorporated into the level 2 north elevation of the Type B Townhouses as illustrated in **Figure 2.6** below.

**Figure 2.6** Solar Shading of Level 2 Northern Elevation of Type B Townhouses



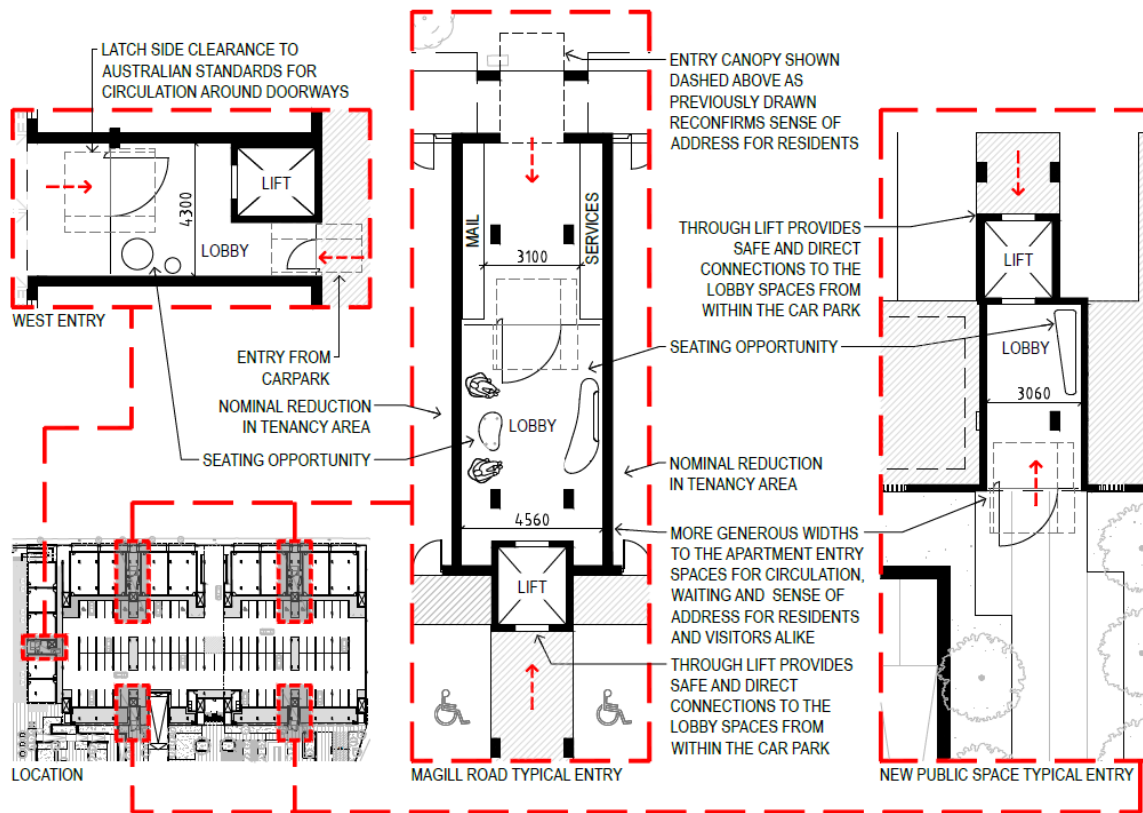
### 2.2.7 Apartment Entry Treatments

ODASA have suggested that further consideration should be given to more generous widths to the apartment entry spaces for circulation, waiting and a sense of address for residents and visitors alike, with safe and direct connections to the lobby spaces from within the car park for visitors.

In direct response to comments from ODASA the apartment lobbies have now been amended and widened to further improve the sense of address whilst enhancing internal circulation and opportunities for seating etc. The lobby entrances now also incorporate direct access from the visitor parking area. These amendments are demonstrated in **Figure 2.7** below and in the attached plans provided in **Appendix 1**.



Figure 2.7 Apartment Entry Treatment



### 2.2.8 Location & Screening of Air Conditioning Units

ODASA have sought clarification of locations and screening strategies for air conditioning condensers noting that ODASA do not support the location of condensers on private balconies due to adverse impacts on the amenity of the balconies and the street.

No air conditioning condensers are proposed on any balcony's of the proposed apartment buildings with air conditioning units mounted on the roof and effectively screened by parapets. This is reflected on the original architectural plans for the proposed development.

Proposed Air Conditioning Units for the Type A Townhouses are wall mounted at the rear of each dwelling (facing the rear ALDI access lane) and effectively screened by landscaping and fencing.

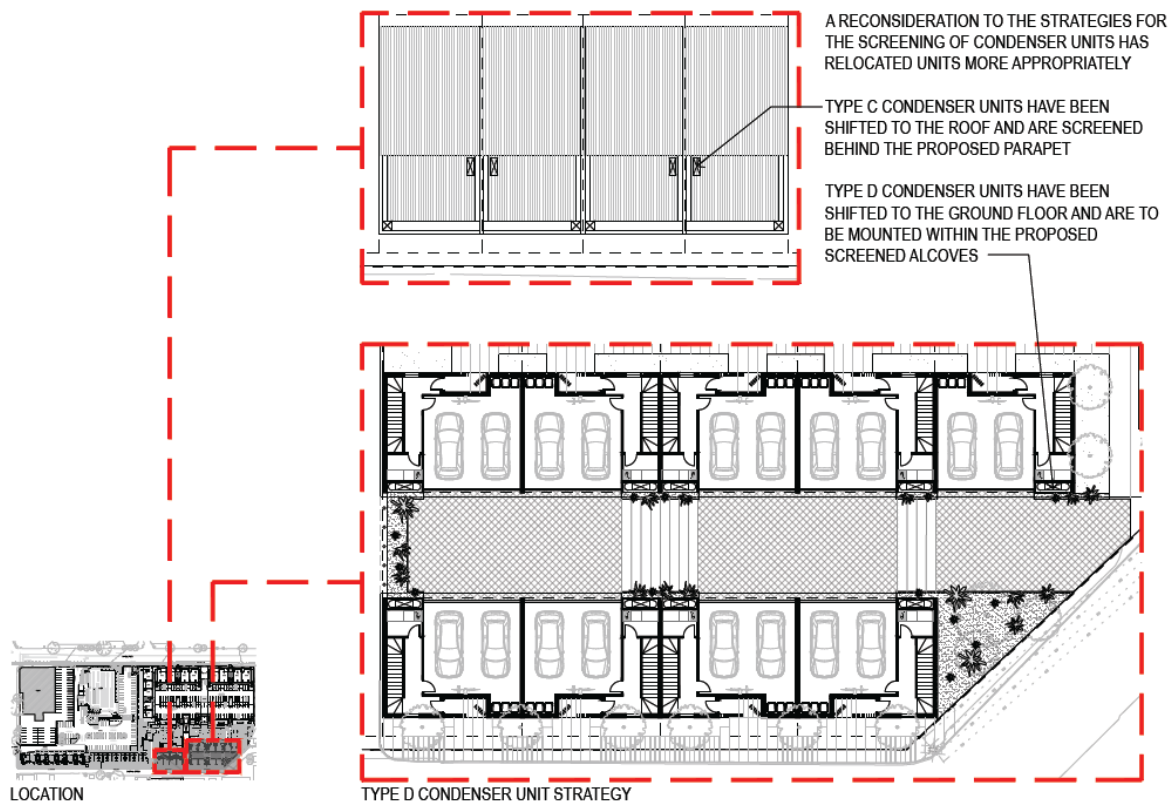
Proposed Air Conditioning Units for the Type B Townhouses are roof mounted and are compact and screened behind parapets to ensure they are not visible from surrounding properties or streets. This is reflected on the original architectural plans for the proposed development.

Proposed Air Conditioning Units for the Type C Townhouses have been amended in direct response to comments from ODASA and have now been removed from balconies and relocated to the roof and screened behind parapets to ensure they are not visible from surrounding properties or streets. This amendment is demonstrated in **Figure 2.8** below and in the attached plans provided in **Appendix 1**.



Proposed Air Conditioning Units for the Type D Townhouses have been amended in direct response to comments from ODASA and have now been removed from balconies and relocated to the ground floor with screening to ensure they are not visible from surrounding properties or streets. This amendment is demonstrated in **Figure 2.8** below and in the attached plans provided in **Appendix 1**.

**Figure 2.8** Air Conditioning Condensers – Type C & D Townhouses



### 2.2.9 Type A Townhouse Fenestration

ODASA have suggested provision of additional windows to the Type A ground level kitchens with northern aspect.

Additional fenestration has been applied to the northern elevation of the kitchen of the Type A townhouses in direct response to comments from ODASA. This amendment is demonstrated in **Figure 2.5** above in the attached plans provided in **Appendix 1**.

### 2.2.10 Type B Townhouse Design & Driveways

ODASA have identified an opportunity to provide additional materiality and built form articulation through setback and height differentiation of the Type B Apartments. This is to provide residents with a greater sense of address, a more varied streetscape and a reduction in the requirement for ramped driveways. ODASA have also sought clarification of the impacts of the Type B west ramped driveways on the landscape design intent.

The design of the Type B Apartments has been underpinned by the 'cultural mapping' undertaken by Mulloway Studio with these townhouses designed to directly reference the industrial origins of the site and draw on the

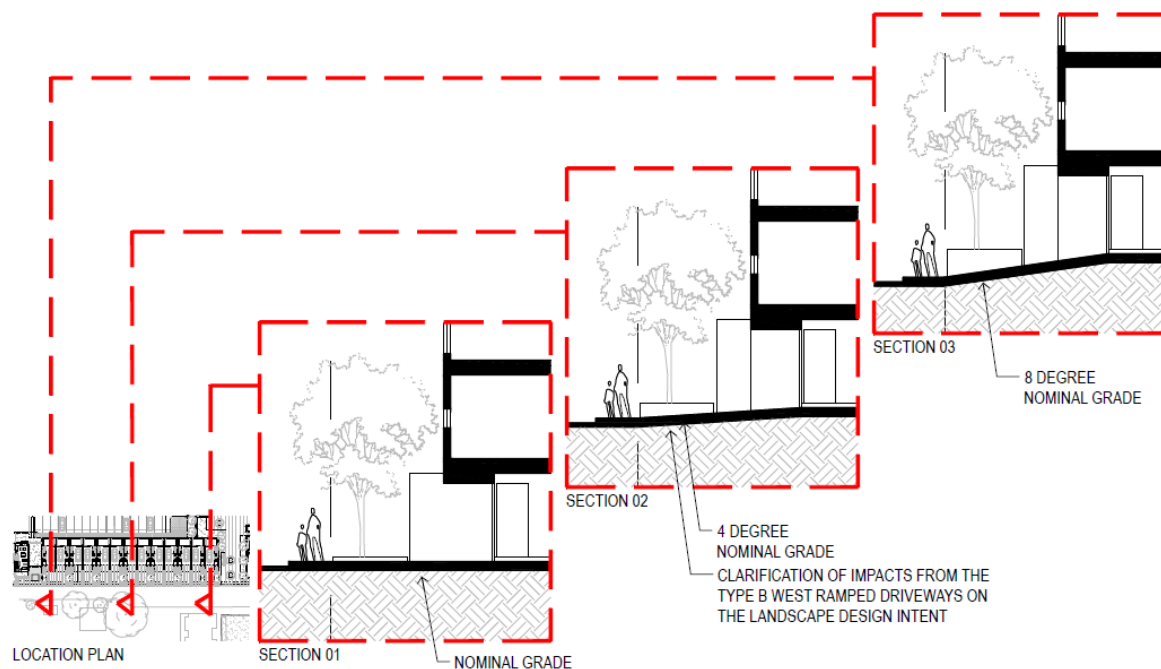


history of the site as a former box factory. These townhouses are proposed to be constructed in blockwork to emphasis the strong industrial forms and an honest material language.

The logic and functionality of the ramps and how the pedestrian path remains unaffected by vehicle access ramps into the Type B townhouses has been demonstrated in *Figure 2.9* below and in the attached plans provided in *Appendix 1*.

It is noted that the maximum gradient of 8 degrees is nominated which represents a gradient of approximately 14%. The Australian Standard permits up to 25% (1in 4) for domestic driveways.

**Figure 2.9** Type B Townhouse Ramp Grades & Design



### 2.2.11 Dual Frontage to Type C Townhouses

ODASA recommended consideration of the provision of dual frontage to the Type C townhouses with outlook and direct access to Chimney Park.

The design intent for the Type C townhouses is to activate the adjoining public open space to the rear with direct pedestrian access to these townhouses. This is consistent with the strategy adopted by existing dwellings to the immediate west of Chimney park which provide pedestrian access to the park with rear vehicle access via private lane.

It is noted that the proposed townhouse design still allows and does not inhibit direct pedestrian access to Stephens Street (and Chimney Park) via panel lift doors fronting Stephens Street.



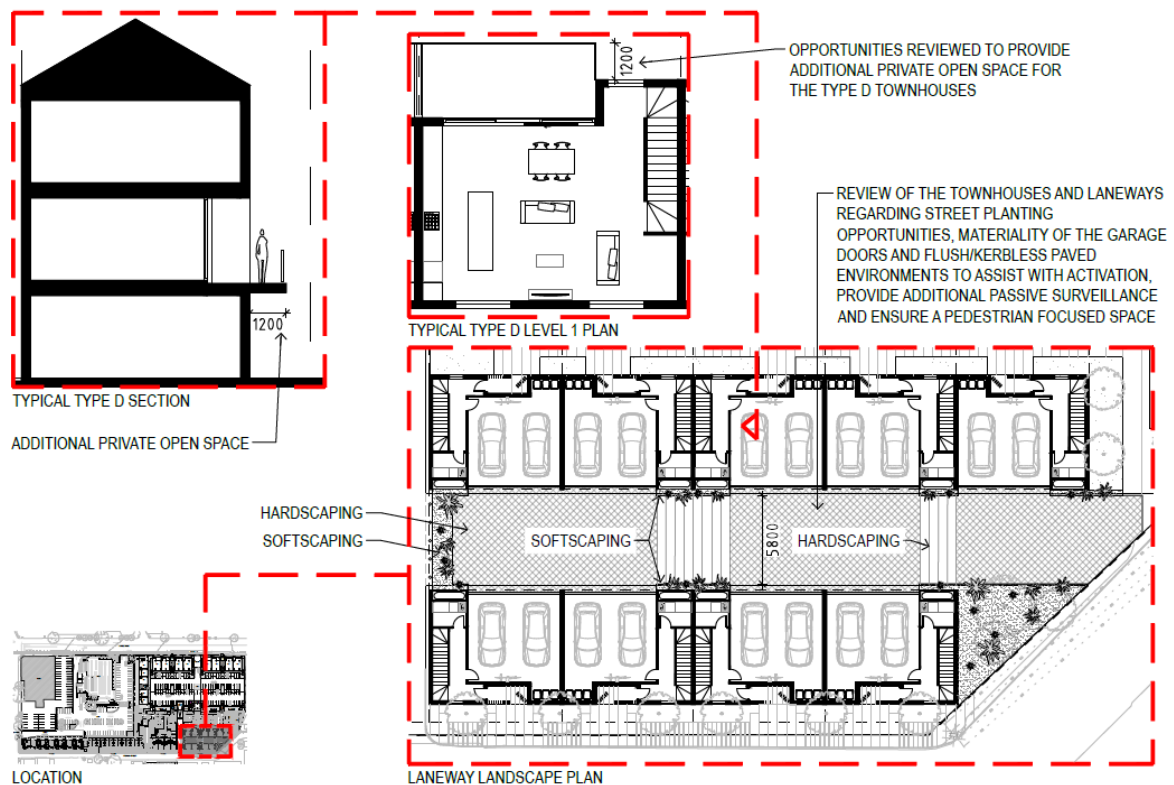
### 2.2.12 Private Open Space

ODASA has suggested a review of the opportunities to provide additional private open space for the Type B and Type D townhouses.

The Type B townhouses all have a generous 10 m<sup>2</sup> useable private north facing balcony and these dwellings also benefit from the extensive communal and public open space proposed on site as well as Chimney park, directly opposite the site.

In direct response to comments from ODASA the private balconies of Type D townhouses have however been extended from 7 m<sup>2</sup> to 14 m<sup>2</sup> as demonstrated in **Figure 2.10** below and in the attached plans provided in **Appendix 1**.

**Figure 2.10** Type D Townhouses- Increase Balcony size and Proposed Soft & Hard Landscaping



### 2.2.13 Pedestrian Focused Space

ODASA have suggested a review of the townhouses and laneways regarding street planting opportunities, materiality of the garage doors and flush /kerbless paved environments, to assist with activation, provide additional passive surveillance and ensure a pedestrian focused space.

A variety of panel lift garage doors have been proposed (refer to page 56 of the Design Report) with a variety of different materials and colours.

The proposed landscape master plan demonstrates the streetscape typology for Stephen Street including the proposed approach to Stephen Street to create a pedestrian friendly and green laneway environment. This



includes using scale changes to delineate between circulation zones and private residence entry points together with subtle material or textural changes to demarcate the property boundary for easy understanding of maintenance responsibilities between the public and private realm.

In direct response to comments from ODASA the proposal has also been amended to incorporate additional landscape (hard and soft) improvements to the central communal laneway of the Type D Townhouses. This includes nomination of 'soft' landscape planting in communal areas and at townhouse entrances and the use of 'hard' landscaping in the form of a flush / kerbless paved central driveway to ensure a pedestrian focused space. These amendments are demonstrated in *Figure 2.11* above and in the attached plans provided in *Appendix 1*.

As discussed, the logic and functionality of the vehicle access ramps into the Type B townhouses has also been demonstrated in *Figure 2.9* above and in the attached plans provided in *Appendix 1*.

### 3. Response to Council Comments

The development application was referred to the City of Norwood Payneham and St Peters and a written response was received on 19 October 2018.

It is noted that Council were supportive of the development application including public realm improvements, provision of public open space, proposed encroachments over the Magill Road footpath, integration of the development with the local heritage listed Alma Tavern as well as the proposed land use, built form, traffic management and car parking.

Notwithstanding, Council did raise a concern with waste collection for the proposed Type B and C Townhouses and have suggested that provision should be made for on-site collection rather than kerbside collection.

Council state that:

*Therefore, whilst Council understands that East Waste have advised that it is feasible for kerbside bins to be collected in this location, it would be preferable for on-site collection options to be considered, to minimise the extent of kerbside collection. any such alternative option would likely require an alternative land titling arrangement to that which the application is currently intending , i.e. the townhouses would likely need to be part of a community title arrangement.*

A detailed Waste Management Plan was prepared by Colby Industries and forms part of the development application. As confirmed in the Waste Management Plan the applicant engaged with Council regarding kerbside service for the proposed Torrens-titled townhouses (Types A-C) on Stephen St and in particular whether kerbside bins could be presented on the opposite of Stephen St given this road was one way and side-lifting trucks could not lift bins from the north side of this street. At this time, Council indicated that it was open to presentation of bins on the opposite side of Stephen St and confirmed that this approach already occurred elsewhere in the Council area. Council were willing to consider kerbside collection as long as it did not impede access to other properties and was performed in an organised and controlled manner acceptable to East Waste (Council's waste contractor).

Further, Colby Industries consulted with East Waste on proposed waste management arrangements and received the following advice:



- *Kerbside collection services to (Type A-C) Torrens-titled townhouses:*
  - » *These could be (and are already) provided along Sydenham Rd and Stephen St.*
  - » *Kerbside presentation on the opposite side of Stephen St was considered not an issue so long as Council was willing to approve it, but would require:*
    - *Adequate road verge or pedestrian path width for bin presentation (e.g. at least 1.5m);*
    - *Parking controls on collection days to ensure collection truck access to kerbside to lift bins; and*
    - *Bin presentation positions to be marked to ensure bins are presented in a controlled and organised manner.*

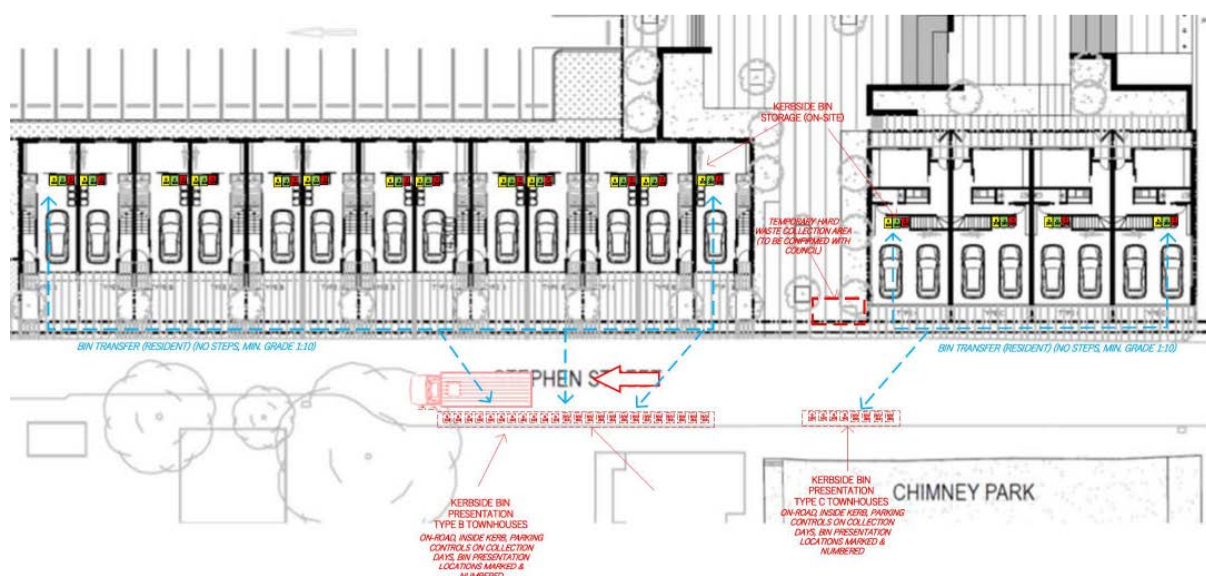
On this basis, it is proposed that Type B and C Townhouses would store their 3-bin set (140/240/240L MGBs) in their garages and on Council designated kerbside collection days, these residents would transfer these bins to a kerbside collection point on the opposite side of Stephen Street.

This remains the preferred approach for waste management and collection given:

- This is consistent with current kerbside collection arrangements in the locality (for one way streets);
- Whilst the proposed Type B & C townhouses are three storeys in height they are 'detached dwellings' on individual Torrens-titled allotments that are eligible for Council kerb-side collection;
- On-site waste collection for these townhouses would result in new waste storage and presentation areas and waste transfer pathways (or expansion of the proposed waste presentation area utilised by the apartments) with concomitant site design issues and implications; and
- Alternative land title arrangements (Community Title) would need to be adopted with a community management scheme which would have negative commercial implications on project delivery and sales.

On this basis the applicant seeks to retain the original agreed kerbside collection for Type B and C Townhouses as identified in Figure 3 of the Waste Management Plan and reproduced in **Figure 3.1** below.

**Figure 3.1** Waste Storage Areas for Type B & C Townhouses





## 4. Response to Representations

A total of fifteen (15) valid representations were received during consultation as summarised below. Of these representations:

- Five (5) representors identified that they were in support of the development;
- Four (4) representors identified that they were in support of the development with some concerns;
- Two (2) representors provided general comments about the proposal without identifying if they supported the development or were opposed to the development; and
- Four (4) representors identified that they were opposed to the development.

In addition, a further seven (7) 'invalid' representations were provided from entities that were not notified of the development application and are not entitled to lodge a representation in relation to the proposed development.

The 'valid' representations received during the Category 2 public notification of the development application are summarised in **Table 4.1** below:

**Table 4.1** Summary of Representations

#	Submission	Support Proposal (Yes/No)	Seeking to Present Verbally (Yes/No)	Address	Summary of Comments
1	Anthony Catinari	Yes	No	Unit 2, 9 Sydenham Road, Norwood	<ul style="list-style-type: none"> <li>• Supports Development</li> </ul>
2	Mark Downey	Yes	No	8 Stephen Street, Norwood	<ul style="list-style-type: none"> <li>• Supports Development (provided townhouse heights do not exceed 2 storeys at south-east corner)</li> </ul>
3	Robert Nacham	Yes	Yes	2, 60 Chapel Street, Norwood	<ul style="list-style-type: none"> <li>• Supports Development</li> </ul>
4	Stephen & Leona Joyner	Yes	Not stated	48 Appelbee Crescent, Norwood	<ul style="list-style-type: none"> <li>• Supports Development</li> </ul>
5	Teresa Parisi	Yes	No	Unit 1, 9 Sydenham Road, Norwood	<ul style="list-style-type: none"> <li>• Supports Development</li> </ul>
6	Angus Hall	Yes (with concerns)	Yes	2, 17 Stephen Street, Norwood	<ul style="list-style-type: none"> <li>• Overlooking</li> <li>• Shading of solar panels</li> <li>• Inconvenience during building</li> <li>• Loss of street parking</li> <li>• Shade WIFI / Foxtel reception</li> </ul>
7	Jeffrey Swan	Yes (with concerns)	No	7 Sydenham Road, Norwood	<ul style="list-style-type: none"> <li>• Questions if streets will be blocked or access restricted</li> <li>• Questions length of construction period</li> </ul>
8	Lynette Brandwood	Yes (with concerns)	Yes	11 Sydenham Road, Norwood	<ul style="list-style-type: none"> <li>• Concerns with car parking provision</li> <li>• Seeks additional details on noise and traffic</li> </ul>



#	Submission	Support Proposal (Yes/No)	Seeking to Present Verbally (Yes/No)	Address	Summary of Comments
					<ul style="list-style-type: none"> <li>Traffic congestion &amp; Impact on road function / safety</li> <li>Consideration for tuning circles for vehicles up to 20m long</li> <li>Vehicles queuing on Magill Road</li> <li>Noise from Service Vehicles</li> <li>Over development of site</li> </ul>
9	Meredith Reardon	Yes (with concerns)	No	42 Appelbee Crescent, Norwood	<ul style="list-style-type: none"> <li>Traffic Congestion</li> <li>Building height</li> <li>Modified landscaping</li> </ul>
10	Clelands Lawyers Adelaide Pty. Ltd. (On behalf of Alma Tavern)	General Comments	Not stated	66 Magill Road, Norwood (Alma Hotel)	<ul style="list-style-type: none"> <li>Acoustic assessment &amp; treatments having regard to existing activities of Alma Tavern</li> <li>Residential development should not have balconies (noise impact from Alma Tavern)</li> </ul>
11	Christine Lewis	General Comments	Not stated	7, 17 Stephen Street, Norwood	<ul style="list-style-type: none"> <li>Privacy / Overlooking</li> <li>Possible failure to complete all stages of development</li> <li>ALDI building height equates to 3 storeys &amp; does not respect heritage of the Alma Tavern</li> <li>Increase in traffic</li> <li>Poor interface with 17 Stephen Street</li> <li>Noise</li> <li>Overlooking</li> <li>Overshadowing</li> <li>Inadequate open space</li> <li>Stormwater management at interface with 17 Stephen Street</li> </ul>
12	David Skull	No	No	46 Appelbee Crescent, Norwood	<ul style="list-style-type: none"> <li>Norwood does not need 7 storey mixed use development</li> <li>No community spaces</li> <li>Car parking</li> </ul>
13	Phil Brunning (on behalf of 17 Dr Sam Kirchner)	No	Yes	6, 17 Stephen Street, Norwood	<ul style="list-style-type: none"> <li>Retail development does not have regard to centres policy</li> <li>Excessive height &amp; inappropriate Interface</li> <li>Overlooking</li> <li>Overshadowing</li> <li>Wind Impact</li> <li>Location of waste storage facilities</li> </ul>



#	Submission	Support Proposal (Yes/No)	Seeking to Present Verbally (Yes/No)	Address	Summary of Comments
					<ul style="list-style-type: none"> <li>Traffic Congestion and access to Visitor parking</li> <li>No formal instrument to share car parking between land uses</li> <li>Poor relationship to Chimney Park</li> <li>Disruption during construction / Staging concerns</li> </ul>
14	Beryl Harrison	No	No	28 Appelbee Crescent, Norwood	<ul style="list-style-type: none"> <li>Building Height excessive</li> <li>Insufficient car parking for apartments</li> <li>All vehicle access should be via Magill Road &amp; not Stephen Street</li> </ul>
15	Paul Lagos	No	Yes	60 Appelbee Crescent, Norwood	<ul style="list-style-type: none"> <li>Increased traffic in Stephen Street (limit access and create hazard)</li> <li>Overshadowing</li> <li>Overlooking</li> <li>Dust during construction</li> <li>Noise from traffic movements</li> </ul>

The location of the representor's properties are illustrated in **Figure 1.1** below.

**Figure 4.1** Location of Valid Representors





In addition, a number of 'Invalid' representations were also raised including correspondence from the Bicycle Institute of SA (BISA) who are primarily concerned with the proposal to remove peak hour bicycle lanes from Magill Road along the length of the site frontage.

## 5. Response to Representations

A response to the key issues raised by representors is provided below. A detailed response to traffic matters has also been independently prepared by GTA Traffic Engineers and is attached at *Appendix 2* and a detailed response to specific acoustic queries has been independently prepared by Resonate and is attached at *Appendix 3*.

### 5.1 Traffic & Car Parking

#### 5.1.1 Increased Traffic Volumes on Stephen Street

Concerns have been raised by representors about the proposed future traffic volumes on Stephen Street as a result of the development and it has been suggested that all proposed residential apartment vehicles should enter and exit the site from Magill Road to reduce any increase in traffic on Stephen Street (a one way single lane street).

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.

#### 5.1.2 Loss of On-street Parking

Representors have raised a concern with the potential loss of on-street car parking on Stephen Street.

There will be a minor impact to on-street parking on Stephen Street with most of the parking on the southern side of Stephen Street to remain except for bin collection days and where the pedestrian link is proposed with Chimney Park. The improved pedestrian connectivity through the subject site between the Chimney Park and Magill Road would result in the removal of approximately 3-4 spaces.

#### 5.1.3 Depth of Visitor Car parking for Type B Townhouses

A representor has raised a concern with the depth of the proposed visitor car parking spaces for the proposed Type B townhouses.

GTA Traffic Engineers have confirmed that the parking spaces on proposed driveways in Stephen Street will meet the dimensional requirements for car parking as required in the Australian Standards. Further, Council have also confirmed acceptance of the internal configuration of car parking spaces in correspondence dated 19 October 2018.

#### 5.1.4 Inadequate Car Parking

Concerns have been raised by representors in relation to the supply of car parking particularly in support of the proposed townhouses and apartments (residential flat buildings).



The townhouses would require 44 residential parking spaces based on the Development Plan, and 62 spaces are proposed in total across all dwellings. Visitor parking for the townhouses would also be available on Sydenham Road, Stephen Street (in existing parking areas) and the apartment/retail ground level car park.

The apartments will provide 208 parking spaces for residents and 52 spaces for visitors to total 260 parking spaces in accordance with the Development Plan.

On this basis, GTA traffic Engineers have confirmed that there will be adequate parking across the site generally in accordance with the Development Plan.

#### *5.1.5 Shared Car Parking Arrangements*

A representor has questioned the absence of a formal shared use car parking arrangement across the site.

Given adequate car parking is provided in support of the proposed development (and it's component parts) in accordance with minimum Development Plan standards, it is not necessary to adopt a formal shared use arrangement for car parking between the various components of the development.

Notwithstanding, it is noted that the accessibility between car parking areas and the different peak parking demands of the various land uses proposed on site will assist with 'informal' shared use car parking arrangements across the site. For example, outside of retail trading hours, visitors to the residential apartments and townhouses could utilise the 45 spaces allocated to retail car parking in the under-croft car park.

#### *5.1.6 Traffic Impacts to Stephen Street and Sydenham Road*

Concerns have been raised regarding the access driveway on Sydenham Road and its interrelationship with the existing access driveways from the Alma Tavern.

GTA traffic Engineers have confirmed that the location of the access points between the Alma Hotel and Stephen Street will operate safely and efficiently. Further, each of the land uses on neighbouring lands and streets will generally peak at different times, further minimising any impact between crossovers.

Concerns have also been raised regarding the impact of a 20 metre service vehicle exiting the site onto Sydenham Road. GTA traffic engineers have confirmed that the turn path for ALDI trucks has been checked against the available road space on Sydenham Road and there is no impact to existing on-street parking opposite this proposed new driveway.

#### *5.1.7 Change to Traffic Direction of Stephen Street & Cox Street*

A representor has suggested that cycling access should be provided in both directions on Stephen Street with Cox Street changed to a one-way street (south bound).

A change of direction for access by cyclists and motor vehicles on Stephen Street and Cox Street does not form part of this development application.

Notwithstanding, these matters could be separately and independently raised and discussed with Council who manage the local road network.

#### *5.1.8 Removal of Bicycle Lanes on Magill Road Frontage*

The concern over the removal of bicycle lanes on Magill Road is noted, and the role of Magill Road as noted in the 2013 Function Hierarchy by DPTI and BikeDirect is acknowledged.



However, the Bicycle Institute of South Australia (BISA) has not noted that the Function Hierarchy was prepared in 2013 by DPTI to support the '30 Year Plan for Greater Adelaide'. This document also notes that Magill Road is also a standard frequency public transport corridor, high activity pedestrian area, and a peak hour route.

The bicycle lanes on Magill Road are discontinuous and do not meet the desired outcomes of the functional hierarchy (continuous cycle lanes and no squeeze points). DPTI has no plans (no road widening requirement) to upgrade Magill Road to meet the desired outcomes for major cycling routes. In contrast, DPTI has invested in the development of Beulah Road as the major bicycle route for the eastern suburbs with over \$1.6 million to be contributed to completion of the route.

BISA does not acknowledge the development of the Beulah Road route as a safe and efficient cycle route with priority available for cyclists at key points along the route (in particular Portrush Road intersection). Beulah Road has developed from a preference by cyclist to use this road rather than compete with traffic on Magill Road. It is conveniently placed for use by people from the development. It is currently the preferred route for many cyclists each day.

Notwithstanding, 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.

## 5.2 Retail Land Use

### 5.2.1 Out of Centre Retail Development

A representor has raised a concern with the proposed retail floor space proposed on site and the potential impact of the proposed 1,634 m<sup>2</sup> ALDI supermarket on existing centres and the centres hierarchy.

Principle of Development Control 1 of the Urban Corridor Zone clearly envisages a 'shop or group of shops' whilst Objective 1 of the High Street Policy Area seeks 'A mix of land uses including retail, office, commercial, community, civil and medium and high density residential development that support the economic vitality of the area'. [our emphasis].

The Desired Character statement for the High Street Policy Area states that '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 speciality shops and businesses, restaurants and cafes, which serve the local community.' [our emphasis].

Further, the subject site is located within 'Area H' of the High Street Policy Area and within 'Area H' '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.' [our emphasis]

Principles of Development Control 1 and 2 of the High Street Policy Area also state:

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

**PDC 2** 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 [our emphasis]

The proposed development comprises an integrated mixed-use development including a supermarket, shops and restaurants together with a mix of medium and higher density residential development. Retail activities are proposed at ground level to activate street frontages and proposed public open space and importantly no individual building will incorporate retail floor space exceeding 2,000m<sup>2</sup>.

ALDI Stores are in many ways similar to 'typical' supermarkets in that they offer traditional grocery products in a familiar aisle-by-aisle format. This is a form of convenience retail (as distinct to comparison retail) providing for the day to day needs of the local community. However, there are a number of key differences that distinguish ALDI from other supermarket operations. These differences include a regulated product range of approximately 1,350 items compared with typical full-line supermarkets which offer between 20,000-30,000 items. Further an ALDI Supermarket is considerably smaller retail floor plate of approximately 1,300m<sup>2</sup> compared with full-line supermarkets which are typically between 3,000m<sup>2</sup> to 4,000m<sup>2</sup>.

For example, the total retail floor space proposed across the entire site, including the ALDI supermarket, is less than a traditional full line Coles or Woolworths supermarket. The proposed ALDI supermarket is a relatively small-scale outlet that will provide convenience retail for the day to day shopping needs of the community.

The representor references case law (*Remibisi Pty Ltd v City of Salisbury (No. 2) [2008] SAERDC 83 (10 December 2008)*) with respect to the scale of retail floor space and the preservation of the centres hierarchy. Importantly, this case is of no relevance to the proposed development application given it involves a supermarket measuring 3,700m<sup>2</sup> in an 'Industry Zone' in the City of Salisbury. In that case the supermarket was well over twice the size of the proposed ALDI supermarket and the Industry Zone was 'a zone accommodating primarily industries, warehousing and storage facilities' that did not contemplate a shop or retail development of this scale as an envisaged land use.

In contrast the proposed land use, including the proposed ALDI supermarket, is highly aligned with the Urban Corridor Zone that identifies a 'shop or group of shops' as an envisaged land use and is also highly aligned with the High Street Policy Area which seeks retail floor space that supports the economic vitality of the area as well as the establishment of a retail 'hub' in Norwood with ground level retail of up to 2,000m<sup>2</sup> (in a single building) fronting Magill Road.

## 5.3 Built Form

### 5.3.1 Excessive Building Height

Several representors have expressed concern with the height of the proposed apartment buildings in the context of the existing locality.

The apartment buildings are proposed to a maximum height of 24.5 metres above ground level which is directly aligned and consistent with Concept Plan Fig URC/2 (Area H) and City Wide Principle of Development Control 32 of the Development Plan. Further, in accordance with the Desired Character Statement of the High Street Policy Area, building heights are proposed to transition down to two and three storey townhouses that complement the adjacent residential character area to the south (over Stephen Street).



A representor has also expressed concern with the height of the ALDI supermarket which equates to a three (3) storey building located adjacent the heritage listed Alma Tavern. The proposed ALDI supermarket has been designed to be of an equivalent scale to a three-storey building recognising that 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 building has therefore been carefully designed at a scale that seeks to respect, reflect and respond to the minimum building height provisions of the Zone whilst:

- providing an appropriate transition in building scale from the Alma hotel to the proposed new apartment buildings on site; and
- ensuring the building successfully complements and does not dominate nor detract from the heritage value and integrity of the adjoining Alma Tavern which is a recognised local heritage place.

## 5.4 Public and Community Open Space

A representor has raised a concern that inadequate public open space has been provided below minimum statutory requirements whilst other representations have raised concerns with the connectivity of open space with Chimney Park and the width of the pedestrian promenade connecting through to Magill Road.

Proposed landscaping on site 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<sup>2</sup>) which represents approximately 9.3% of the total site area (marginally less than the statutory 12.5% benchmark). A proposed publicly accessible communal open space area of approximately 1,139m<sup>2</sup> is also provided.

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*).

Importantly, it is not a planning requirement within the Development Plan to provide 12.5% of the site as open space. Pursuant to Section 50 of the *Development Act 1993*, if a plan of division is dividing land into more than twenty (20) allotments (and one or more of the allotments are less than 1 hectare), the Relevant Authority shall, at its discretion, either:

- Require up to 12.5% of the land being divided to be vested in the Relevant Council as open space;
- Require a once off monetary contribution for each new allotment not exceeding one hectare in area; or
- Require a combination of part land and part money to develop land as open space.

Importantly, the Relevant Authority has full discretion as to land, money or a contribution (except that a Council must require land as a reserve where the Development Plan delineates reserve unless the Council and the State Planning Commission agree otherwise).

Money received by a Council under this provision (Section 50) is to be paid into a Council trust for use in acquiring and development land as open space.



An initial development scheme and concept incorporated additional public open space to achieve a minimum 12.5% open space contribution however the Council did not support this scheme with additional public open space. The proposed concept plan was therefore subsequently amended to reflect a lower provision of public open space on site (approximately 9.3%). We understand that Council are now supportive of the quantity, composition and spatial distribution of proposed public open space on site and are likely to accept (at Councils full discretion) the open space to be vested in Council through the land division process.

In relation to the width and composition of the proposed Urban Promenade that provides a public north south pedestrian connection through the site (connecting Chimney Park and Stephen Street to Magill Road), this public open space corridor is a generous 6m in width and incorporates a green colonnade comprising a living trellis that provides a continuous awning to the retail frontage. The space is broken down into a 2.4m wide dining / street trading zone along a retail building edge, a 2.4m circulation zone in the centre and a 1.2m garden bed and carpark unloading zone kerbside. This Urban Promenade has been carefully designed as a functional open space linkage that preserves a public connection in perpetuity through the site.

## 5.5 Interface with Adjoining Sites

### 5.5.1 Building to Eastern Property Boundary

A concern has been raised by a representor in relation to the height of the proposed development on the common property boundary with Unit 1, 17 Stephen Street, Norwood (recognising that no direct correspondence or representation was received from the owner or occupier of this adjoining property).

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.

An equivalent 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*'.

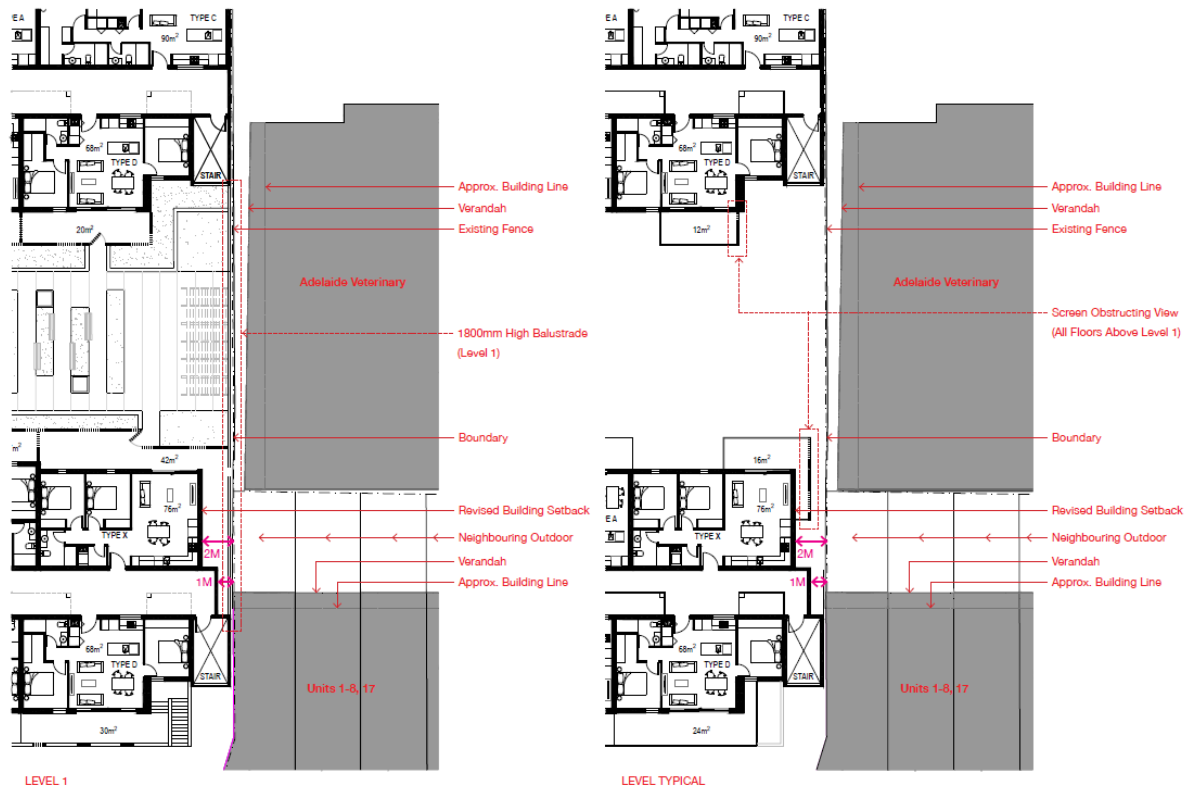
Notwithstanding, in response to this representation as well as feedback from ODASA, the applicant has resolved to amend the proposed plans for development to setback the south-eastern apartment building (Building D) from the eastern common property boundary where it corresponds with the rear private open space of the adjoining dwelling at Unit 1, 17 Stephen Street, Norwood. A staggered and recessed setback of 1 to 2 metres is now proposed from the eastern common property boundary from Level 1 (and above).

This has also resulted in a modification to the apartment layout with a proposed balcony now returning around the eastern façade of the building. These balconies have also been treated to avoid direct overlooking of the open space and habitable room windows of the adjoining dwellings at Unit 1 -8, 17 Stephen Street, Norwood.



The proposed amended plans are demonstrated in **Figure 5.1** below. An overlooking study is also provided in **Figure 5.2** and demonstrates how the privacy of adjoining dwellings to the east will be preserved through appropriate screening applied to proposed balconies. These amended plans are also reproduced in **Appendix 1**.

**Figure 5.1** Recessed Setback of South-Eastern Apartment Building from Eastern Boundary



This amendment to the proposed plans for development will assist to reduce the visual impact of the apartment building at this interface (including the retention of the existing fence on the common property boundary) whilst the proposed new balcony elements on the eastern façade of the building will also provide further articulation to the building, provide opportunities for views to the east and assist to deflect and manage local wind impacts at ground level on the adjoining private open space to the east.

The stair to this apartment building has also been slightly off-set from the property boundary and when combined with the recessed setback of the apartment building, it will assist to manage an existing encroachment of the retaining wall of this adjoining dwelling into the subject site (0.03m encroachment).

This existing encroachment over the boundary is demonstrated spatially in the attached image in **Figure 5.3** prepared by Alexander Symonds Surveyors.



Figure 5.2 Overlooking Study – Impact of Balcony Treatments

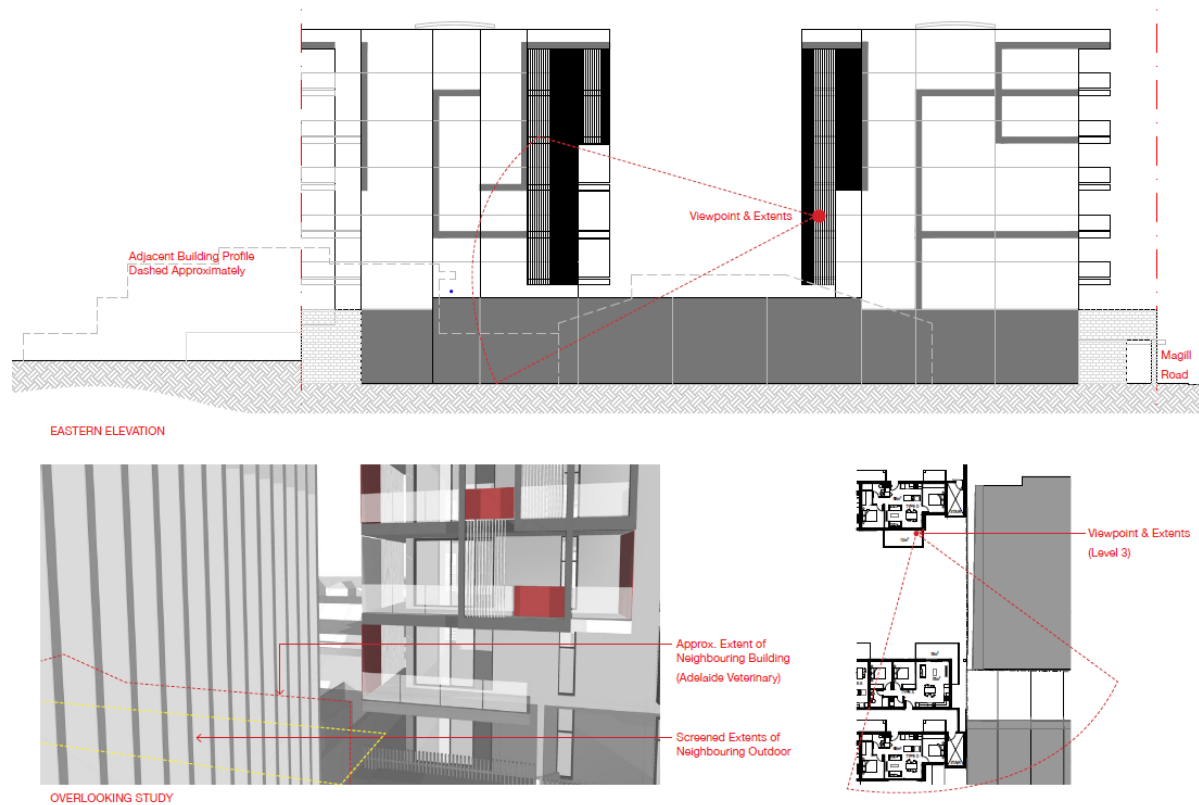
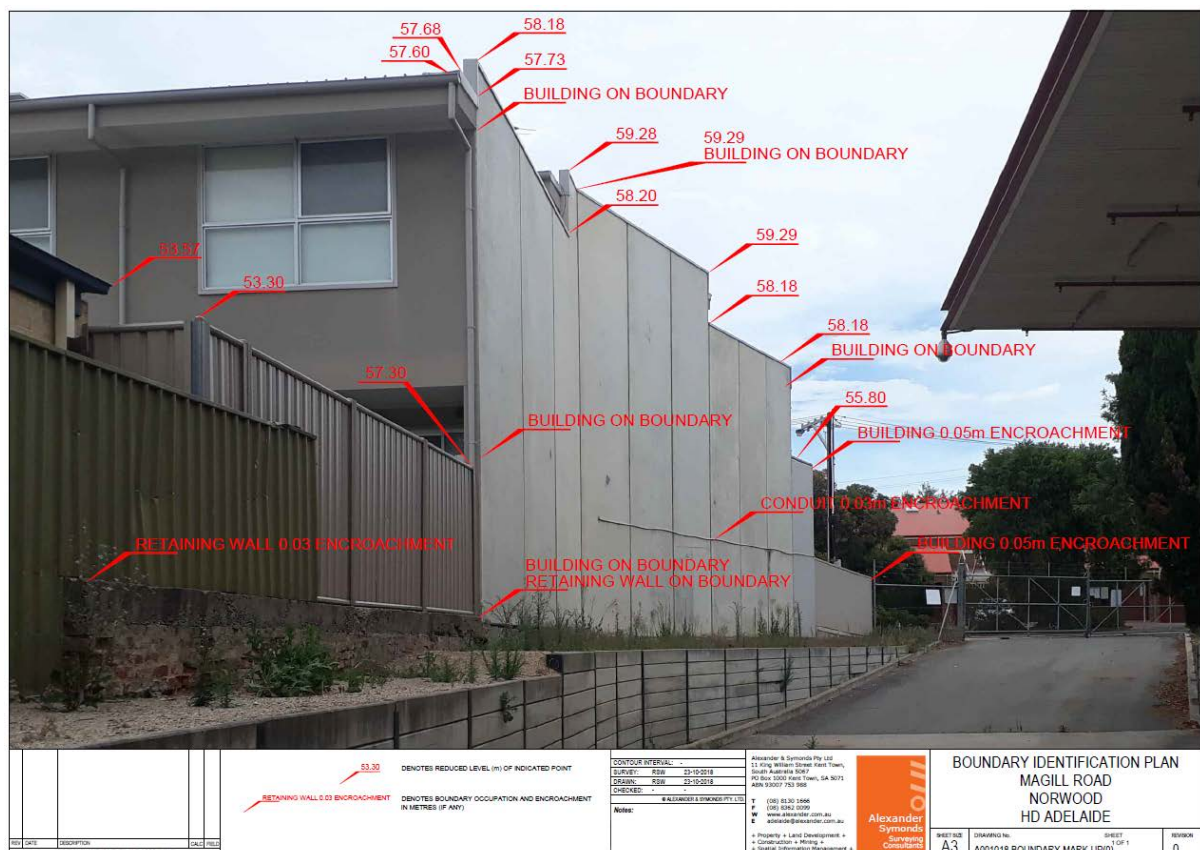


Figure 5.3 Encroachment of Adjoining Built Form into Subject Site





### 5.5.2 Noise

Concerns have been raised by representors in relation to the potential noise impact from commercial vehicles servicing and accessing the site. Representatives of the Alma Tavern have also raised concerns with the noise impact on future residents within the proposed townhouses associated with the current lawfully generated noise from the Hotel and requests that residential development should not have any balconies, and must adopt other mitigation measures (for example, double glazed windows).

With respect to noise from service vehicles we note that Sonus acoustic engineers have prepared an acoustic assessment of the ALDI supermarket including car parking activity and vehicle movements, deliveries and rubbish collection. This report is attached with the Planning Statement and 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 Tavern). 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.

Resonate acoustic engineers have also prepared an acoustic assessment which was attached with the Planning Statement and assessed:

- Facade construction of residential apartments and townhouses to control traffic noise, music and patron noise from the Alma Tavern, and noise from the proposed ALDI supermarket; and
- Environmental noise emissions from external mechanical plant and vehicle movements associated with the development (including heavy commercial vehicles associated with refuse collection and deliveries to commercial tenancies other than the ALDI Supermarket).

Resonate have concluded that noise from vehicles associated with the development are expected to comply with the relevant noise limits at all locations provided heavy vehicle movements for refuse collection and deliveries (other than those associated with ALDI) are limited to daytime hours (7am to 10pm) only.

In addition, Resonate have also prepared a supplementary report which specifically addresses the Representations from the Alma Tavern. The supplementary report confirms that Resonate have reviewed the terms and conditions of the Alma Tavern licence (50100070) and confirms that the assessment considers noise



from the Alma Tavern, among other environmental noise sources including traffic and the proposal ALDI supermarket. This supplementary assessment is attached in **Appendix 3** and states:

*Resonate's assessment of noise from the Alma Tavern was undertaken in accordance with Minister's Specification SA 78B Construction Requirements for the Control of External Sound, and adopts internal noise level criteria based on the EPA Guideline Music noise from indoor venues and the South Australian Planning System.*

*Resonate's assessment recommends construction requirements for the control of music noise for habitable spaces within 65m of the site boundary of the Alma Tavern, as required by Minister's Specification SA 78B. The recommended construction includes minimum 10.38mm acoustic laminate, which represents a higher level of acoustic performance than standard double glazing. The recommended measures to mitigate music noise are also expected to result in appropriate internal noise levels due to Alma Tavern patrons and vehicle movements.*

*We note that the proposed site layout is such that dwellings are generally located as far as practicable from the Alma Tavern, and in particular the beer garden and other outdoor entertainment areas.*

*There is no specific requirement in the Norwood Payneham and St Peters (City) Development Plan, Minister's Specification SA 78B, or EPA Guideline which precludes the construction or use of balconies in the vicinity of licenced venues. We note that there are existing residential dwellings in the vicinity of the Alma, set back similar distance to the nearest proposed residential dwellings at 76 Magill Road, and which also have external balconies.*

*In summary, in the opinion of Resonate, the design provided to SCAP for approval, complies with the relevant standards and addresses the issues raised in the Cleland correspondence.*

### 5.5.3 Overlooking

Concerns have been raised by representors in relation to the overlooking and the protection of privacy, particularly in relation to the existing residents at Units 1-8, 17 Stephen Street, Norwood. In particular, it is noted that the representor at Unit, 2, 17 Stephen Street, Norwood raised concerns with protection of privacy within the courtyard and backrooms of this dwelling notwithstanding that the courtyard is covered by an existing shade sail which, according to 'Near Map', has been erected since at-least December 2009.

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 generally 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.



Notwithstanding, concerns have been raised regarding the opportunity for ‘oblique’ views from upper level habitable rooms and associated balconies into the ground level rear yard areas of the dwellings at Units 1-8, 17 Stephen Street. On this basis, the applicant has resolved to amend the proposed plans for development to incorporate screens on the upper level balconies at the eastern end of the proposed apartment Building B (north-east) and D (south-east). These screens have been placed and located to prevent oblique views across and down into the rear private open space and habitable room windows of the adjoining dwellings at Units 1-8, 17 Stephen Street, Norwood.

Proposed balcony screens are nominated in *Figure 5.1* above and an overlooking study prepared by TECTVS Architects is provided in *Figure 5.2* above and demonstrates how the privacy of adjoining dwellings to the east will be preserved through appropriate screening applied to proposed balconies.

#### 5.5.4 Overshadowing

Concerns have been raised by representors in relation to the overshadowing by the proposed apartment buildings, particularly in relation to the existing residents at Units 1-8, 17 Stephen Street, Norwood. The representor at Unit, 2, 17 Stephen Street, Norwood also raised concerns with overshadowing of rooftop photovoltaic cells on this property.

Once again, 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’ appended to the Planning Statement.

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, habitable room windows or solar panels 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.

The amendment to increase the setback of the south-eastern apartment building (Building D) from the eastern common property boundary (increased setback by 1 to 2 metres) will also provide greater access to sunlight to the private open space of the adjoining dwellings to the immediate east of the site.

#### 5.5.5 Wind Impact

Concerns have been raised by representors in relation to the potential wind impact created by the potential downdrafts from the proposed apartment building.

The proposed apartment buildings have been designed with significant articulation including balconies and a first-floor central communal courtyard which will assist to successfully deflect wind at ground level.

On this basis, it is noted that a wind impact assessment was not required for the assessment of the development application as agreed in the pre-lodgement planning meetings held with the Department.



In addition, the proposed amendment to the plans to setback the proposed south-eastern apartment building from the eastern common property boundary and introduce new balcony elements to the eastern façade will also assist to deflect and manage local wind impacts at ground level on the adjoining property to the east.

### 5.5.6 Location of Waste Storage Facilities

Concerns have been raised by representors in relation to the location of the proposed waste storage and collection area for the development in proximity to the dwellings at Unit 1-8, 17 Stephen Street, Norwood.

A detailed Waste Management Plan for the mixed-use apartment buildings and townhouses has been prepared by Colby Industries and was attached with the Planning Statement. The proposed Waste Management Plan demonstrates that there is adequate provision for the suitable collection, storage, management and removal of waste in accordance with relevant Development Plan provisions.

A proposed common bin presentation room is located adjacent Stephen Street at the south-eastern corner of the site to facilitate safe and convenient access and servicing. The bin presentation room is setback from 6.5m to 10.2 m from the eastern common property boundary and is separated by a 5 metre wide access driveway (for refuse service vehicles) and a proposed landscape buffer of approximately 43m<sup>2</sup> in area.

It is noted that the corresponding wall of the dwelling on the adjoining property at Unit 1, 17 Stephen Street, Norwood comprises a solid two storey 'tilt-up' concrete wall on the common property boundary (refer to **Figure 5.3** above and **Figure 5.4** below). It is also noted that this dwelling is currently located adjacent a current major commercial vehicle access driveway into the Caroma Industries site (from Stephens Street).

**Figure 5.4** Existing Wall of dwelling at 1, 17 Stephen Street on Common Property Boundary





As previously discussed, Resonate acoustic engineers have confirmed that noise from vehicles associated with the proposed development, including refuse vehicles, are expected to comply with the relevant noise limits. Further, heavy vehicle movements for refuse collection and deliveries are proposed to be limited to daytime hours (7am to 10pm) other than those associated with ALDI supermarket at the western end of the site.

As recommended in the proposed Waste Management Plan the waste presentation room in the south-eastern corner of the site will be:

- Mechanically (or naturally) ventilated for control of odours (the ventilation would extract to atmosphere, to prevent odour build up);
- The extraction vent discharge location(s) would be selected to avoid impact on residents, tenants and/or neighbours; and
- All lids to food waste bins in the presentation area will be closed after disposal events or during presentation.

In addition, an inspection and cleaning regime would be developed and implemented by Community Corporation(s) for waste systems at the development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.

#### 5.5.7 Stormwater Management

A concern has been made by a representor on the suitability of propose stormwater management at the interface with dwellings at 17 Stephen Street, Norwood.

A Stormwater Management Plan has been prepared by Wallbridge and Gilbert Engineers and was attached with the Planning Statement. The Stormwater Management Plan 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.

#### 5.5.8 Impact on WIFI & Telecommunications

Concerns have been raised by representors in relation to the potential 'screening effect' that the proposed apartment buildings may have on their internet, Foxtel and WIFI connections.

This is not a matter contemplated or addressed by the Development Plan and is not a valid planning consideration in the assessment of the development application. Notwithstanding, it is noted that the apartment buildings are proposed to a total height of 24.5 metres above ground level which is directly aligned and consistent with Concept Plan Fig URC/2 (Area H) and City Wide Principle of Development Control 32 of the Development Plan.

In addition, it is noted that the neighbouring properties do not have legal access to 'air rights' over the subject site which would restrict or limit the height of development over the site or require the applicant to repair or replace existing communication infrastructure that may be impacted by the development.



## 5.6 Construction and Site Management

### 5.6.1 Staging

Given the scale of the proposed development it is proposed to be constructed in stages with the operative period of consent extended to facilitate the staged construction of the development over a period of five (5) years. The proposed staging of the development reflects the commercial reality of construction and market delivery.

A representor has raised a concern and sought reassurance that the undeveloped stages of the development will be successfully completed within the time period sought.

Whilst this is not a valid planning consideration in the assessment of the development application it is noted that the development is subject to a formal 'Development Agreement' with Renewal SA and in addition to the traditional statutory obligations to fully complete a development before the consent or approval will lapse (in this case the applicant has sought a period of 5 years from the operative date of approval) there are further formal contractual obligations with Renewal SA to deliver and implement the various stages of development within prescribed time periods. Failure to deliver within agreed timeframes could result in financial or other penalties. This provides further certainty that all stages of the development will be fully completed in accordance with approved plans and statutory obligations etc.

### 5.6.2 Disruption During Construction

Several Representors raised concern with possible disruption during the construction of the proposed development associated with construction noise, dust and traffic associated with vehicles entering and leaving the construction site etc.

To assist to protect the amenity value of the locality during construction, 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.

In addition, the proposed construction will be undertaken strictly in accordance with the *Environment Protection Act, 1993* and the *Environment Protection (Noise) Policy, 2007*.

We thank you for the opportunity to respond to these matters and we trust this submission offers a constructive response to the issues raised.

We confirm our desire to be heard and/or answer any questions raised at the **State Commission Assessment Panel meeting** to be held on **22 November 2018**.



Please do not hesitate to contact the undersigned should you require any further clarification in relation to this submission.

Yours Sincerely

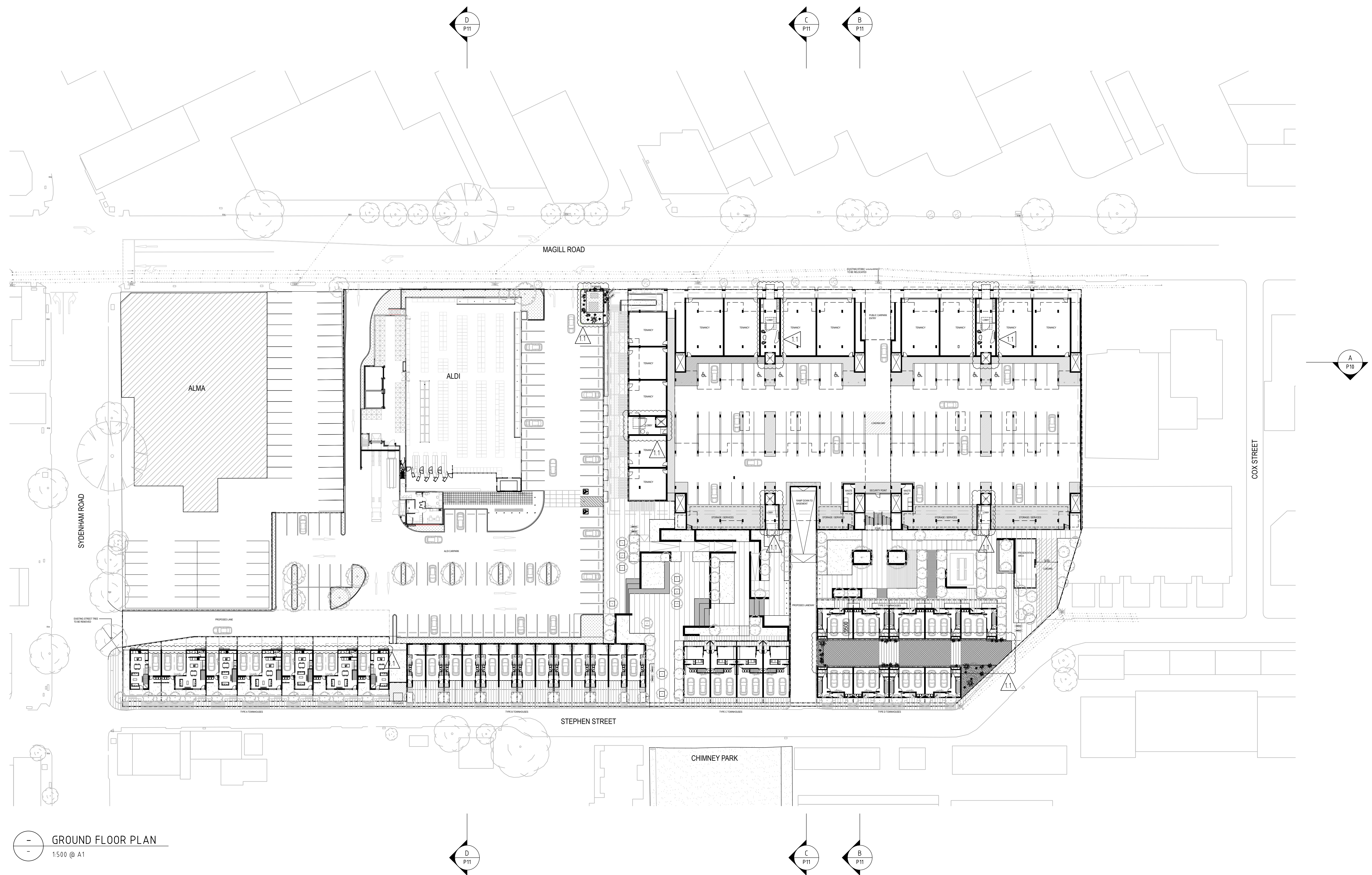
A handwritten signature in black ink, appearing to read 'Richard Dwyer', with a stylized flourish at the end.

**Richard Dwyer**  
Managing Director

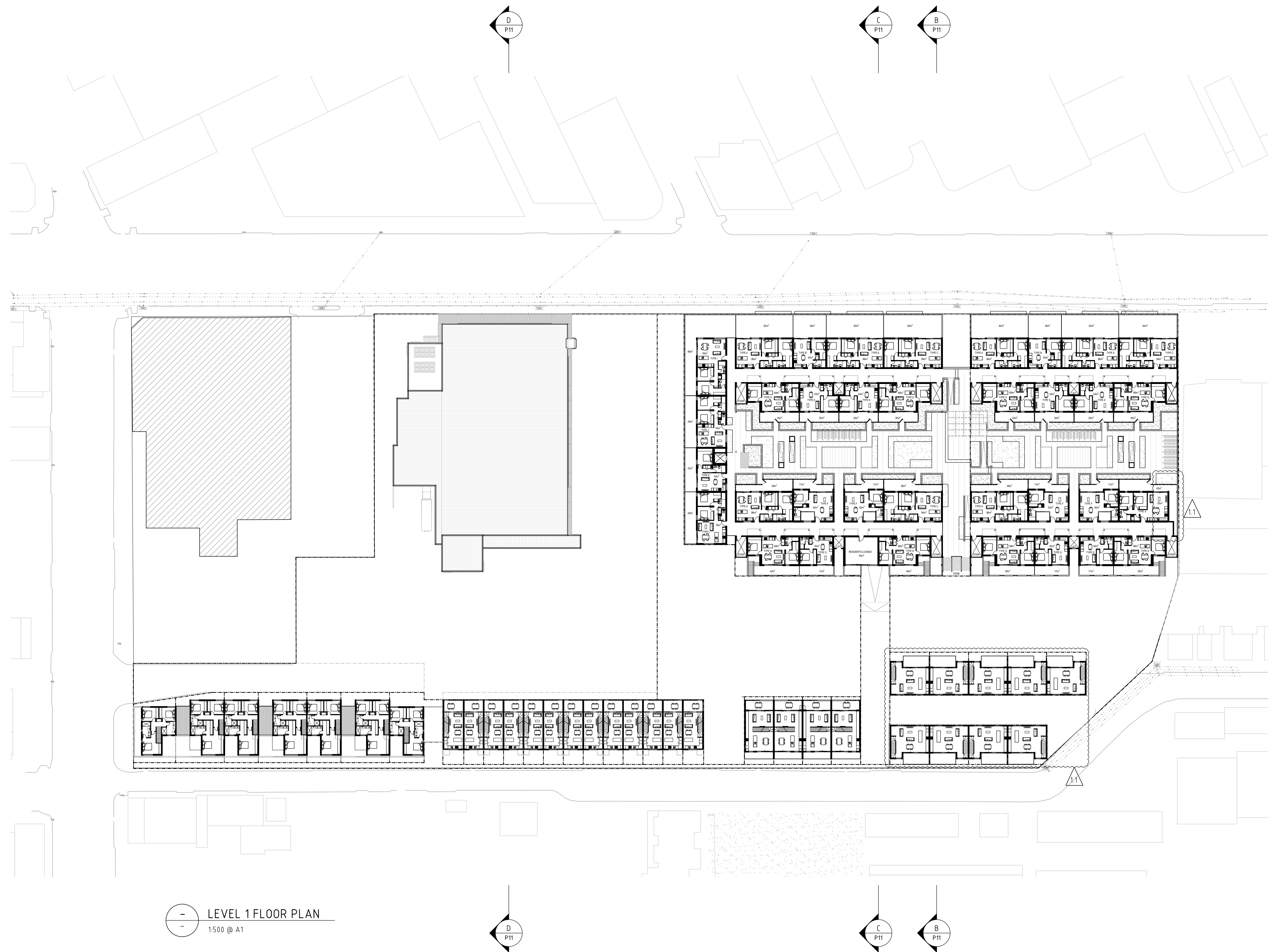


## Appendix 1. Revised / Amended Plans for Development

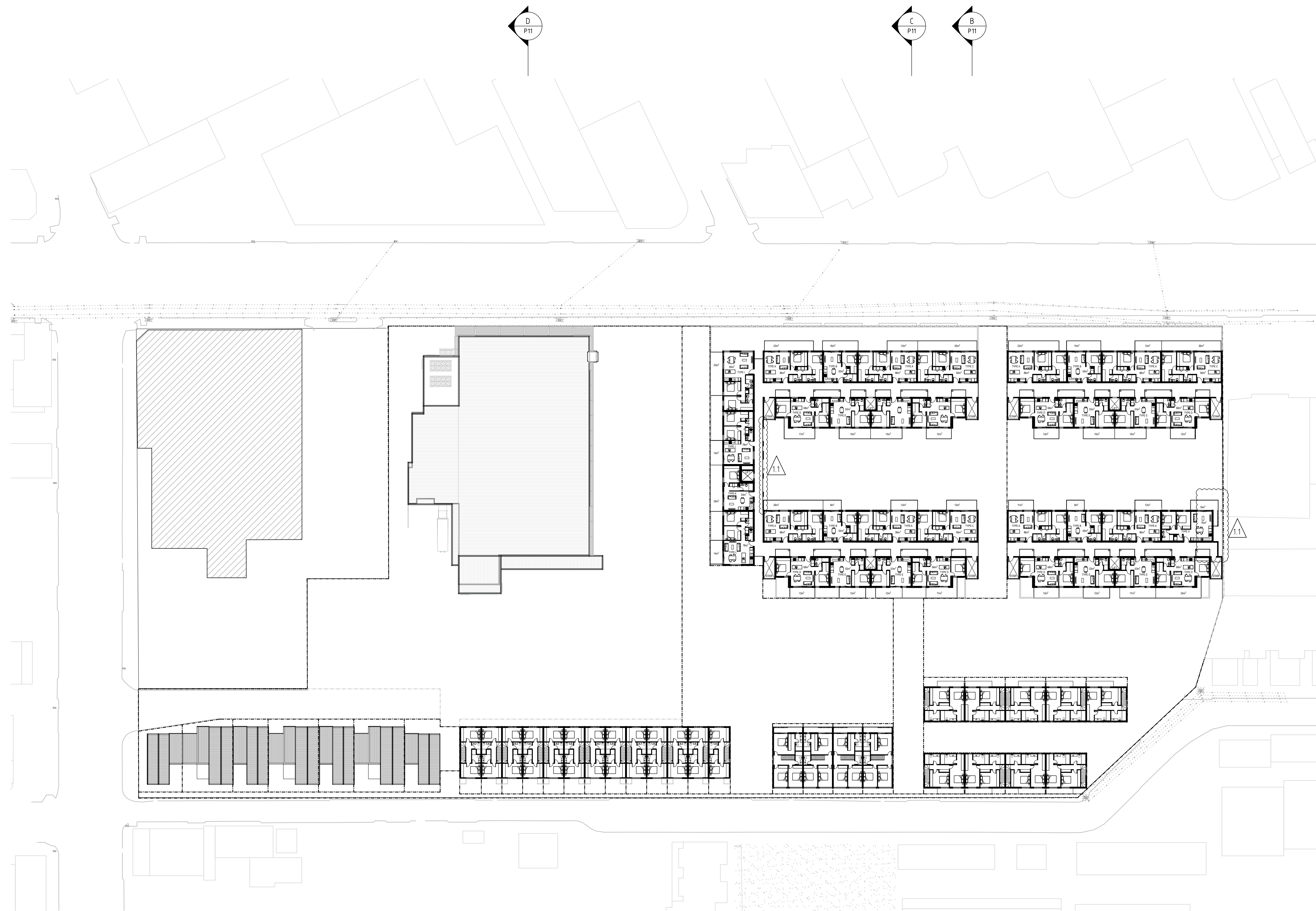






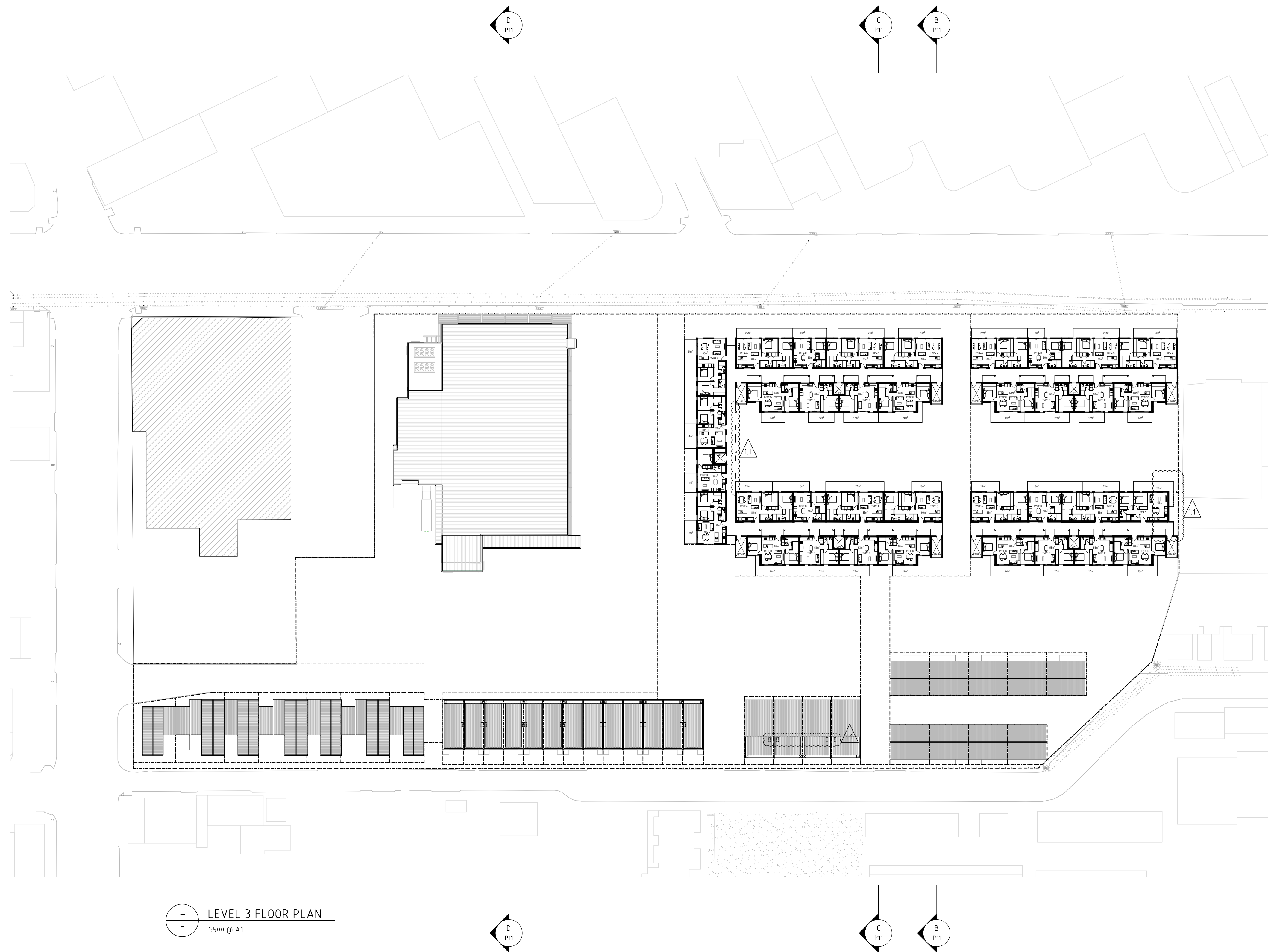






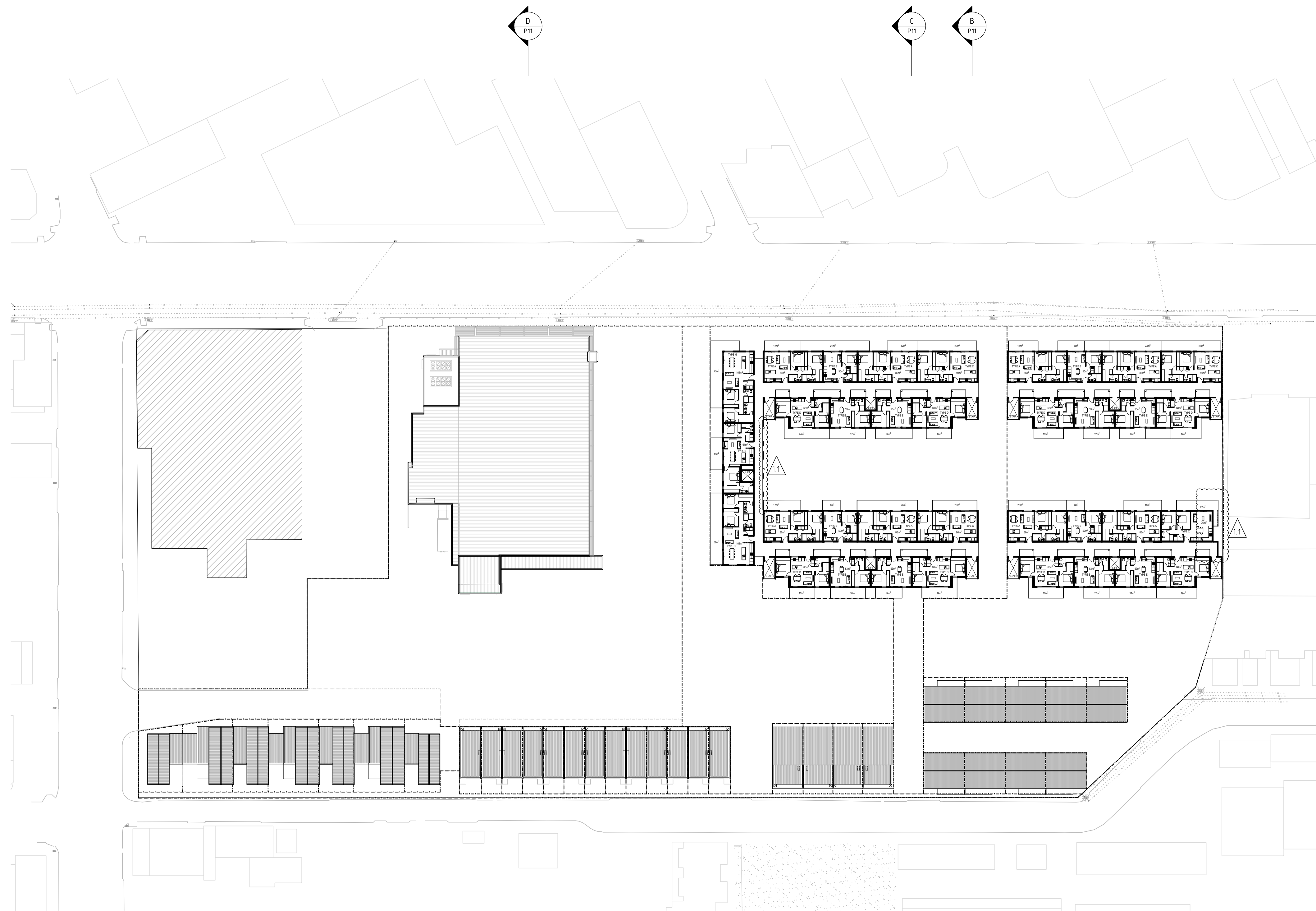
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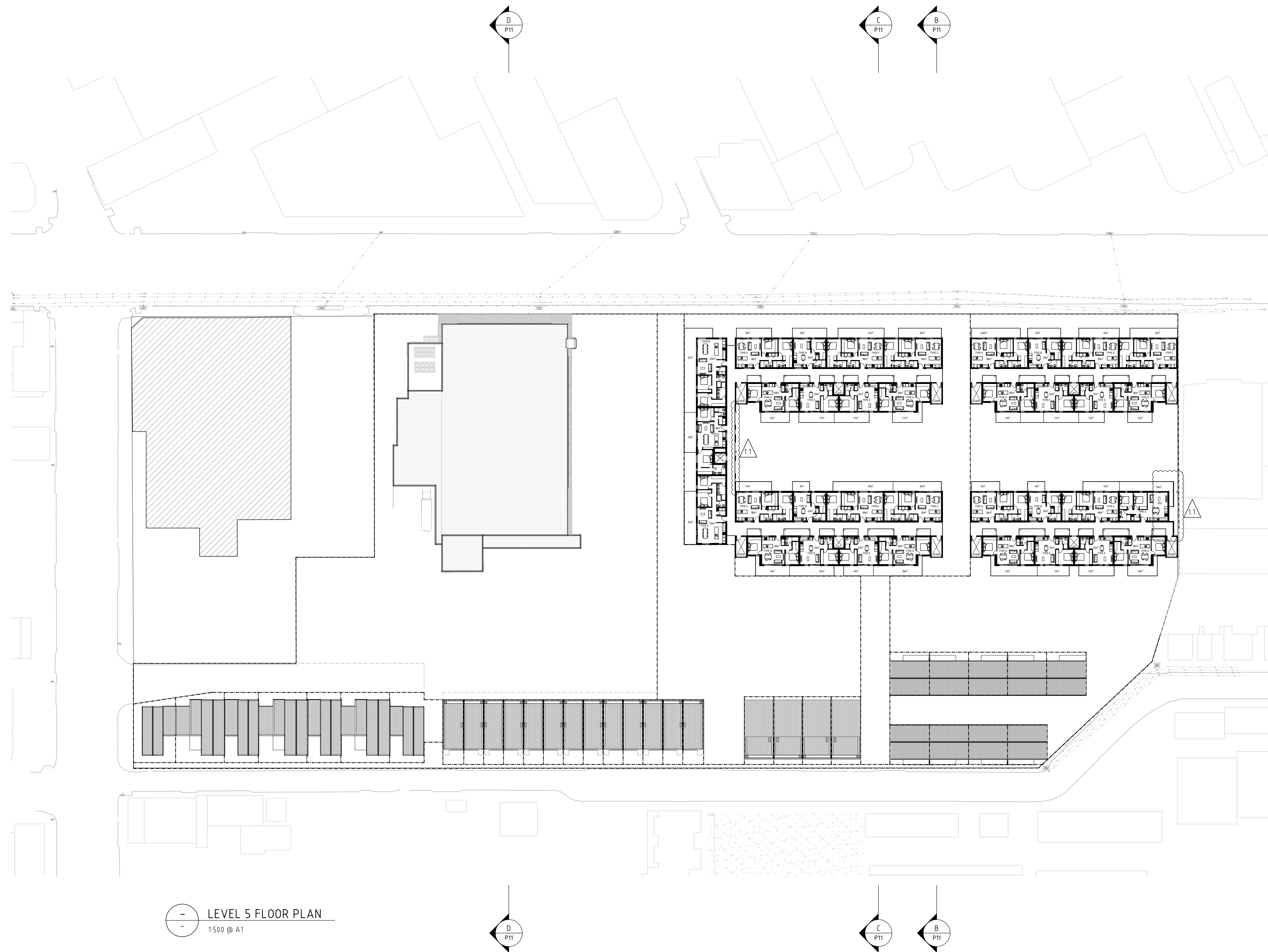
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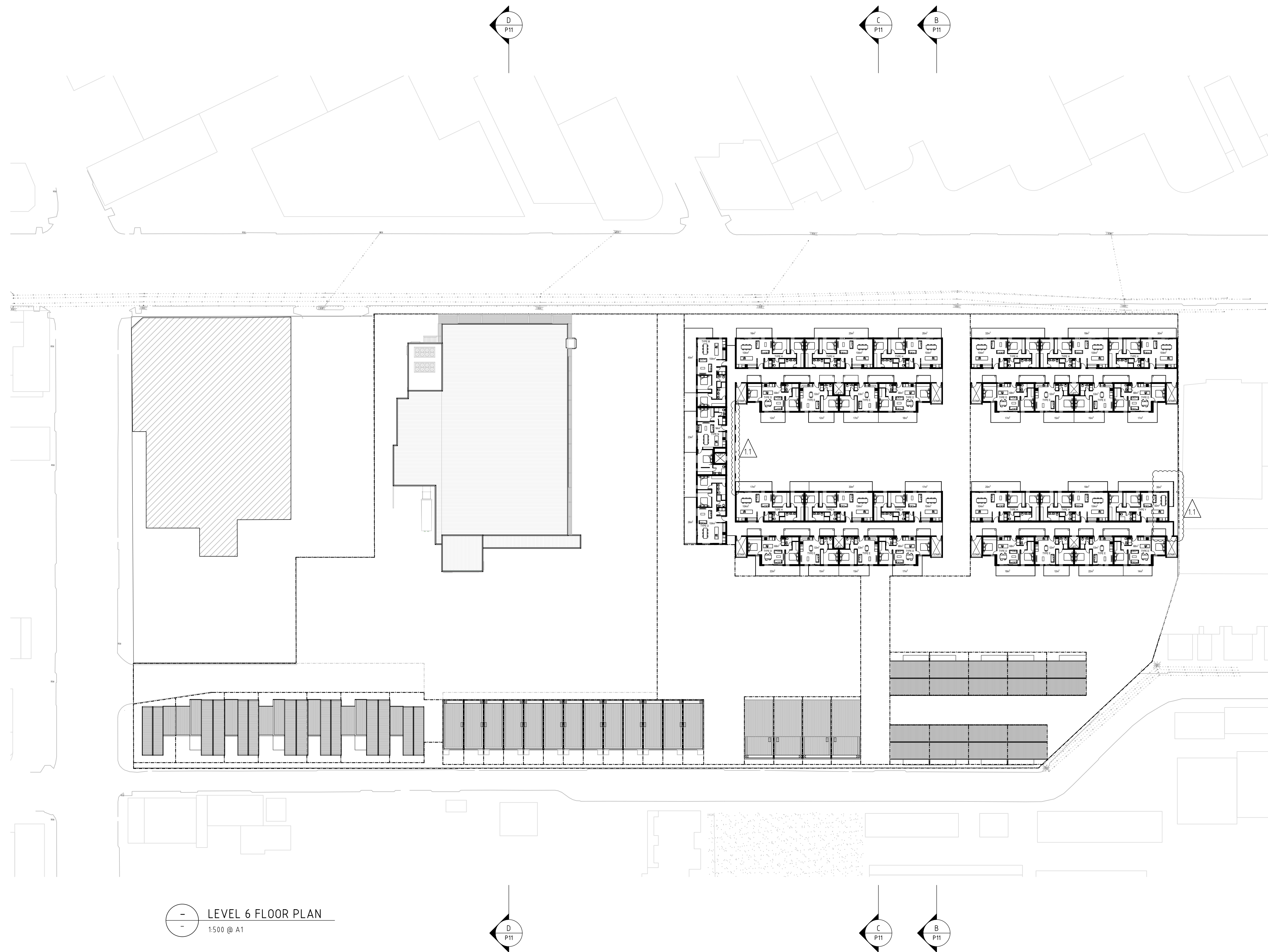
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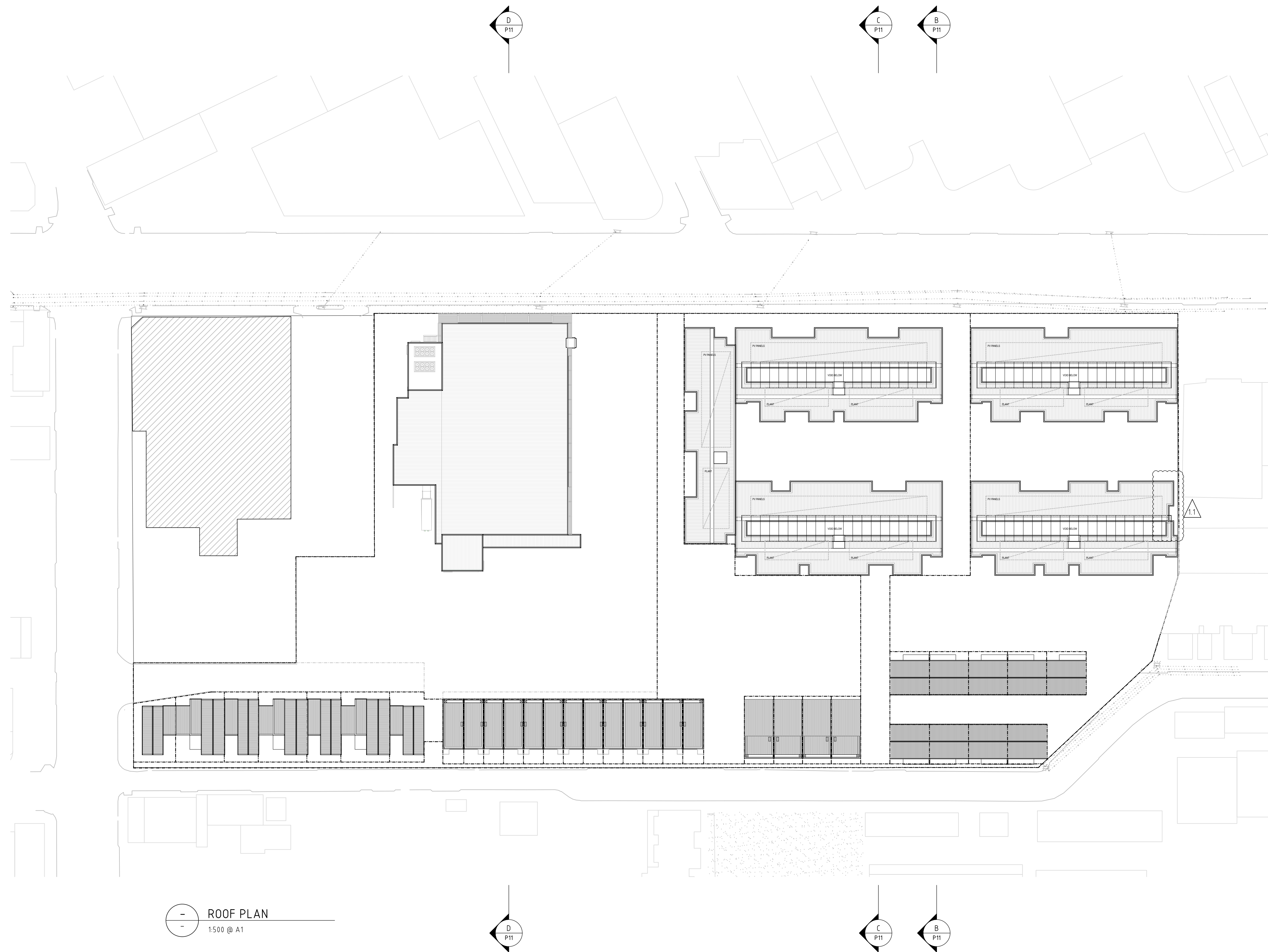
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LEVEL 6 FLOOR PLAN  
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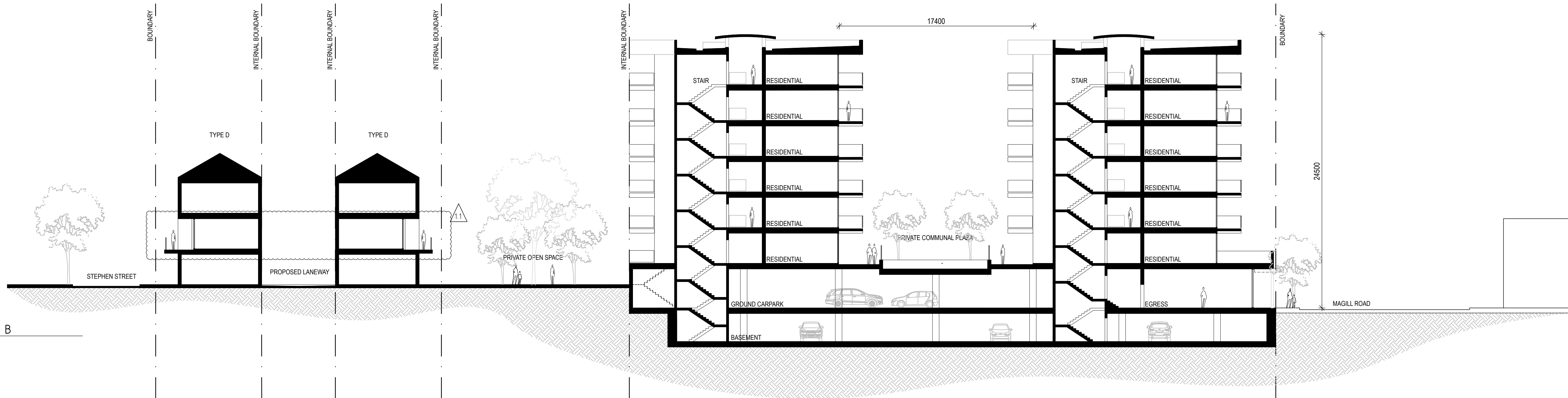




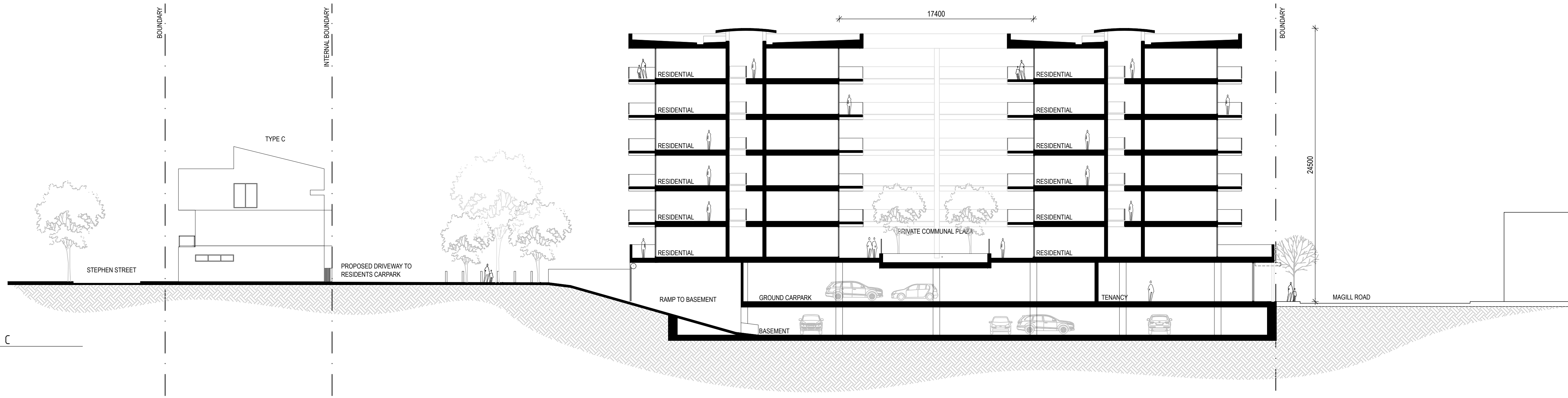
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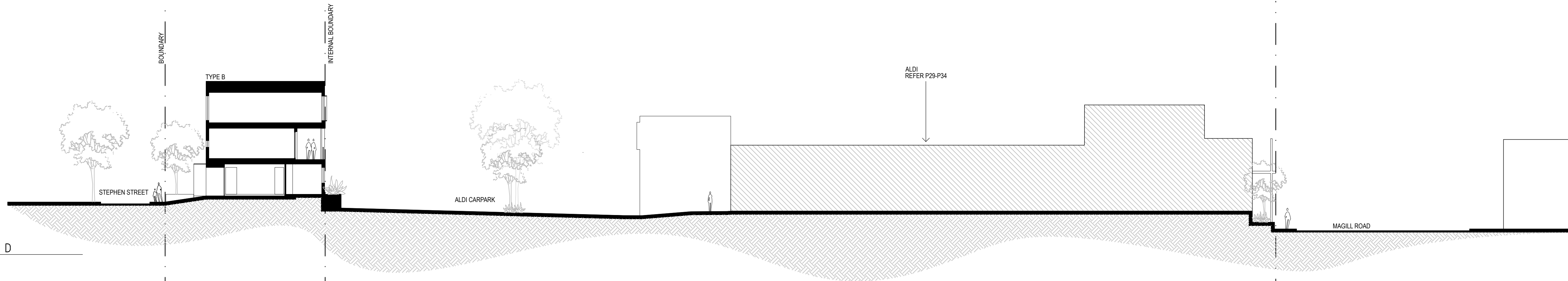
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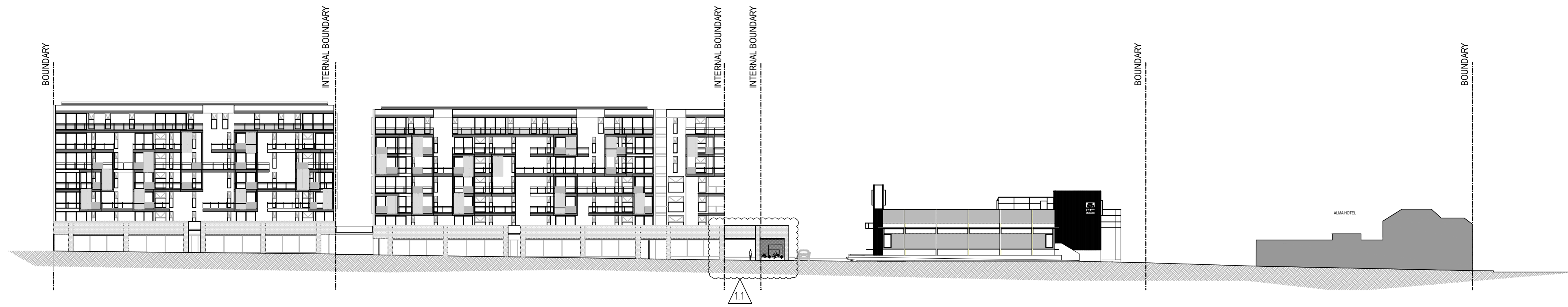
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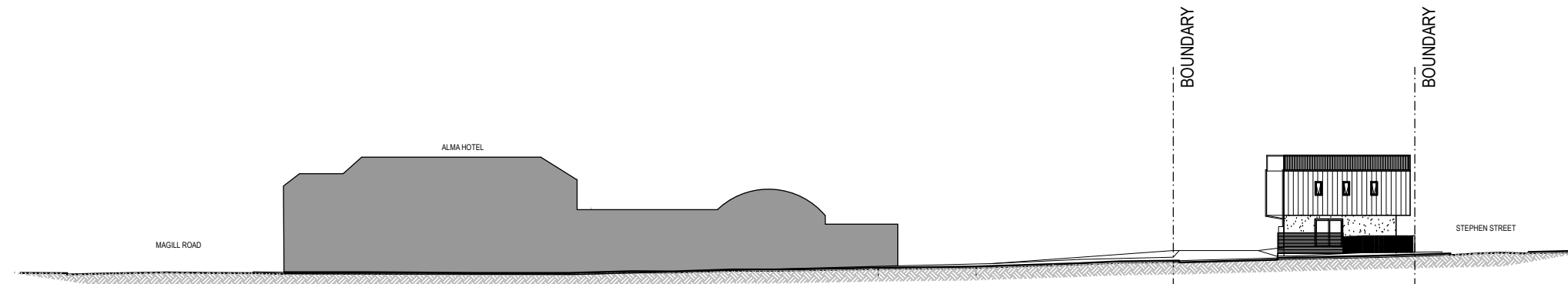
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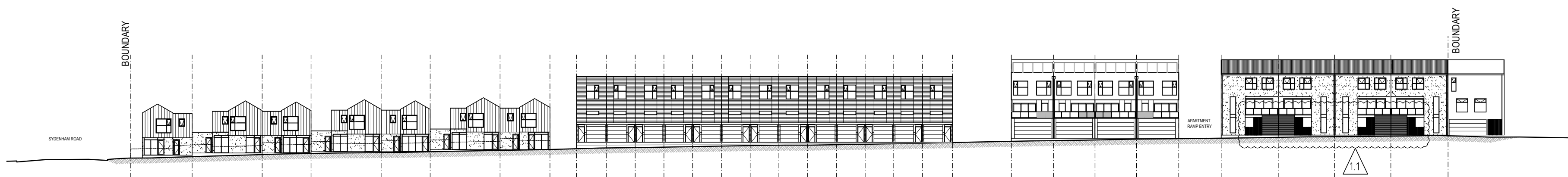




MAGILL ROAD ELEVATION (NORTH)  
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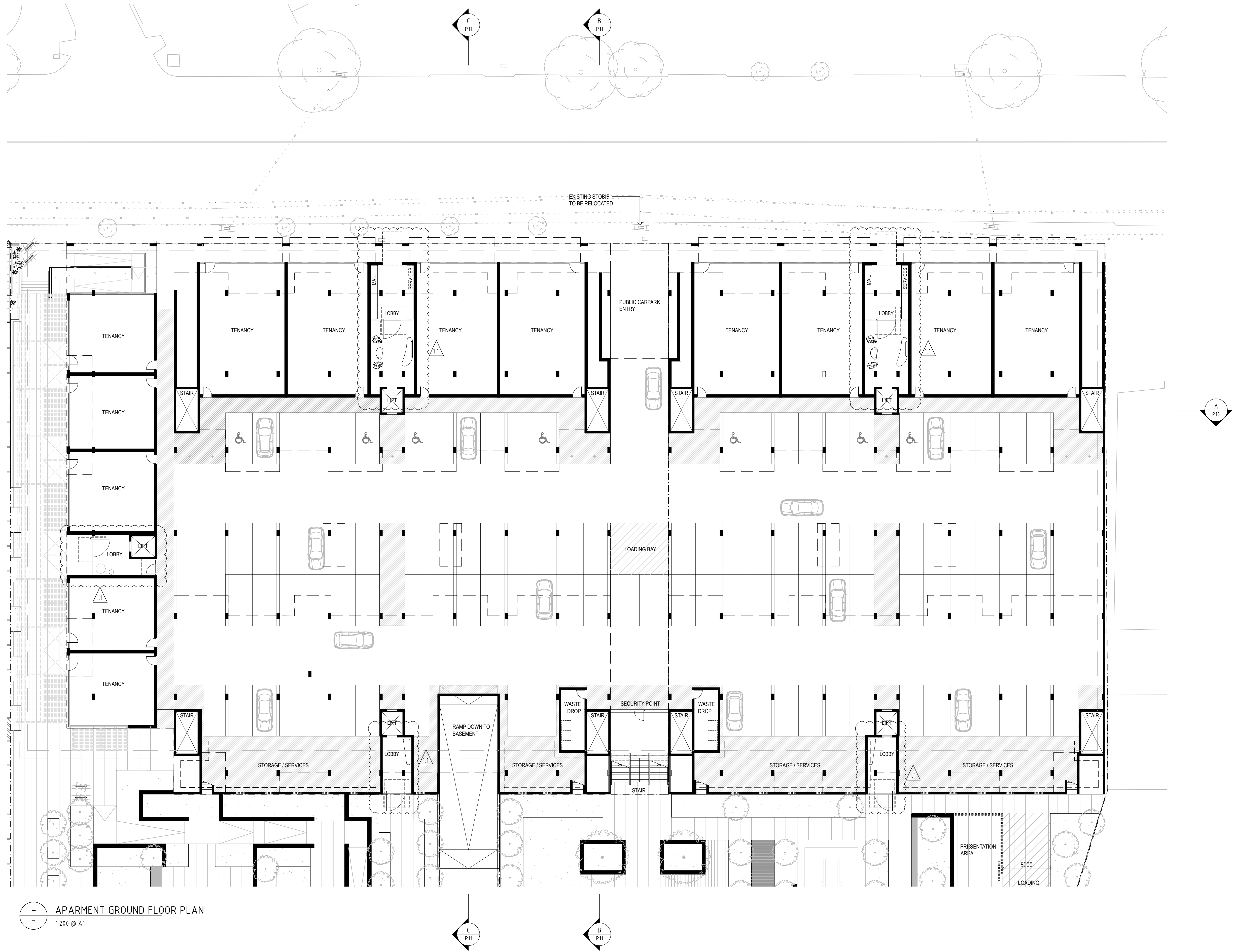


SYDENHAM STREET ELEVATION (WEST)  
1:500 @ A1



STEPHEN STREET ELEVATION (SOUTH)  
1:500 @ A1





APARMENT GROUND FLOOR PLAN  
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APARTMENT LEVEL 1 FLOOR PLAN  
1:200 @ A1



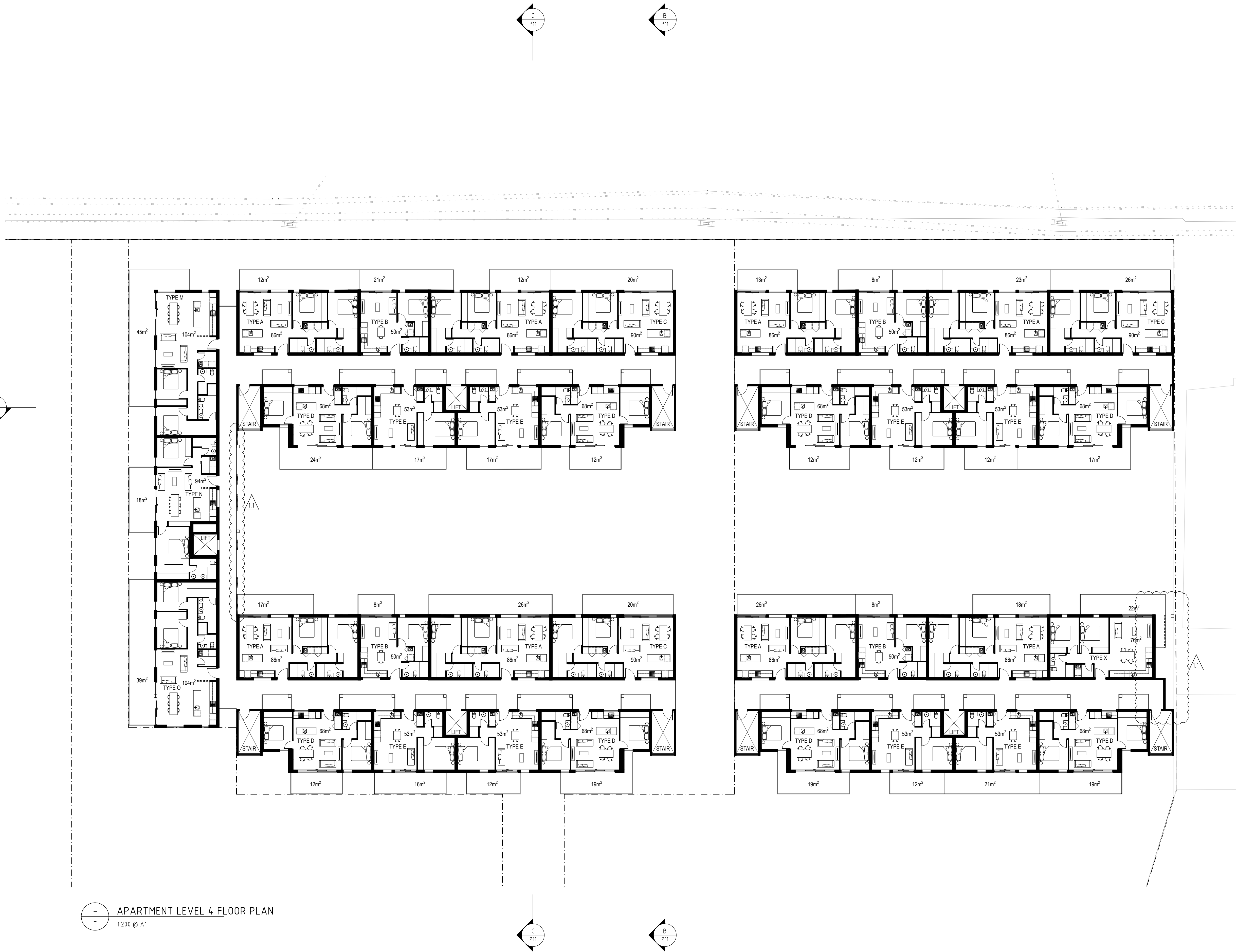


APARTMENT LEVEL 2 FLOOR PLAN  
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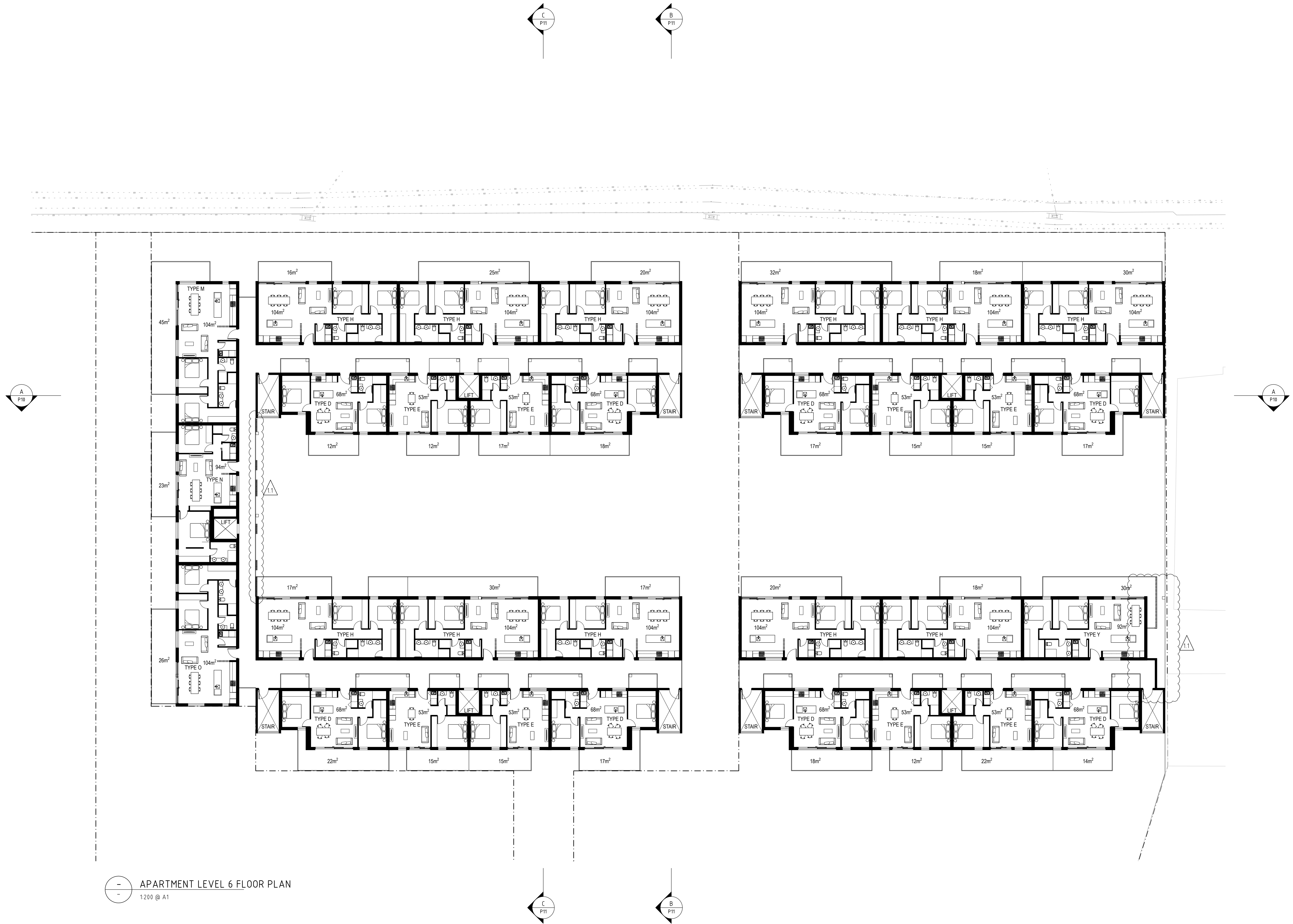
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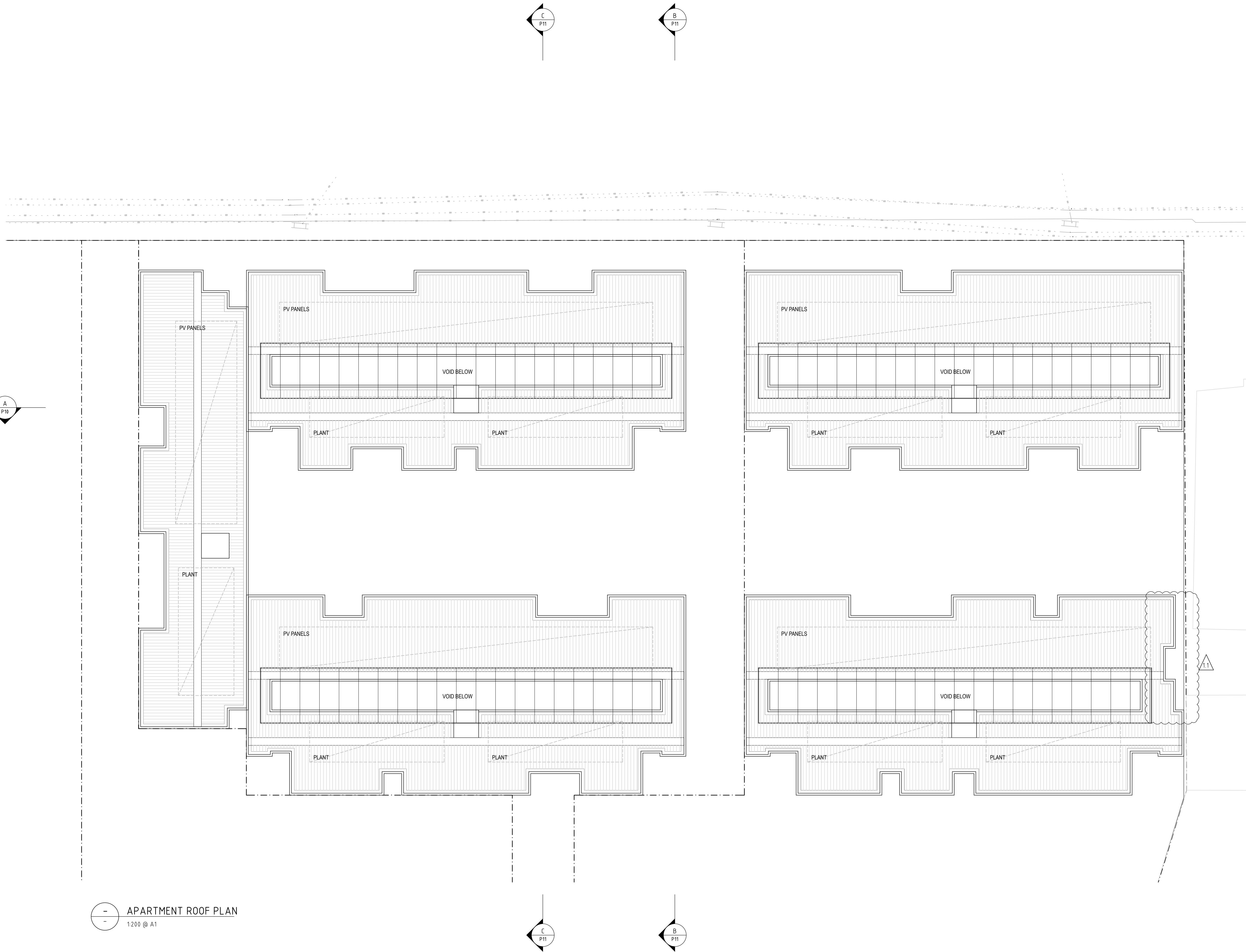
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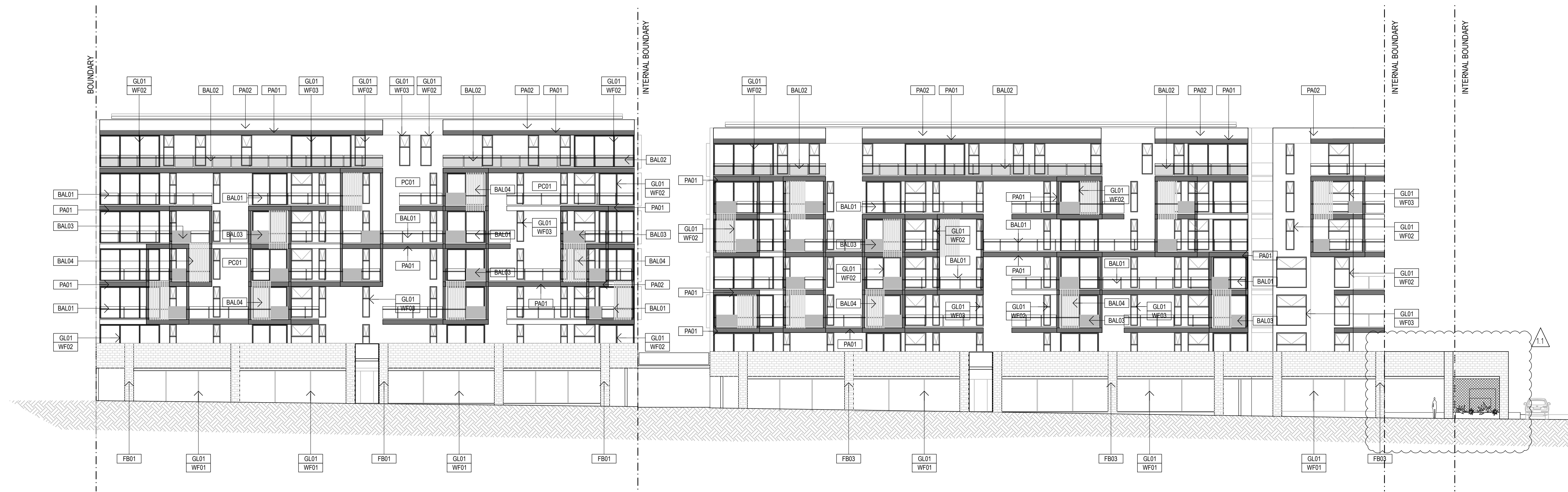
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APARTMENT ROOF PLAN  
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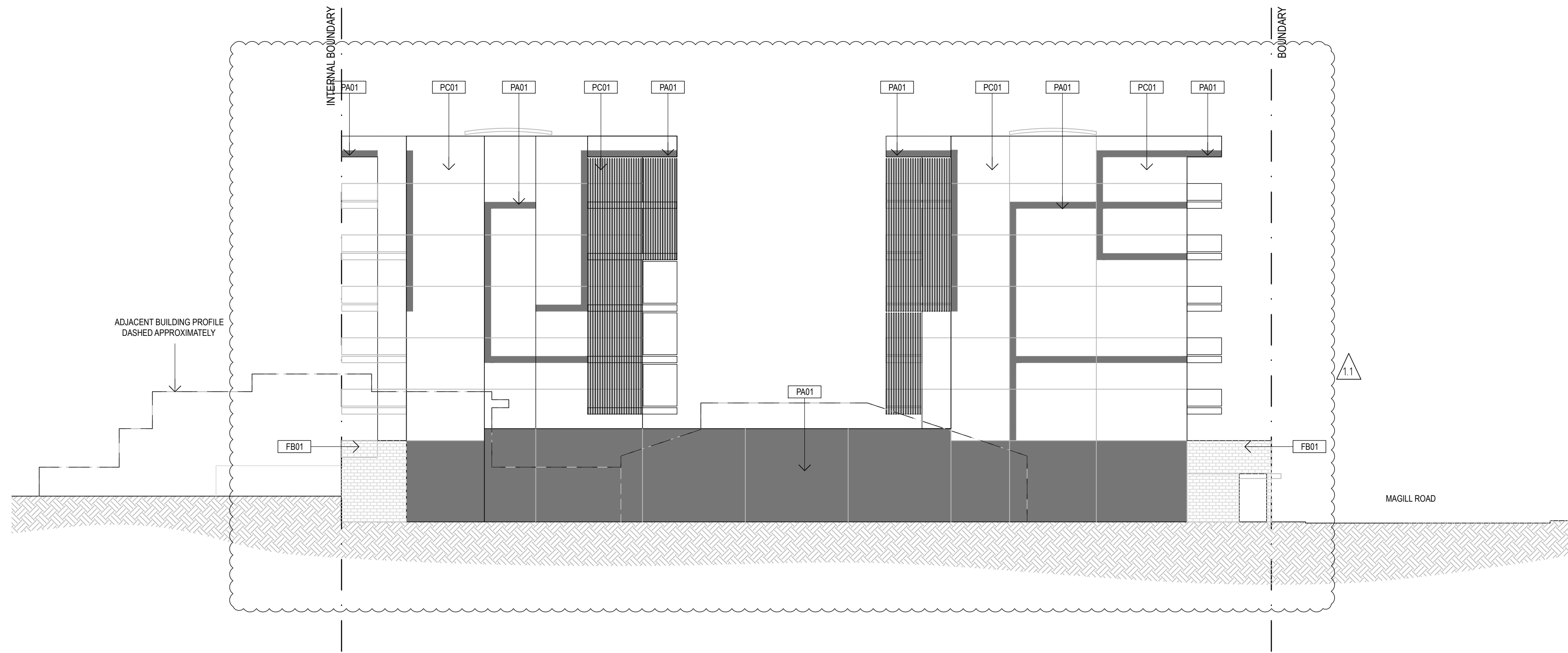
NORTH ELEVATION (MAGILL)  
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PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BRICK 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)
T01	TIMBER 1 (SPOTTED GUM)
T02	TIMBER 2 (PAINTED)

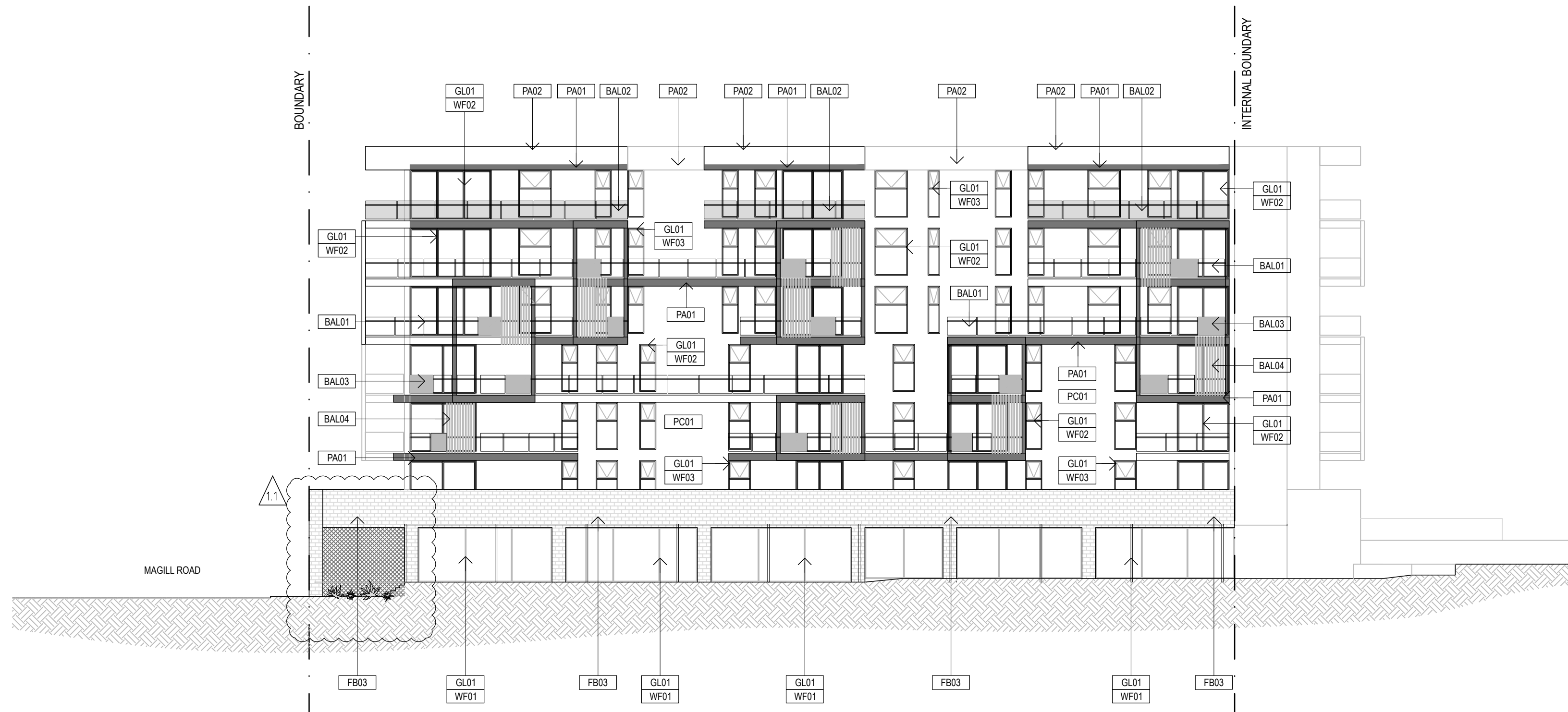


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EAST ELEVATION  
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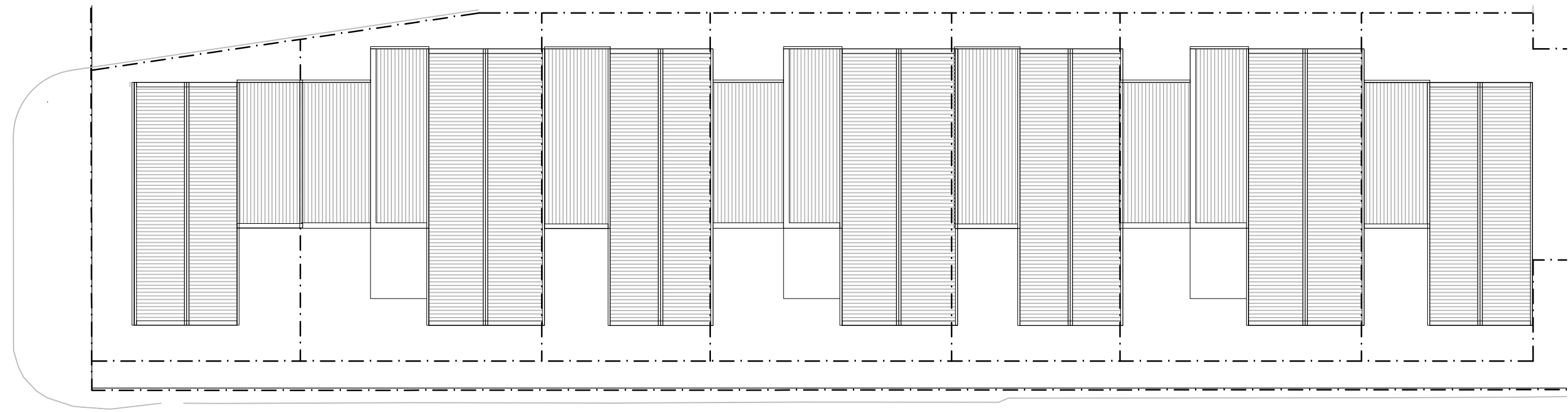


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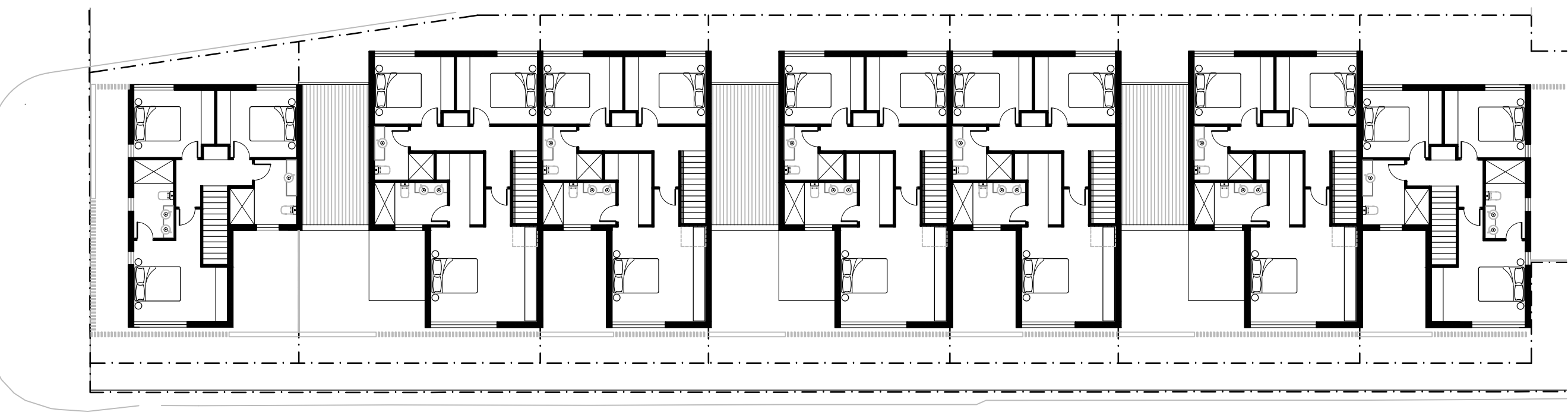
#### ELEVATIONS LEGEND

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GA04	GARAGE DOOR 4 (TIMBER)
T101	TIMBER 1 (SPOTTED GUM)
T102	TIMBER 2 (PAINTED)

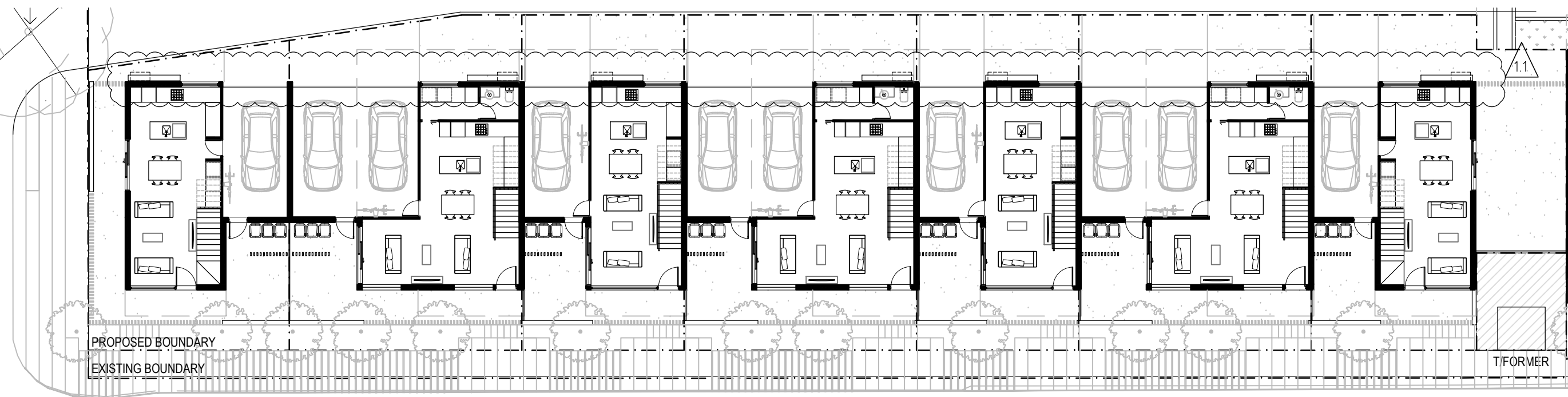




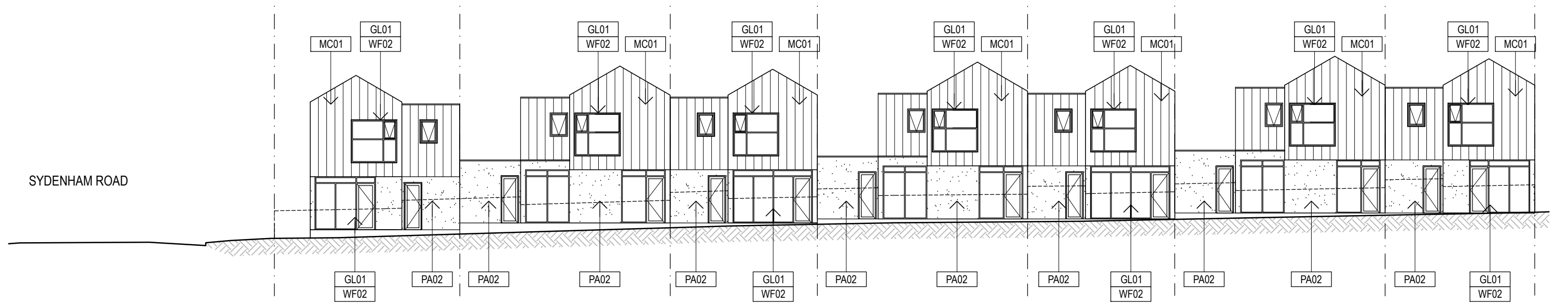
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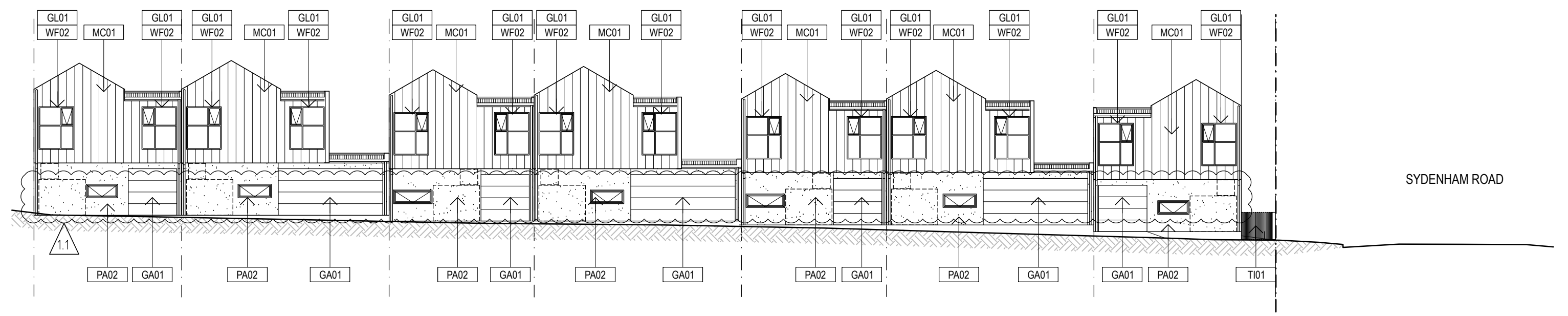
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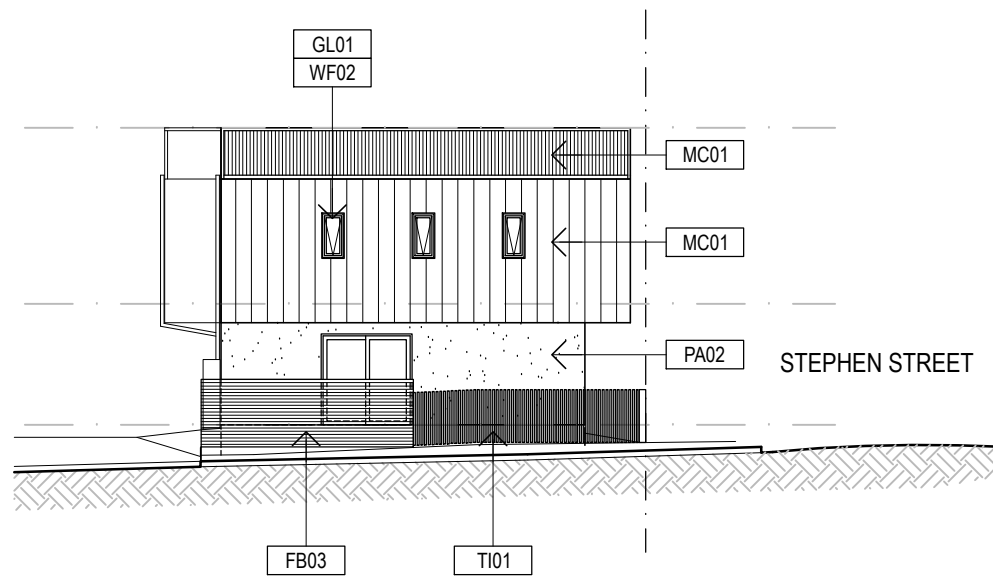
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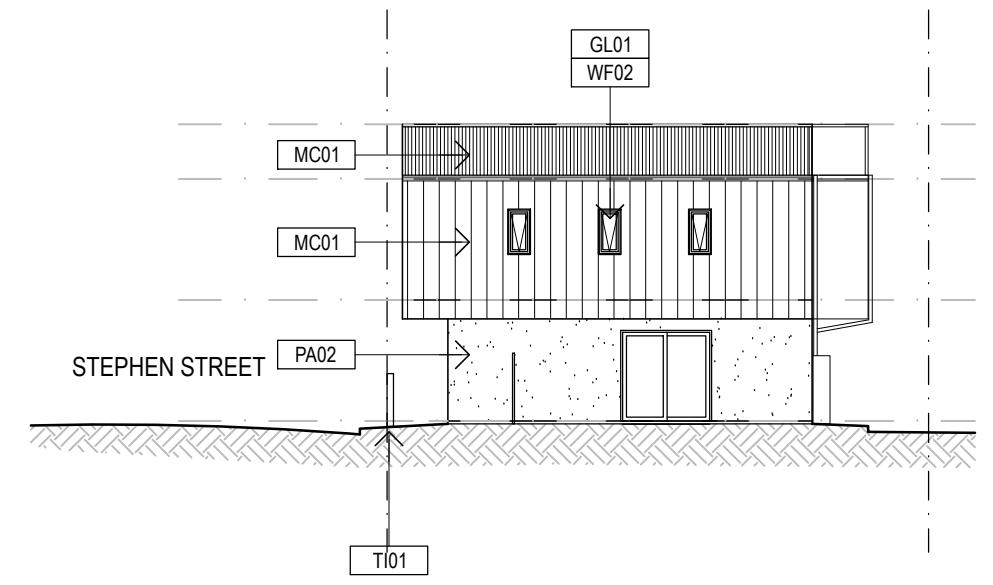
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NORTH ELEVATION  
1:200 @ A1



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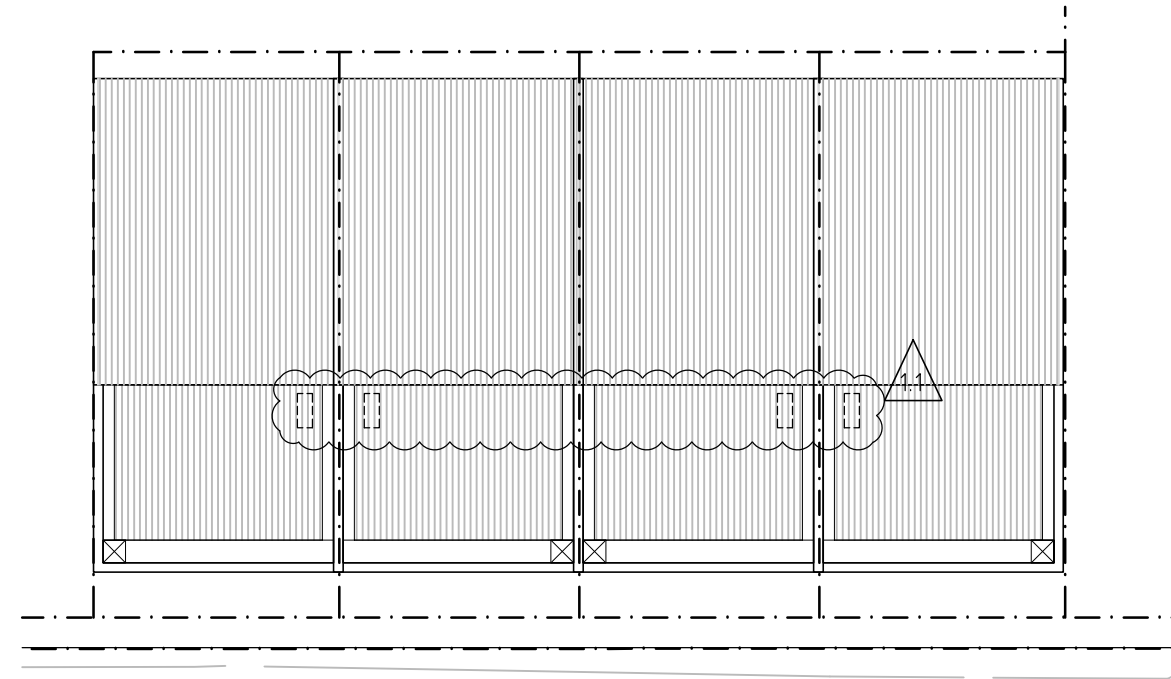


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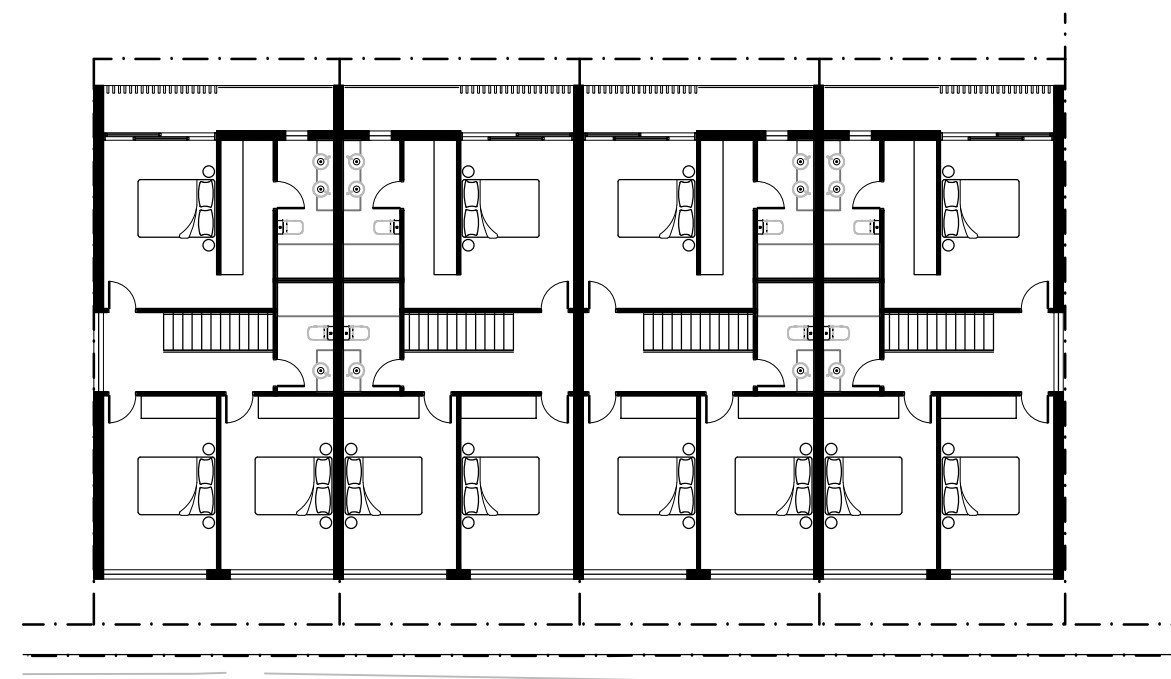
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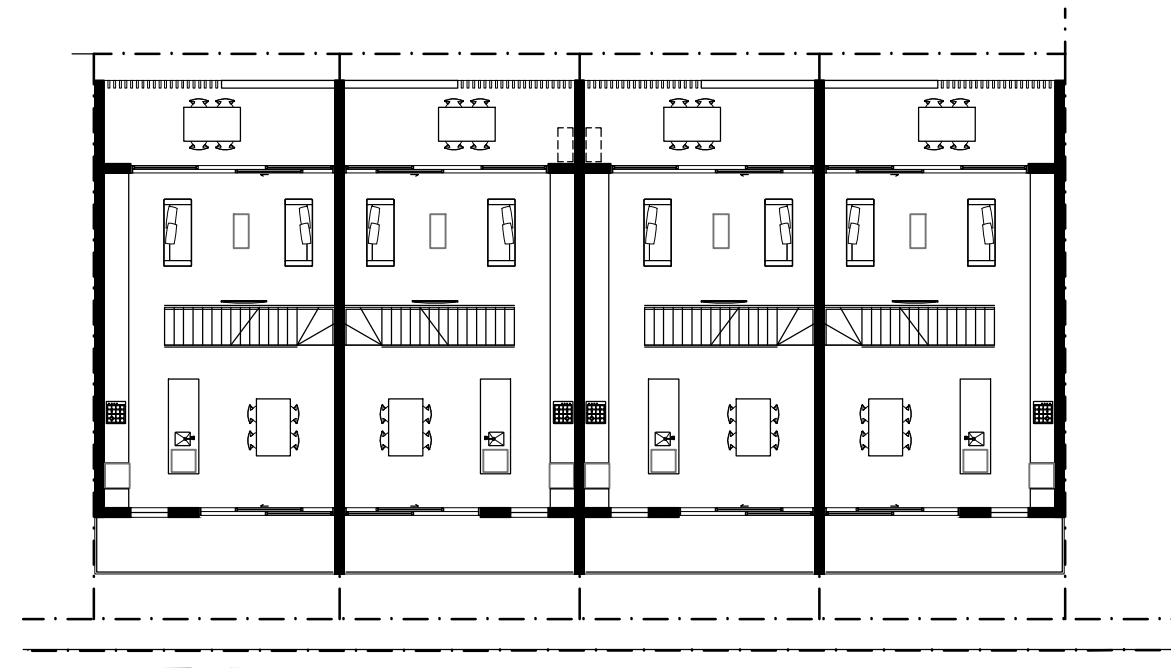




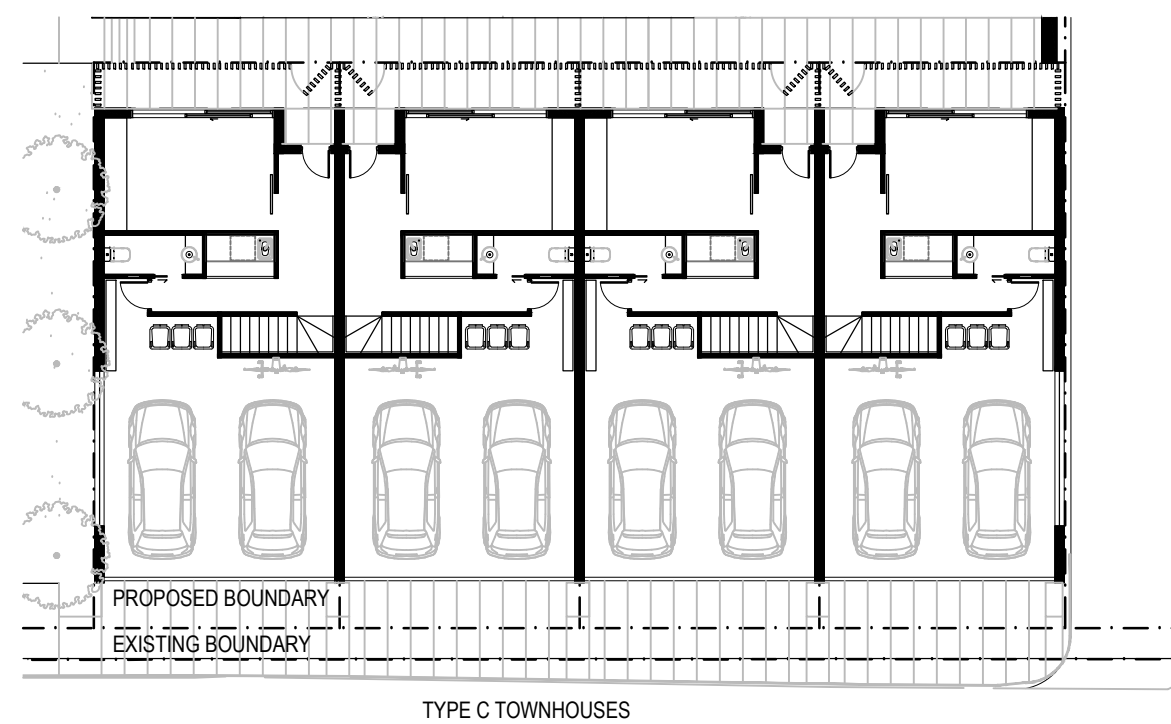
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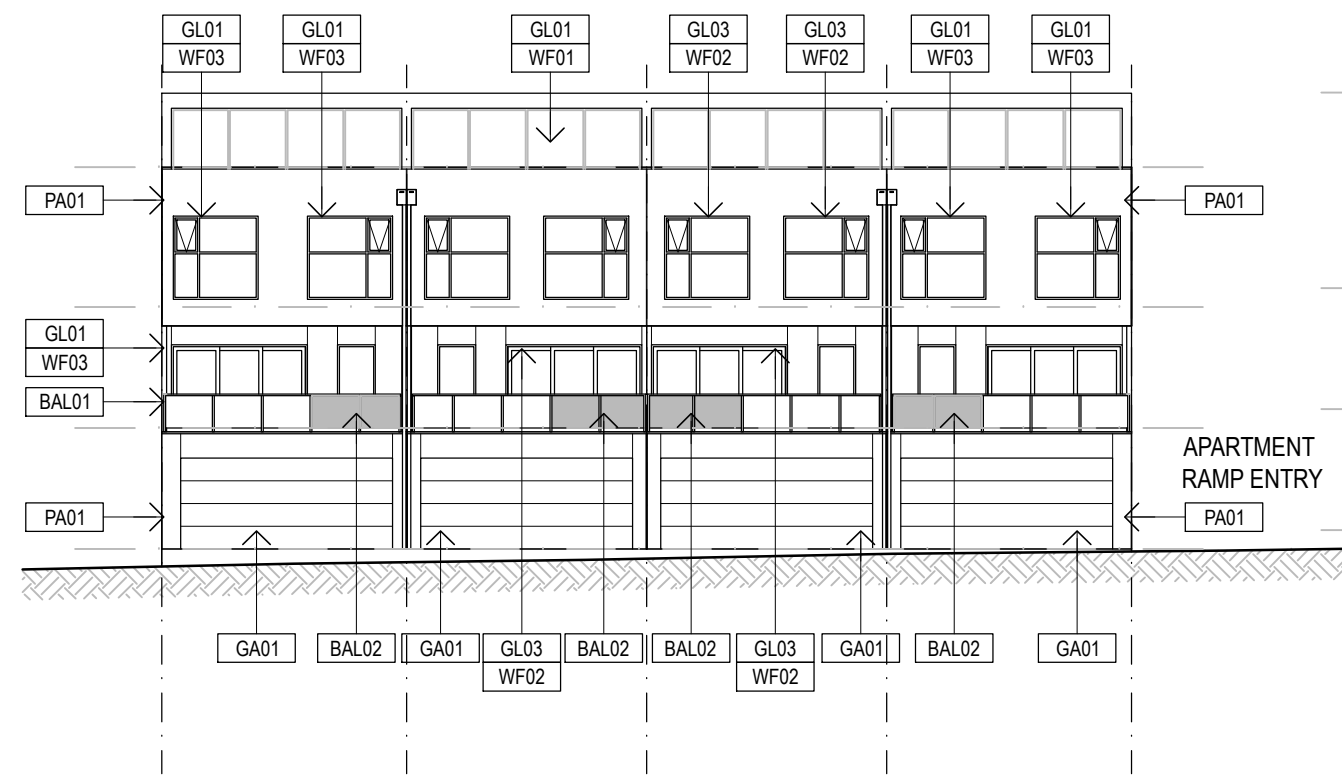
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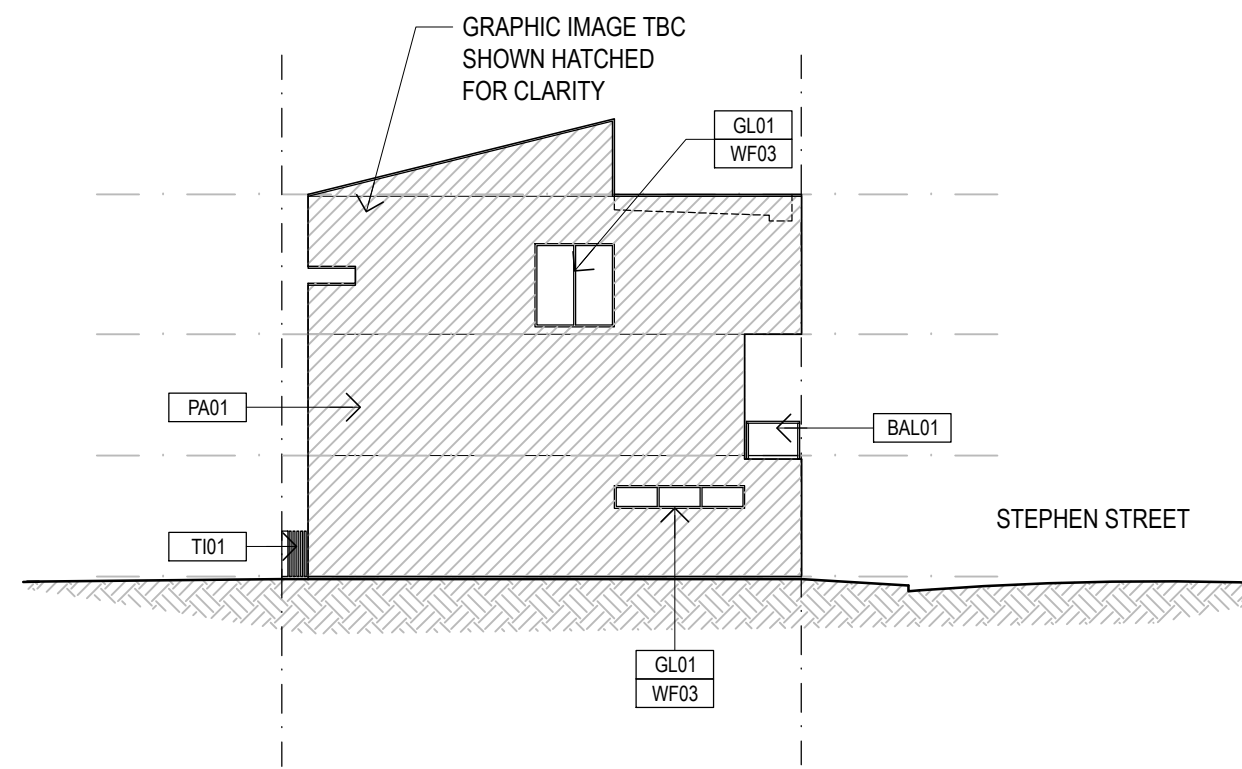
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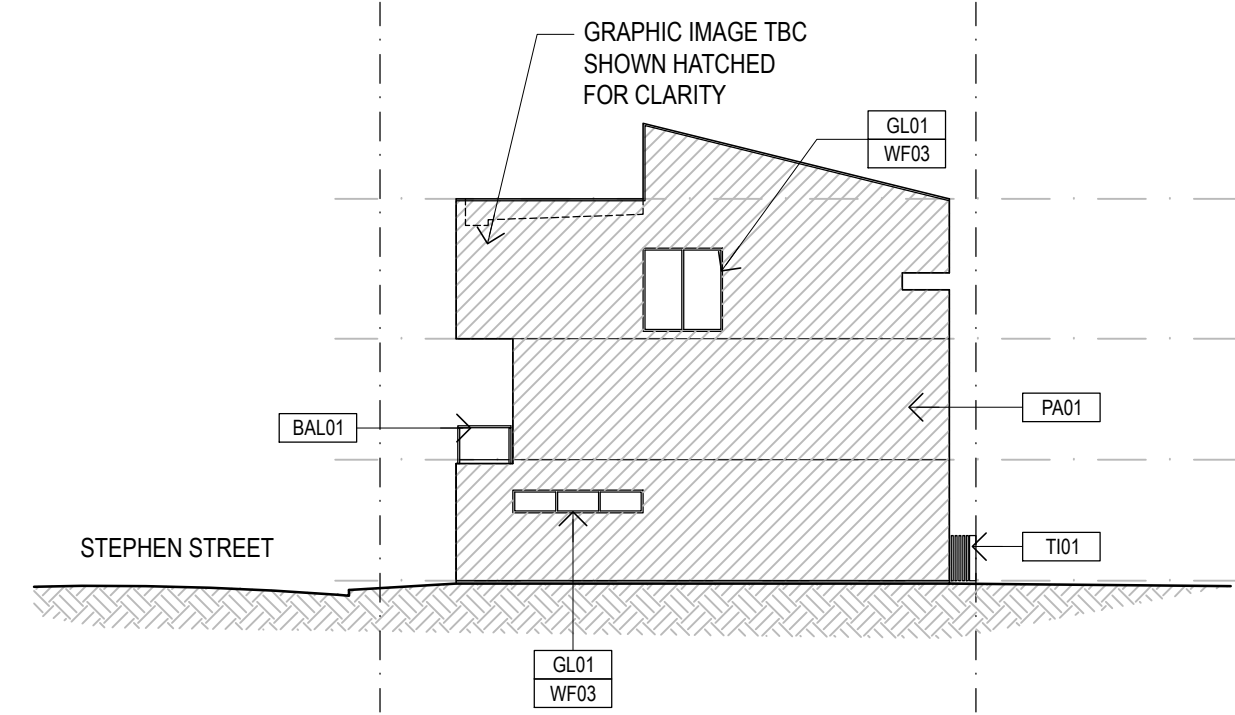
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NORTH ELEVATION  
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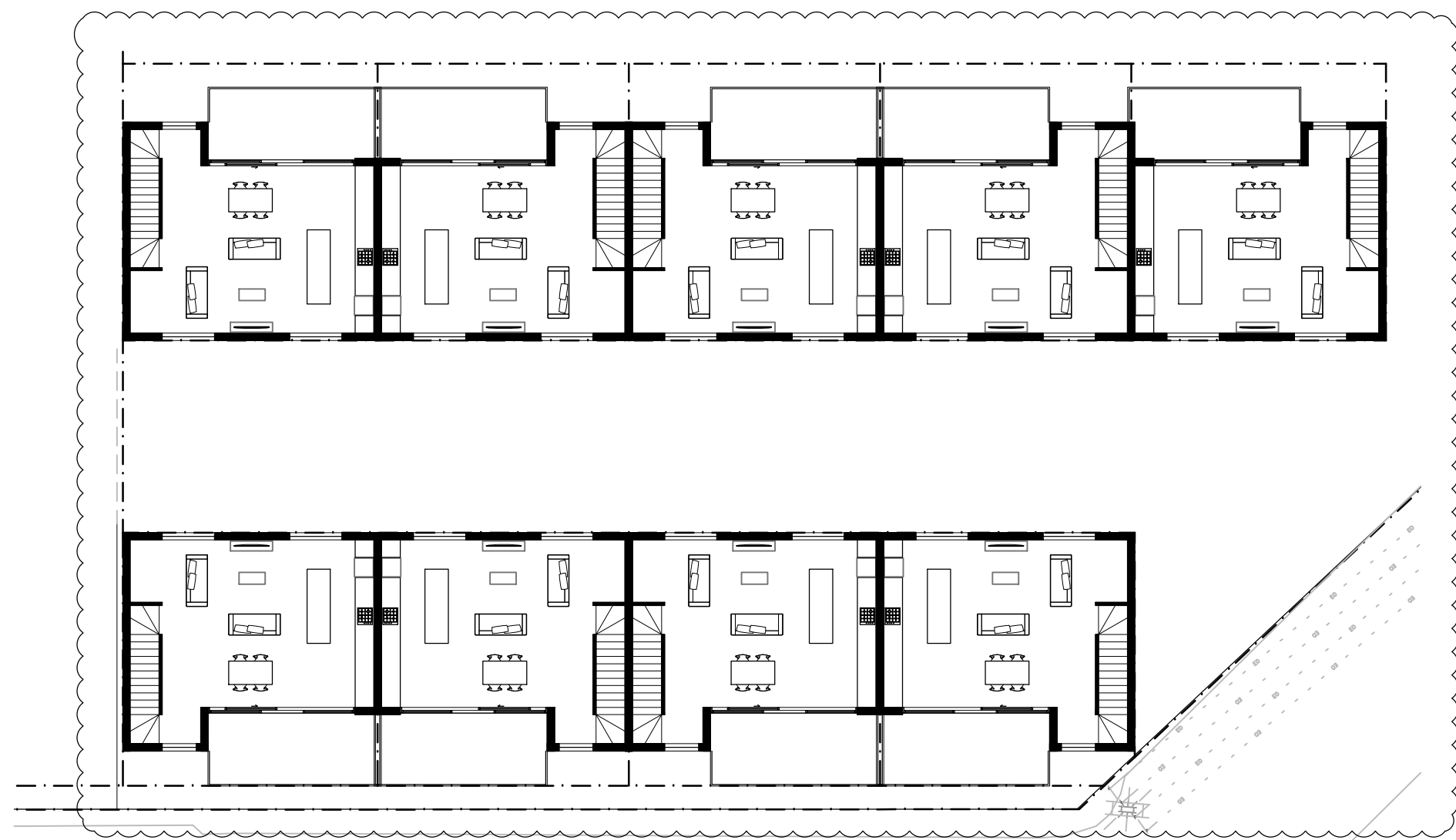
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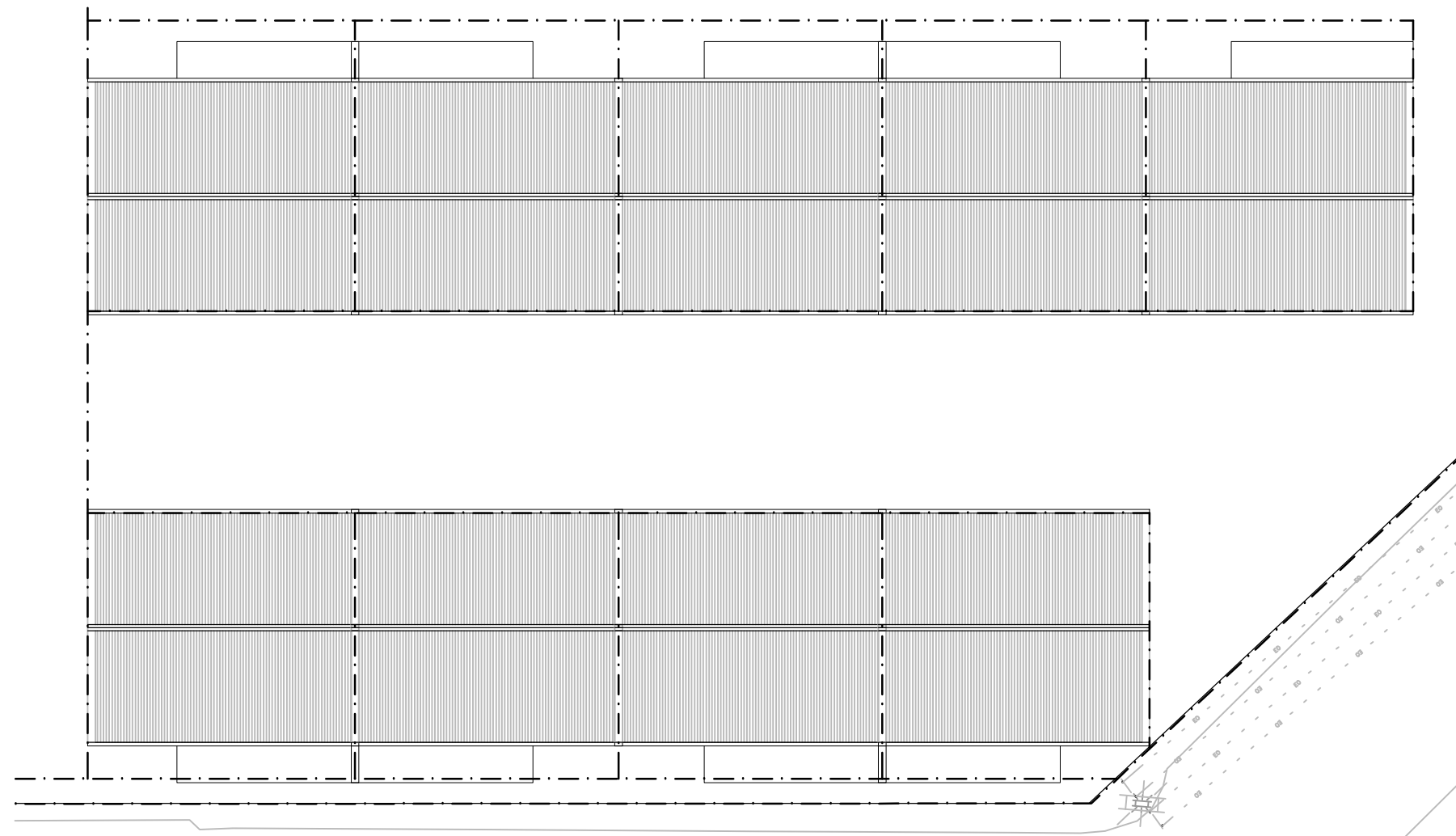
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ELEVATIONS LEGEND	
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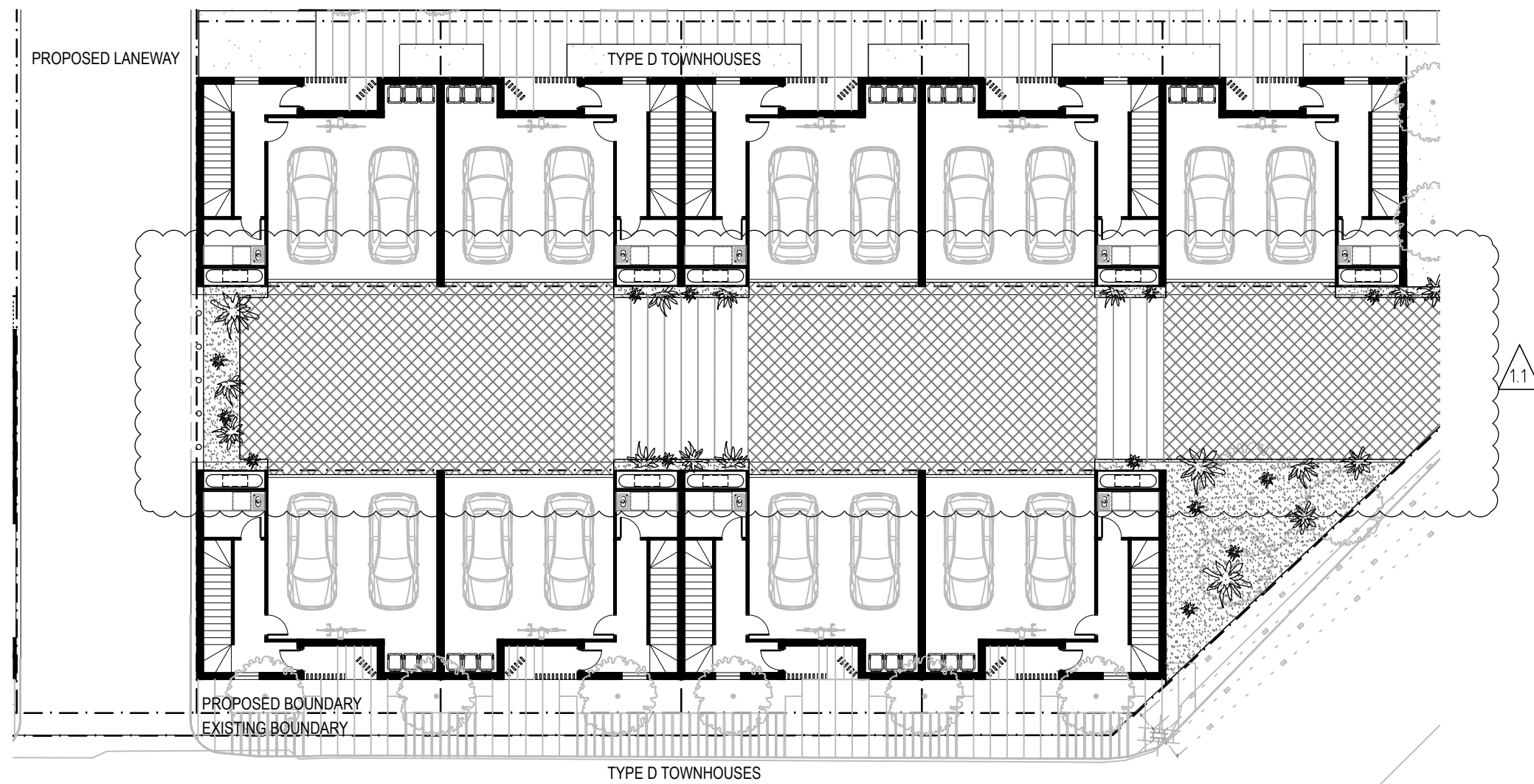




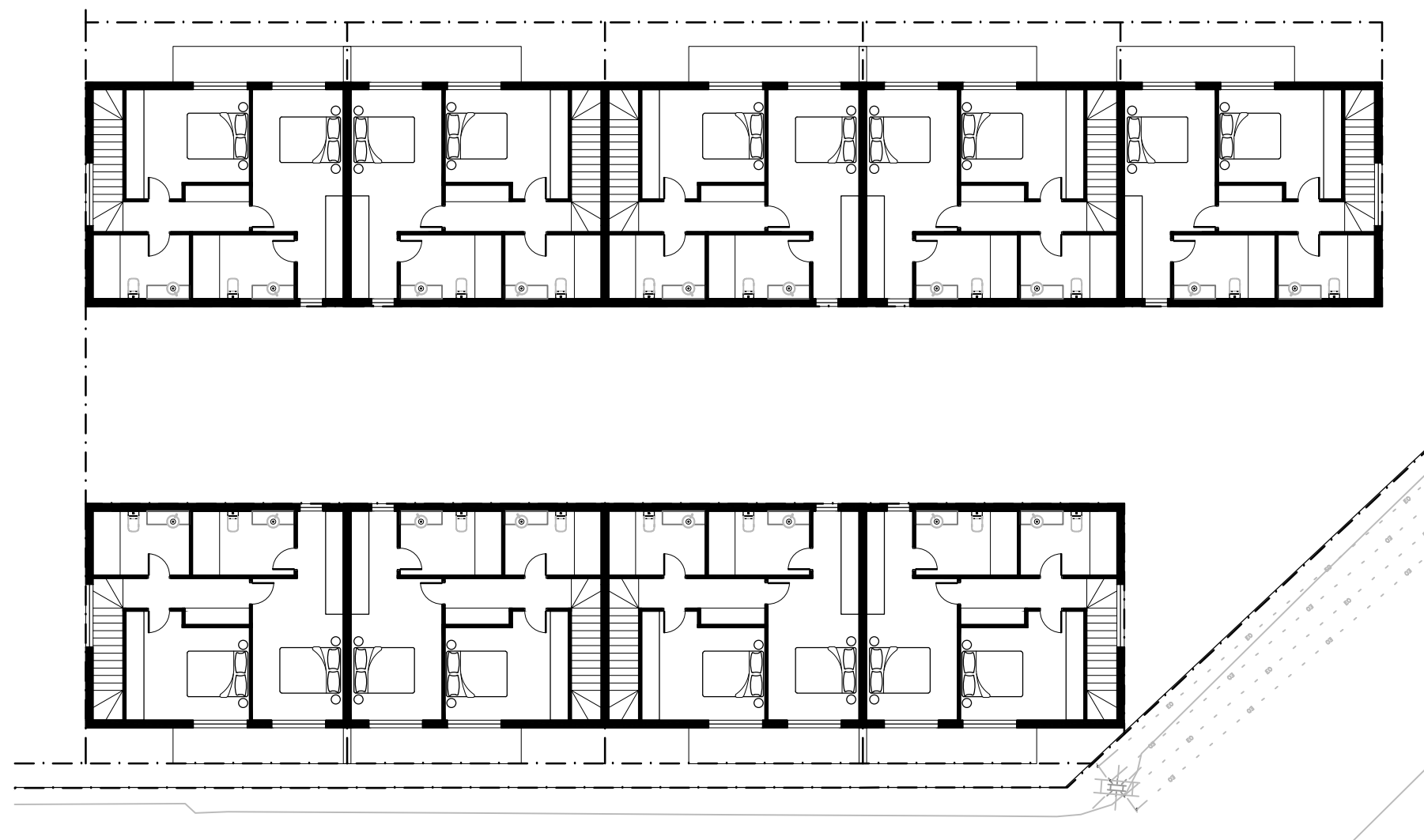
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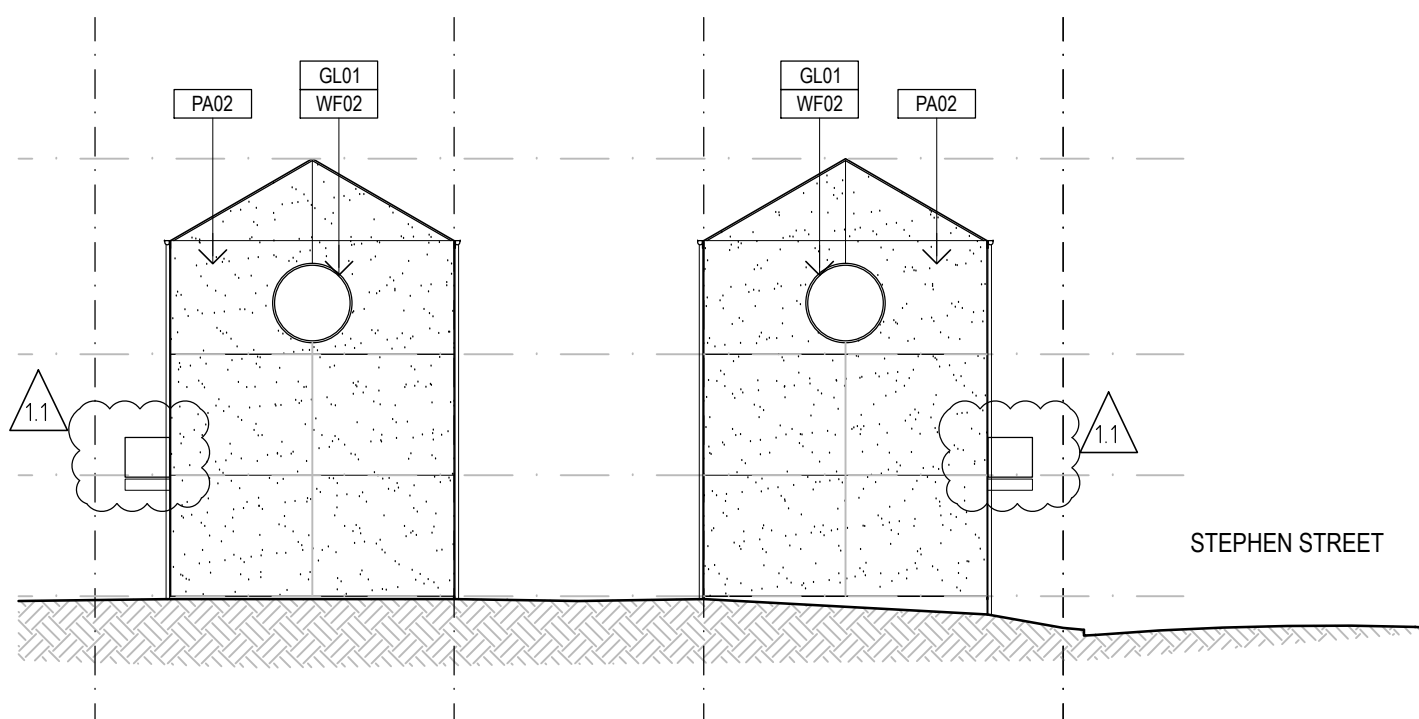
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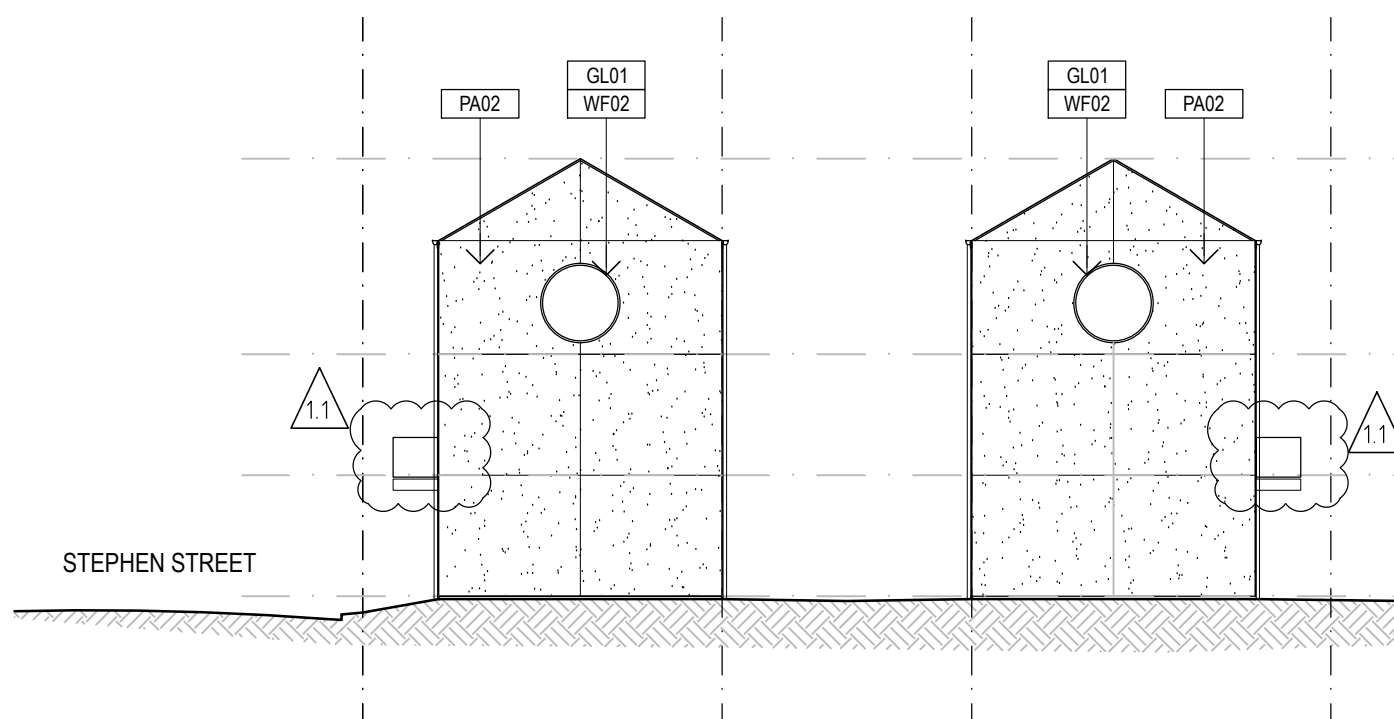
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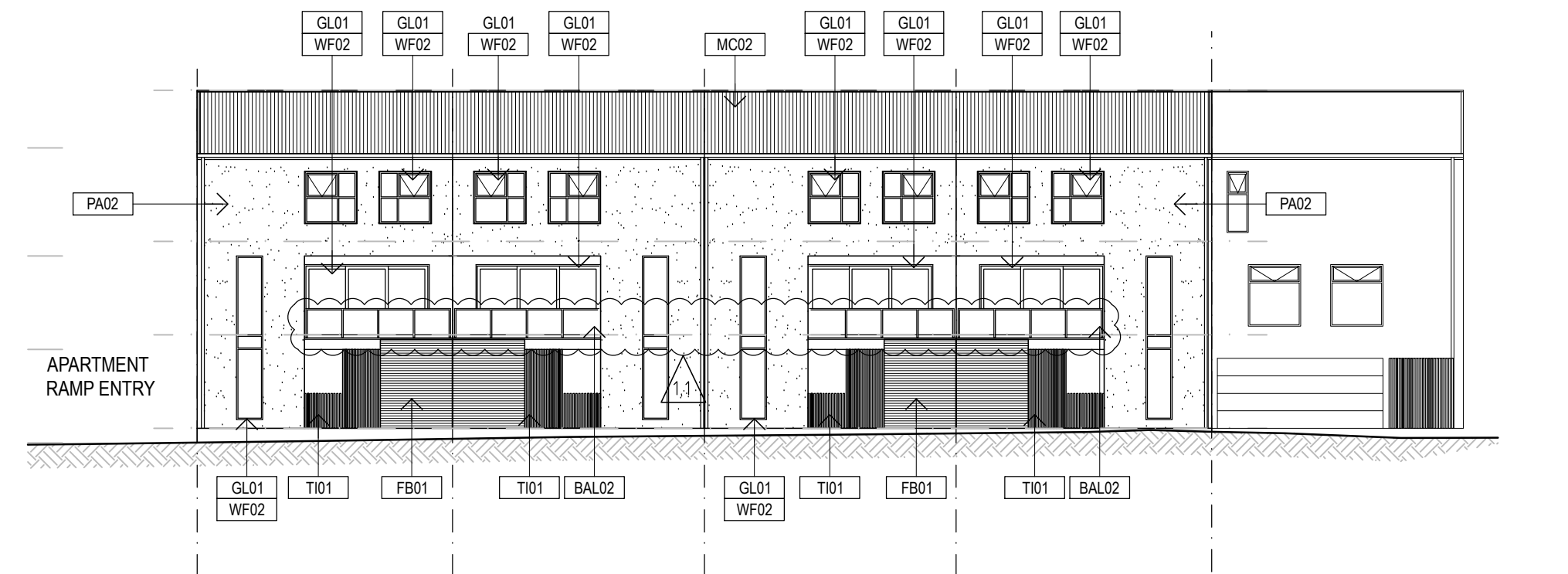
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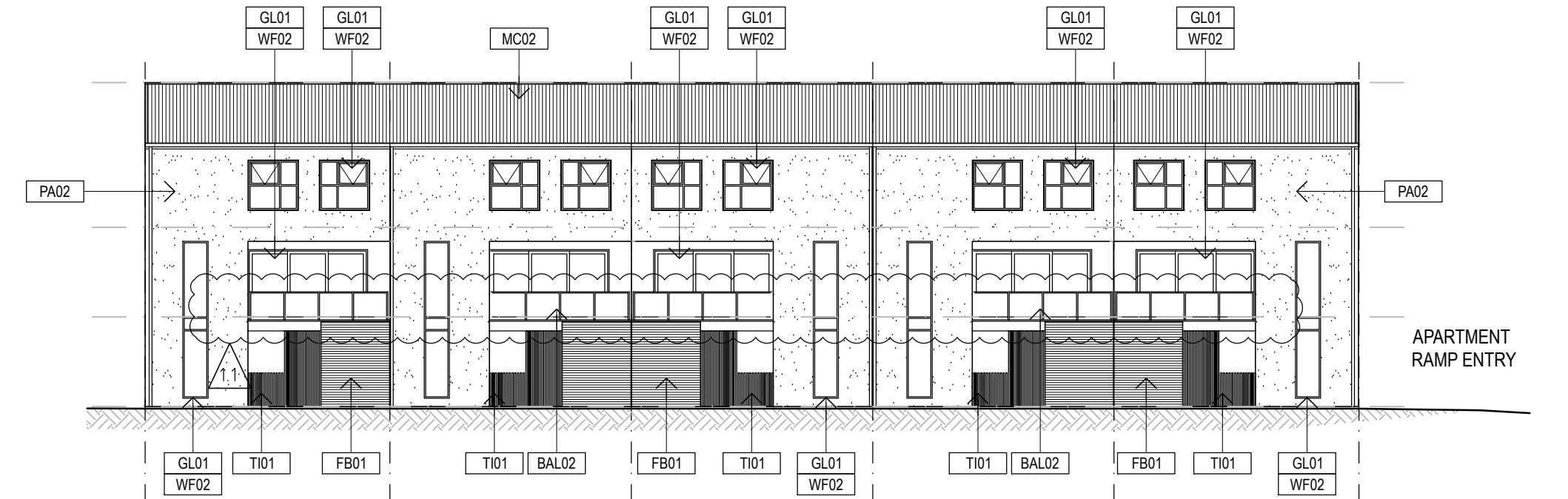
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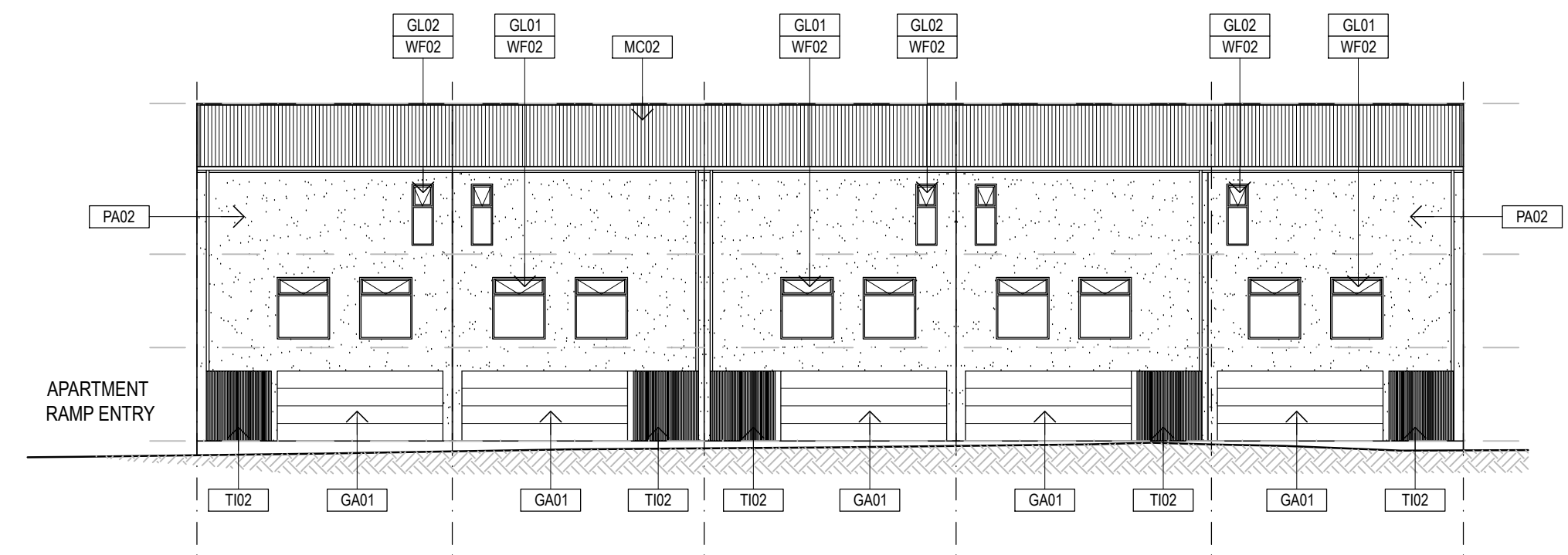
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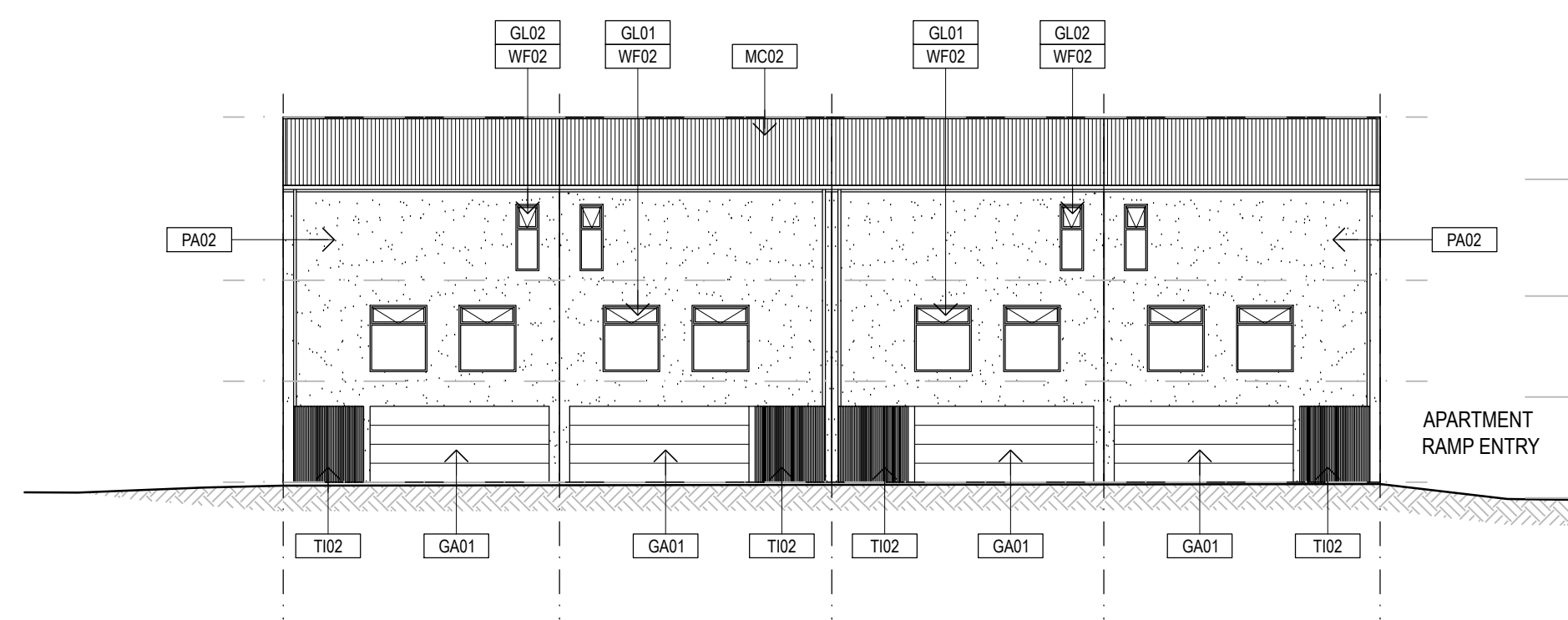
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NORTH ELEVATION  
1:200 @ A1



SOUTH INTERNAL 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 BRICK 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 3 (HERITAGE GALV)
- MC04 METAL CLADDING 4 (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)



Appendix 2.   GTA – Response to Representations  
(Traffic Matters)



Reference: #S146860

23 October 2018

Buildtec  
99 King William Street  
ADELAIDE SA 5067

**Attention: Mr. Daniel De Conno**

Dear Daniel

**RE: 76 MAGILL ROAD NORWOOD – DEVELOPMENT APPLICATION 155/M009/18**  
**RESPONSE TO REPRESENTATIONS – TRAFFIC MATTERS**

I refer to the representations received for the above Development Application. I have undertaken a review of the representations with comments regarding traffic and parking for the proposed development, and I have prepared a response to these matters in the attached document.

These responses are provided for consideration by the State Commission Assessment Panel with regards to the Development Application.

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

Yours sincerely

**GTA CONSULTANTS**



**Paul Morris**  
**Director**

encl.  
Response to Traffic Matters



## Response to Traffic Matters

Name	Comments	Response
Angus Hall 2/17 Stephen Street Norwood	1. Increased traffic volumes and loss of street parking 2. Inconvenience during construction (traffic)	<p>The proposed development will increase traffic volumes on Stephen Street of 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.</p> <p>There will be a minor impact on on-street parking on Stephen Street with most of the parking on the southern side of Stephen Street to remain except at the proposed pedestrian link between Chimney Park. This would result in 3-4 spaces being removed for the purposes of improved pedestrian connectivity between the reserve and the subject site open space areas and link to Magill Road.</p> <p>There will be visitor parking opportunities for the townhouses in the undercroft car park and ground level car parks accessible from Magill Road and Sydenham Road, with pedestrian linkages between these car parks and the townhouse sites.</p> <p>Construction traffic will be managed to avoid impacts on Stephen Street where possible built this will be subject to a Construction Environmental Management Plan in agreement with the Relevant Authority.</p>



<p>Christine Lewis 7/17 Stephen Street Norwood</p>	<ol style="list-style-type: none"> <li>1. Substantial increase to daily traffic (from current 500 increasing by 2500 per day) with residents of the development accessing the townhouses and the apartments via Stephen Street;</li> <li>2. Comment: More than 500 cars coming and going per hour from the complex during the PM peak hour. Most in Stephen Street, a small service road with 500 traffic movements per day currently. There will be an obvious increase in traffic to the detriment of the amenity of existing residents in Stephen Street.</li> </ol>	<p>The main traffic volumes for the proposed development will be via Magill Road and Sydenham Road. The proposed development will increase traffic volumes on Stephen Street of approximately 359 vehicles per day and 90 vehicles per hour based on the residential trips of the apartments and townhouses.</p> <p>Given the existing volume of less than 500 vehicles per day, the resulting traffic volume (859 vehicles per day) will remain well below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.</p>
<p>Phil Brunning on behalf of 17 Stephen Street Corporation</p>	<ol style="list-style-type: none"> <li>1. Page 8: The combined effect of a substantial increase in vehicle movements along Stephen Street (5210 trips daily anticipated – currently 500 daily) in combination with an additional 17 individual private driveways and a major shared driveway will lead to a significant level of congestion and conflict that has not been adequately addressed.</li> <li>2. Page 8: I question whether sufficient space has been provided for the</li> </ol>	<ol style="list-style-type: none"> <li>1. The traffic volumes noted in this comment are incorrect for Stephen Street and should be referred to as provided in the traffic assessment. The main traffic volumes for the proposed development will be via Magill Road and Sydenham Road. 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 well below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.</li> </ol>



	<p>provision of visitor parking of sufficient depth to the front of garages associated with the Type B townhouses relative to the property boundary line to either Stephen Street, particularly given the pedestrian path/landscape detail proposed.</p> <p>3. The number of visitor parking spaces relied upon in the Applicant's submission would fall well below that that sought by the Development Plan, the practical effect being that there would be an unsustainable increase in competition for scarce on-street car parking in the surrounding locality.</p> <p>4. also question the ability for the Applicant's traffic consultant to rely upon car parking associated with retail uses (presumably including that associated with the supermarket) which are on different sites and in the absence of a clearly articulated shared use instrument or formal agreement.</p>	<p>2. The parking spaces on proposed driveways in Stephen Street will meet the dimensional requirements for car parking as required in the Australian Standards.</p> <p>3. Visitor parking for the townhouses would be available on Sydenham Road, Stephen Street (in existing parking areas) and the apartment/retail ground level car park. Visitor parking for the apartments will be available in the undercroft car park. There will be adequate parking across the site generally in accordance with the Development Plan.</p> <p>4. Parking for visitors of the apartments and townhouses will be available in the undercroft car park. It is understood that any necessary Community Corporation documents for use of parking will be created as required.</p>
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<p>Lynette Brandwood 11 Sydenham Road Norwood</p>	<ol style="list-style-type: none"> <li>1. Concern about amount of parking provided including residential and visitor parking.</li> <li>2. Traffic impacts to Stephen Street and Sydenham Road including: <ol style="list-style-type: none"> <li>a. Stephen Street is a narrow, one way road which has not been designed for large volumes of traffic.</li> <li>b. All three exits to Sydenham Road (from the subject site) are within 24 metres of each other funnelling into Sydenham Road in northerly and southerly directions.</li> <li>c. Parking on the western side of Sydenham Road opposite the ALDI entry and exit is currently facilitated by Council. Has consideration to turning circles of vehicles up to 20 metres long been considered?</li> <li>d. Vehicles turning left from Magill Road, into Sydenham Road will be confronted with semi-trailers trying to manoeuvre out of the ALDI car park and potentially, queuing vehicles.</li> </ol> </li> </ol>	<p>Response to 1: Parking:</p> <p>Visitor parking for the townhouses would be available on Sydenham Road, Stephen Street (in existing parking areas) and the apartment/retail ground level car park.</p> <p>Visitor parking for the apartments will be available in the undercroft car park.</p> <p>The townhouses would require 44 residential parking spaces based on the Development Plan, and 62 spaces are proposed in total across all dwellings.</p> <p>The apartments will provide 208 parking spaces for residents and 52 spaces for visitors to total 260 parking spaces in accordance with the Development Plan.</p> <p>There will be adequate parking across the site generally in accordance with the Development Plan.</p> <p>Response to 2: Traffic:</p> <ol style="list-style-type: none"> <li>a. 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 well below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.</li> <li>b. The locations of the access points between the Alma Hotel and Stephen Street will operate safely and efficiently – each of the uses on neighbouring lands and streets will generally peak at different times so when one driveway is busy the other will not be generally.</li> <li>c. The turn path for ALDI trucks has been checked against the available road space and no impact on parking is required.</li> <li>d. There will generally be only 2 ALDI trucks per day and one Bread delivery truck (smaller truck). The number of truck movements to ALDI Stores is very low compared to other types of supermarkets.</li> </ol>
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<p>Meredith Reardon 42 Applebee Crescent Norwood</p>	<ol style="list-style-type: none"> <li>1. Cycling - access in both directions on Stephen Street.</li> <li>2. Cox Street - change to one way - southbound only</li> </ol>	<p>The proposal for changes of direction for access by cyclists and motor vehicles on Stephen Street and Cox Street is not part of this development. These matters should be taken to Council for consideration.</p>
<p>Evan Lymn 28 Applebee Crescent Norwood</p>	<ol style="list-style-type: none"> <li>1. All residential apartment vehicles should be able to enter and leave from Magill Road to reduce the massive increase in vehicular traffic along Stephen Street, which is a one way, single lane street.</li> <li>2. All residential apartment vehicles should be prevented from entering and exiting via Stephen Street, which is a one way, single lane street.</li> <li>3. Much more onsite residential and visitor parking is required.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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 well below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.</li> <li>2. As above.</li> <li>3. Parking for visitors of the apartments and townhouses will be available in the undercroft car park.</li> </ol>
<p>Paul Logos 60 Applebee Crescent Norwood</p>	<ol style="list-style-type: none"> <li>1. Increased traffic will limit access to existing properties and increase noise.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed development will increase traffic volumes on Stephen Street of 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 well below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.</li> </ol>



<p>Bicycle Institute of SA (invalid representation)</p>	<ol style="list-style-type: none"> <li>1. Bicycle Lanes We are very concerned with the proposal to remove peak hour bicycle lanes from Magill Road along the length of the site frontage. Sydenham Road has been designated by the state government as a BikeDirect route providing regional connection DPTI's A Functional Hierarchy for South Australia's Land Transport Network identifies Magill Road as a "Major Cycling Route (metro)".</li> </ol>	<ol style="list-style-type: none"> <li>1. Bicycle Lanes The concern over the removal of bicycle lanes on Magill Road is noted, and the role of Magill Road as noted in the 2013 Function Hierarchy by DPTI and BikeDirect is acknowledged. However, BISA has not noted that the Function Hierarchy was prepared in 2013 by DPTI to support the 30 Year Plan for Greater Adelaide. This document also notes that Magill Road is also a standard frequency public transport corridor, high activity pedestrian area, and a peak hour route. The bicycle lanes on Magill Road are discontinuous and do not meet the desired outcomes of the functional hierarchy (continuous cycle lanes and no squeeze points). DPTI has no plans (no road widening requirement) to upgrade Magill Road to meet the desired outcomes for major cycling routes. DPTI has invested in the development of Beulah Road as the major bicycle route for the eastern suburbs with over \$1.6 million to be contributed to completion of the route. BISA does not acknowledge the development of the Beulah Road route as a safe and efficient cycle route with priority available for cyclists at key points along the route (in particular Portrush Road intersection). Beulah Road has developed from a preference by cyclist to use this road rather than compete with traffic on Magill Road. It is conveniently placed for use by people from the development. It is currently the preferred route for many cyclists each day.</li> <li>2. BISA is incorrect in stating that the development of an ALDI will make the site a key cycle trip generator. Bicycle trips to ALDI Stores (similar to other supermarkets) are very low due to the nature of sales at this type of retail.</li> <li>3. The provision of a bicycle parking rail at the ALDI Store is appropriate for the low level of cycling generated by these sites. This is proven at other operating sites with generally one bicycle rail. There will be other bicycle</li> </ol>
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	<ol style="list-style-type: none"> <li>2. The proposed ALDI development will make the site a key cycle trip generator and increase, rather than reduce, the priority of bike lanes in Magill Road.</li> <li>3. The Bicycle Institute therefore submits that the Planning Statement does not demonstrate compliance with minimum parking requirements. Too much parking is to be provided at the site.</li> <li>4. Continuous footpath treatments should be provided at these junctions. It also appears that the driveway into Aldi is designed as a roadway, cutting the footpath. This should be designed as the driveway it is.</li> </ol>	<p>parking available within the whole site with rails to be provided adjacent the other retail tenancies under the apartment buildings.</p> <p>The level of parking provided at the site will generally meet the Development Plan requirements including that suggested for mixed use sites.</p> <ol style="list-style-type: none"> <li>4. The design of the Stephen Street intersection will remain as per existing. The need for continuous footpaths should be referred to Council for consideration of future upgrades. The ALDI driveway will be designed as a driveway.</li> </ol>
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### Appendix 3. Resonate – Supplementary Report



Monday, 15 October 2018

Project number: A180159

Reference: A180159LT1

Daniel De Conno  
Buildtec Group  
99 King William Street Kent Town

Dear Daniel,

**76 Magill Road, Norwood**  
**Response to Alma Tavern Representation**

We have reviewed the contents of the letter dated 5 October 2018 from Clelands Lawyers Adelaide Pty Ltd, on behalf of the Alma Tavern, including the appended Alma Tavern Licence Plan. We have also reviewed the terms and conditions of the Alma Tavern licence (50100070).

The letter requests that “a comprehensive acoustic assessment of the design of any future residential development of the site must be carried out, having regard to the activities of the Alma Tavern”. In addition, the letter requests that residential development should not have any balconies, and must adopt other mitigation measures (for example, double glazed windows).

Resonate have undertaken an acoustic assessment of the proposed residential development, based on drawings submitted to SCAP for consideration and approval. The assessment considers noise from the Alma Tavern, among other environmental noise sources including traffic and the proposal ALDI supermarket. The assessment and recommendations are documented in the Report A180159RP1F, dated 31 July 2018.

Resonate's assessment addresses the relevant PDC's within the Norwood Payneham and St Peters (City) Development Plan relating to *Interface between land use; Residential Development; Centres, shops and business; and the Noise and Air Emissions Overlay*. In doing so, the assessment also addresses the objectives and PDCs relating to conservation of heritage buildings referenced in Clelands Lawyers' letter.

Resonate's assessment of noise from the Alma Tavern was undertaken in accordance with Minister's Specification SA 78B *Construction Requirements for the Control of External Sound*, and adopts internal noise level criteria based on the EPA Guideline *Music noise from indoor venues and the South Australian Planning System*.

Resonate's assessment recommends construction requirements for the control of music noise for habitable spaces within 65m of the site boundary of the Alma Tavern, as required by Minister's Specification SA 78B. The recommended construction includes minimum 10.38mm acoustic laminate, which represents a higher level of acoustic performance than standard double glazing. The recommended measures to mitigate music noise are also expected to result in appropriate internal noise levels due to Alma Tavern patrons and vehicle movements.

We note that the proposed site layout is such that dwellings are generally located as far as practicable from the Alma Tavern, and in particular the beer garden and other outdoor entertainment areas.

There is no specific requirement in the Norwood Payneham and St Peters (City) Development Plan, Minister's Specification SA 78B, or EPA Guideline which precludes the construction or use of balconies in the vicinity of licenced venues. We note that there are existing residential dwellings in the vicinity of the Alma, set back similar distance to the nearest proposed residential dwellings at 76 Magill Road, and which also have external balconies.



In summary, in the opinion of Resonate, the design provided to SCAP for approval, complies with the relevant standards and addresses the issues raised in the Cleland correspondence.

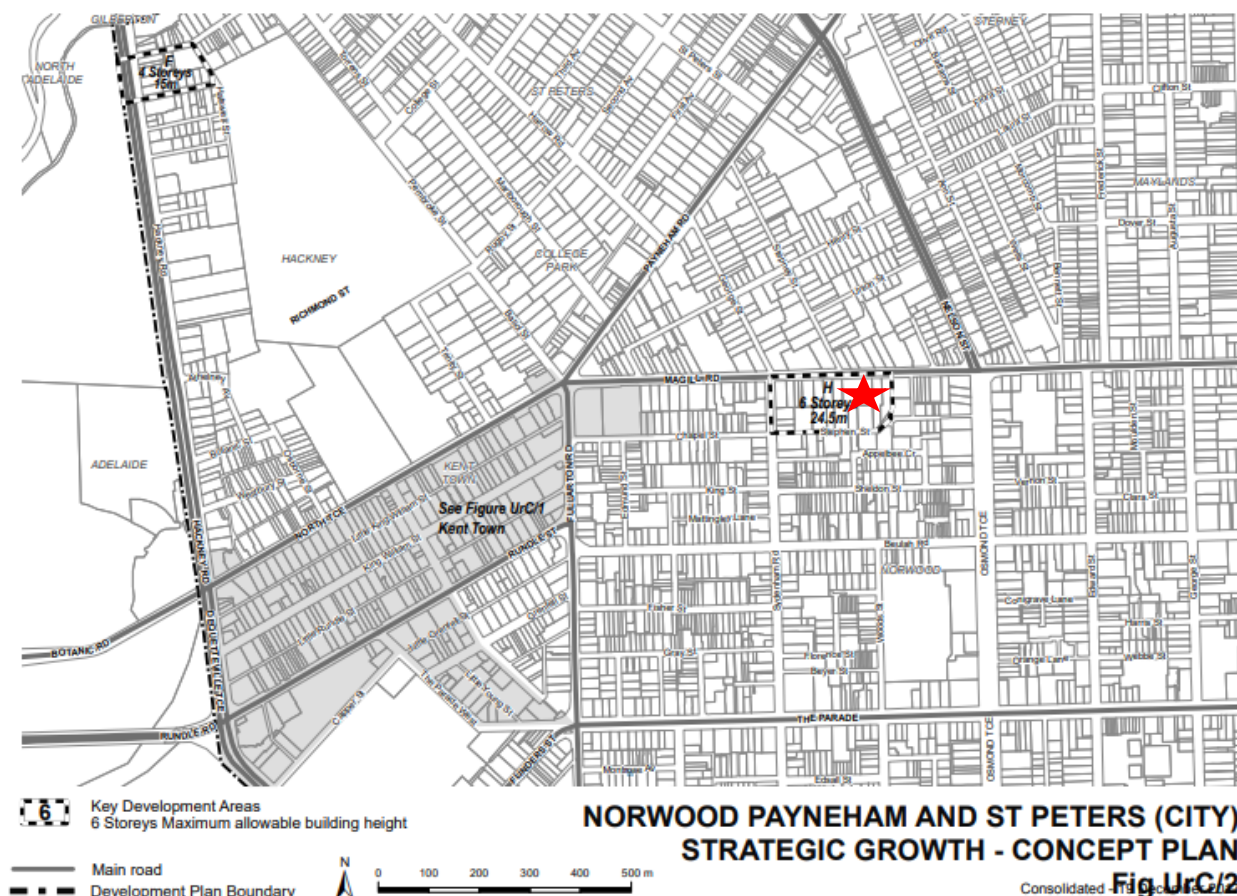
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Nick Henrys', with a long horizontal stroke extending to the right.

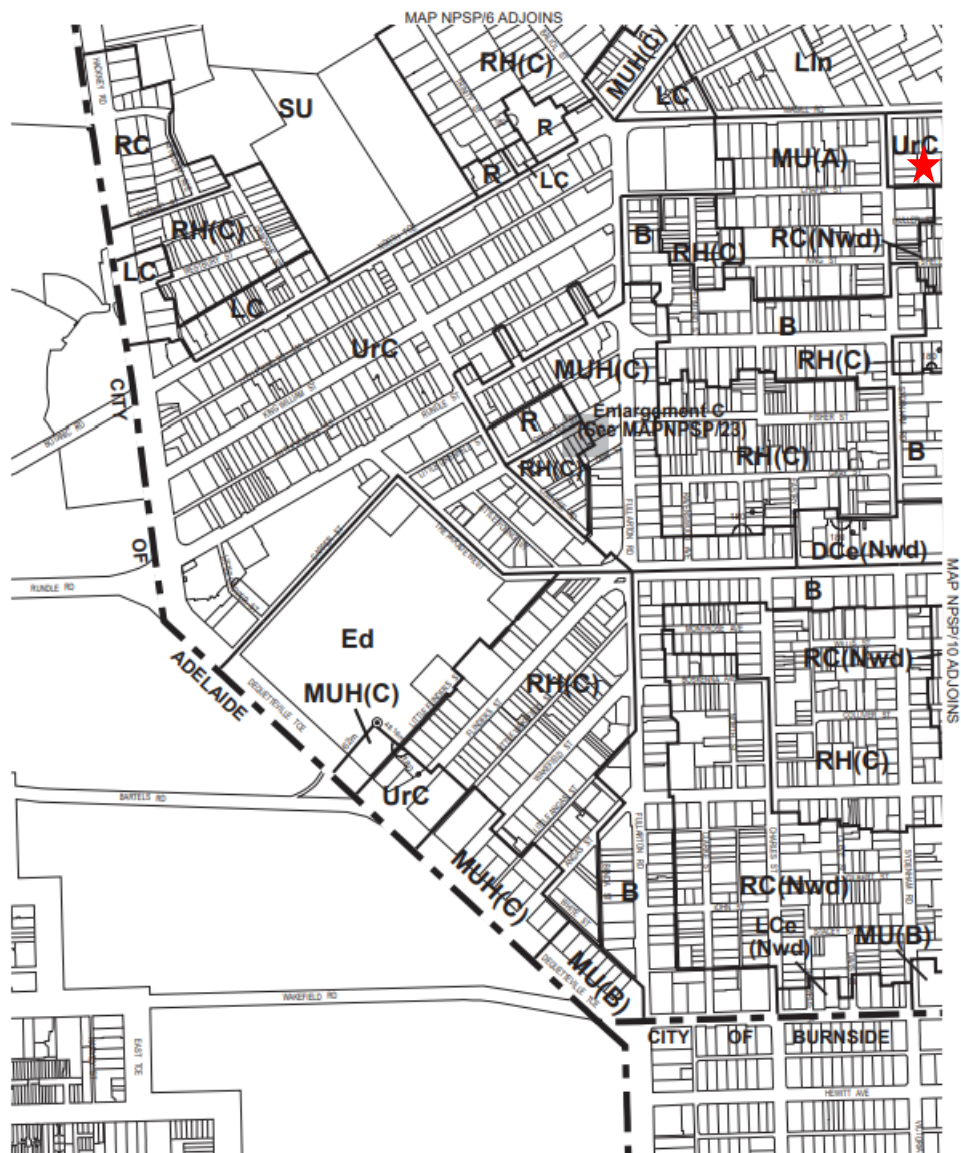
Nick Henrys  
Team Leader—Acoustics SA  
p+61 8 8155 5888  
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[nick.henrys@resonate-consultants.com](mailto:nick.henrys@resonate-consultants.com)



# Development Plan Maps and Policy Provisions







**NOTE : For Policy Areas See MAP NPSP/15**

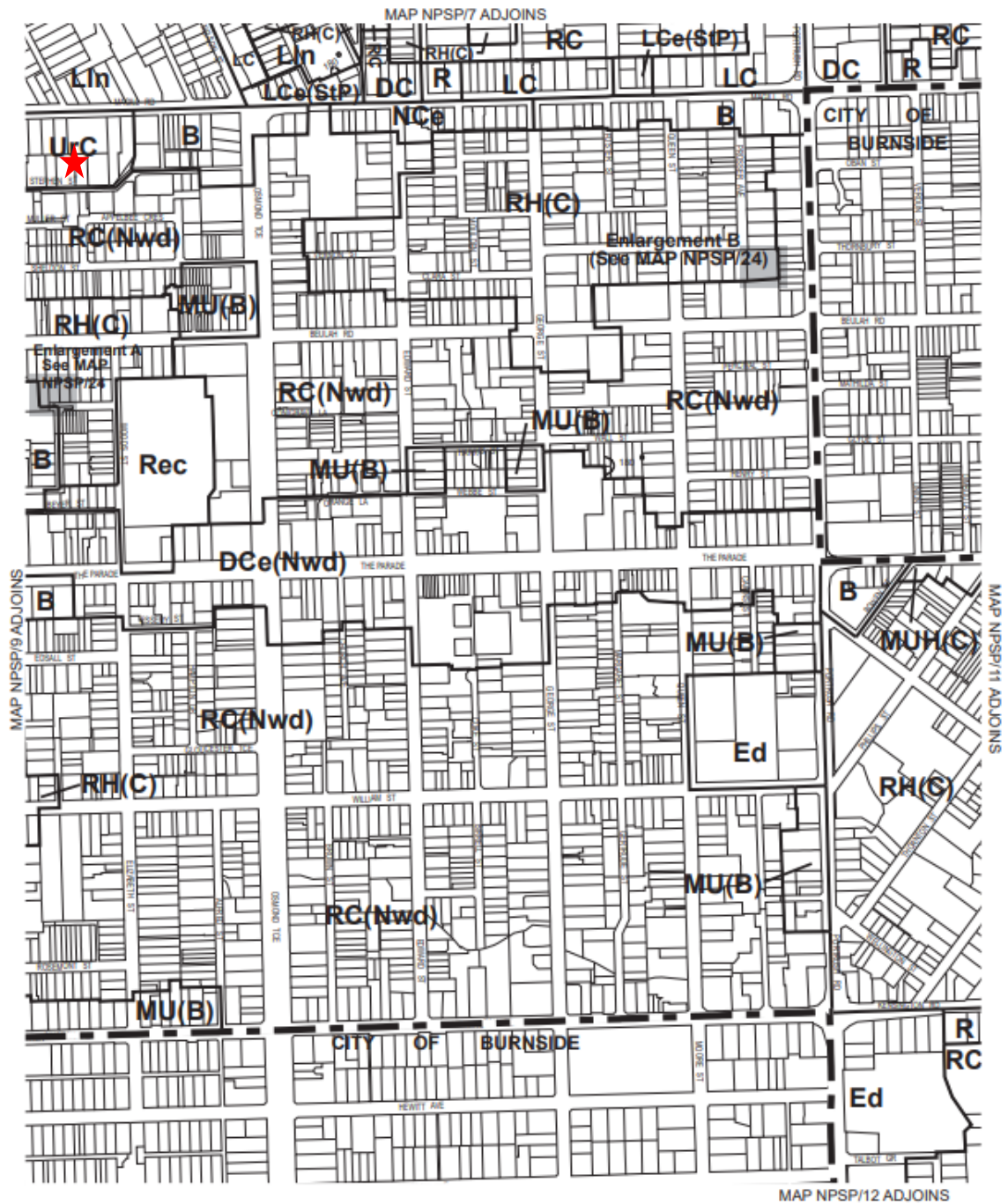
<b>B</b>	Business	<b>RC</b>	Residential Character
<b>DCe(Nwd)</b>	District Centre (Norwood)	<b>RC(Nwd)</b>	Residential Character (Norwood)
<b>Ed</b>	Educational	<b>RH(C)</b>	Residential Historic (Conservation)
<b>LC</b>	Local Commercial	<b>SU</b>	Special Uses
<b>LCe(Nwd)</b>	Local Centre (Norwood)	<b>UrC</b>	Urban Corridor
<b>Lin</b>	Light Industry		
<b>MU(A)</b>	Mixed Use A		
<b>MU(B)</b>	Mixed Use B		
<b>MUH(C)</b>	Mixed Use Historic (Conservation)		
<b>R</b>	Residential		

— Zone Boundary  
 - - - Development Plan Boundary

## NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/9

Consolidated - 19 December 2017





NOTE : For Policy Areas See MAP NPSP/16

B	Business	RH(C)	Residential Historic (Conservation)
DC	District Commercial	Rec	Recreation
DCe(Nwd)	District Centre (Norwood)	UrC	Urban Corridor
Ed	Educational		
LC	Local Commercial		
LCe(StP)	Local Centre (St Peters)		
LIn	Light Industry		
MU(B)	Mixed Use B		
MUH(C)	Mixed Use Historic (Conservation)		
NCe	Neighbourhood Centre		
RC	Residential Character		
RC(Nwd)	Residential Character (Norwood)		
R	Residential		

— Zone Boundary  
 - - - Development Plan Boundary

Residential Historic (Conservation)  
 Recreation  
 Urban Corridor

Scale 1:8000

# NORWOOD PAYNEHAM AND ST PETERS (CITY) ZONES MAP NPSP/10

Consolidated - 19 December 2017





- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| <b>Business</b>                   | <b>Residential</b>                  |
| 6.1 West Norwood                  | 1.1 Medium Density                  |
| 6.2 Beulah Road                   | Residential Character               |
| 6.3 Magill Road West              | 15.2 Hackney                        |
| 7 Mixed Use A                     | Residential Historic (Conservation) |
| District Centre (Norwood)         | 12.1 Kent Town 1                    |
| 2.3 The Parade West               | 12.2 Kent Town 2                    |
| Educational                       | 12.3 Norwood 1                      |
| 9.1 Prince Alfred College         | 12.4 Norwood 2                      |
| Mixed Use B                       | 12.5 Norwood 3                      |
| 8.1 Kensington Road               | 12.7 Norwood 5                      |
| 8.2 Dequetteville Terrace South   | 12.12 Hackney South                 |
| Mixed Use Historic (Conservation) | 12.13 College Park                  |
| 11.1 Dequetteville Terrace        | Urban Corridor                      |
| 11.2 The Parade/Fullarton Road    | 14.1 Boulevard                      |
| 11.4 Payneham Road                | 14.2 Business                       |
|                                   | 14.3 High Street                    |

Policy Area Boundary  
 Development Plan Boundary

# **NORWOOD PAYNEHAM AND ST PETERS (CITY) POLICY AREAS MAP NPSP/15**

Consolidated - 19 December 2017





**Business**

6.1 West Norwood

6.2 Beulah Road

6.3 Beulah Road West

6.6 Magill Road East

6.7 Kensington

**District Centre (Norwood)**

2.1 Retail Core

2.2 The Parade East

2.3 The Parade West

**Educational**

9.2 Loreto College

9.3 St Ignatius

10 Recreation

**Mixed Use B**

8.1 Kensington Road

8.3 Portrush Road

8.5 Osmond Terrace

8.6 George Street/Edward Street

**Mixed Use Historic (Conservation)**

11.3 Kensington

**Neighbourhood Centre**

3.2 Magill Road

**Residential Character**

15.1 Evandale / Maylands / Stepney

15.3 Heathpool / Marysville

15.5 Trinity Gardens / St Morris

**Residential Historic (Conservation)**

12.5 Norwood 3

12.6 Norwood 4

12.7 Norwood 5

12.8 Kensington 1

12.9 Kensington 2

12.16 Stepney

12.17 Maylands

**Urban Corridor**

14.3 High Street

Policy Area Boundary



Development Plan Boundary

**NORWOOD PAYNEHAM  
AND ST PETERS (CITY)  
POLICY AREAS  
MAP NPSP/16**

Consolidated - 19 December 2017





 Designated Area within which Affordable Housing applies  
 Development Plan Boundary

1:14,000

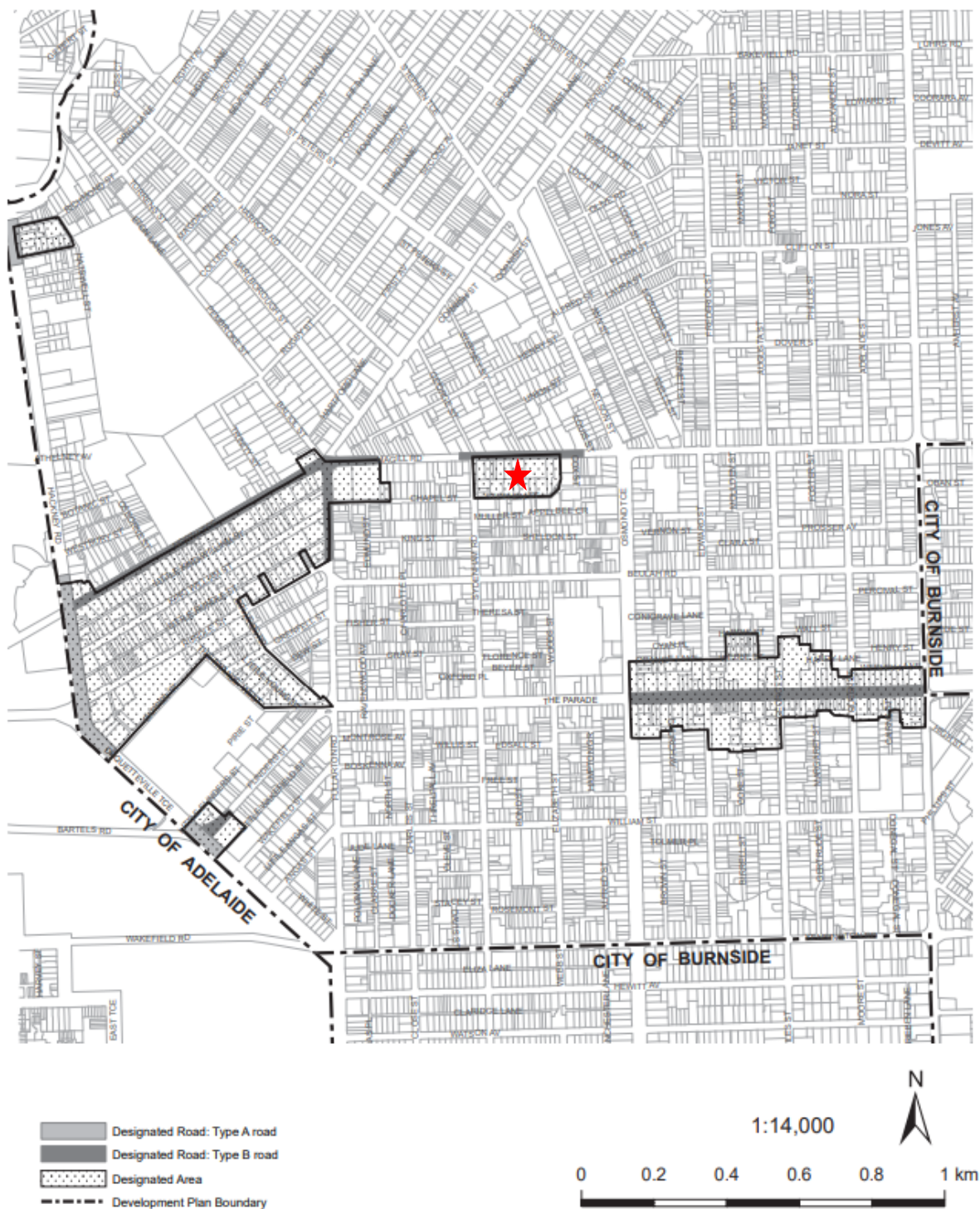


0 0.2 0.4 0.6 0.8 1 km

## **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **AFFORDABLE HOUSING** **MAP NPSP/1 (Overlay 6)**

Consolidated - 19 December 2017





# **NORWOOD PAYNEHAM AND ST PETERS (CITY)** **NOISE AND AIR EMISSIONS** **MAP NPSP/1 (Overlay 7)**

Consolidated - 19 December 2017





## NORWOOD PAYNEHAM AND ST PETERS (CITY) STRATEGIC TRANSPORT ROUTES MAP NPSP/1 (Overlay 8)

-  Designated Area
-  Strategic Roads Network
-  Development Plan Boundary

Consolidated - 19 December 2017



## **URBAN CORRIDOR ZONE**

Objective 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.

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

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

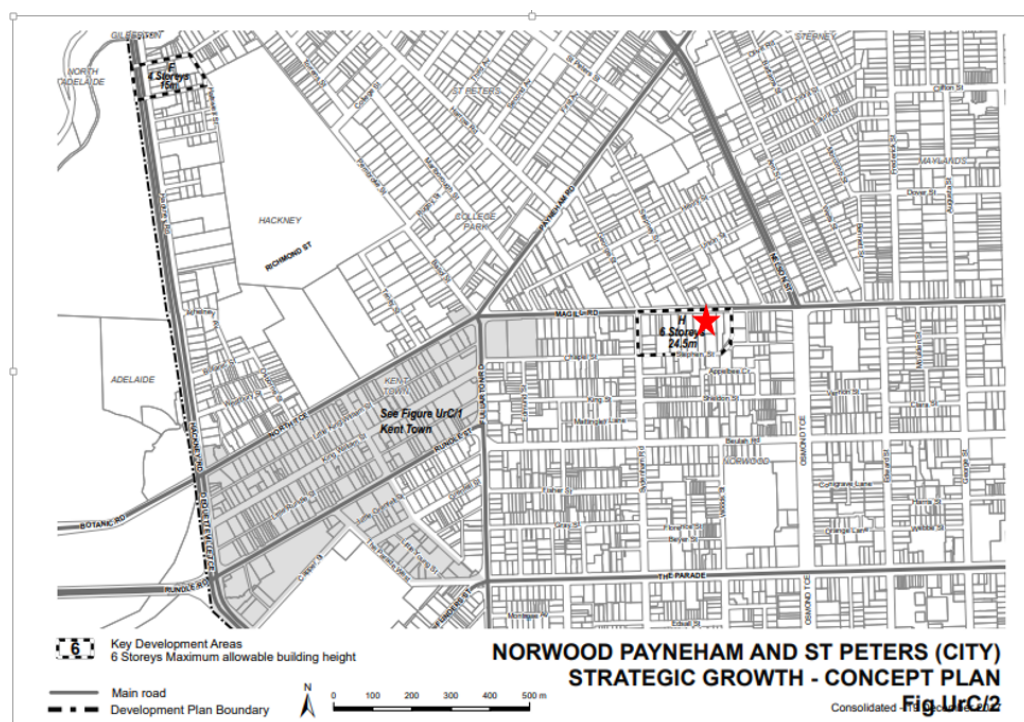
Objective 4: Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.

Objective 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.

Objective 6: A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.

Objective 7: Noise and air quality impacts mitigated through appropriate building design and orientation. Objective 8: Development that contributes to the desired character of the zone.

## **DESIRED CHARACTER**



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.

Several Key Development Areas are located throughout the zone and are identified on Concept Plan Fig UrC/1 and UrC/2. The Policy Area Desired Character Statements include more detailed land use



and built form outcomes for these areas. 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.

Development along the minor streets, including Richmond Street (Hackney), College Road, Capper Street and Grenfell Street, will generally be lower in scale and intensity than development along the Primary Road Corridors.

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. Along the Dequetteville Terrace Primary Road Corridor, wholly residential buildings are appropriate. On streets not designated as Primary Road Corridors, wholly residential buildings are appropriate

Where short term residential accommodation (including serviced apartments and tourist accommodation) is located in the same building as longer term residential accommodation, there should be a clear physical separation between these uses (such as allocating lower levels for short term accommodation and upper levels for long term accommodation).

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 100m<sup>2</sup>. 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

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.



Structures located on the roofs of buildings to house plant and equipment, should be screened with materials that form an integral part of the design, to restrict views of the plant and equipment from the street and from nearby buildings.

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.

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. Future road widening requirements along arterial roads are set out in the Metropolitan Adelaide Road Widening Plan Act 1972. The siting of new buildings will incorporate the relevant set-back distance required by this Plan.

Some sites within the zone could be contaminated because of previous activities. In this circumstance, development is expected to occur on a precautionary basis, where an assessment should be undertaken to verify that the site is suitable and safe for the intended use, particularly where it involves sensitive uses such as residential development.

Due to the intensity of development expected within the zone, on-site car parking will mostly be provided below grade in the basement of buildings, or at grade or above grade, behind active frontages. Where this occurs, car parking areas and car parking structures should not be visible from the Primary Road Corridors

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.

## **Land Use**

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.

2 Development listed as non-complying is generally inappropriate.

### **Form and Character**

3 Development should be consistent with the desired character for the zone.

4 Development should be in accordance with Concept Plan Fig UrC/1 and UrC/2.

5 Residential development in a wholly residential building should aim to achieve a target minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density
Boulevard	100 dwellings per hectare
High Street	70 dwellings per hectare
Business	no minimum density

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

7 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

### **Design and Appearance**

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.

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.

10 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.

11 Development should minimise the number of access points onto an arterial road, by providing vehicle access:

- (a) from side streets or rear access ways; or



(b) via co-ordinated through property access rights of way or common rear vehicle parking areas.

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

- (a) minimise the impacts of headlight glare and noise on nearby residents; and
- (b) avoid excessive traffic flows into residential streets.

## Building Envelope

### Building Height

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

### Interface Height Provisions

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:

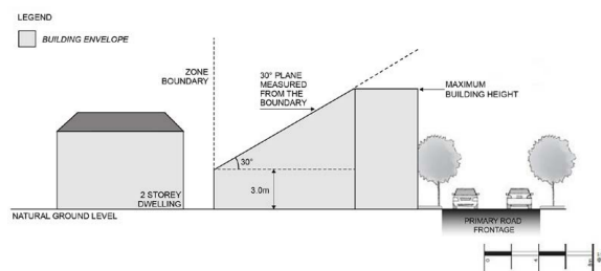


Figure 1

## Setbacks from Road Frontages

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



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

### Other setbacks

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

### Land Division

18 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

### Public Notification

21 The categorisation of development shall be determined by reference to Schedule 9 of the Development Regulations 2008 and Section 38 of the Development Act 1993, except where specifically designated below.

#### Category 1 Development

The following kinds of development (including combinations thereof, or more than one of a particular kind) are assigned to Category 1 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 1 development:

Advertisement

Aged persons accommodation

All forms of development that are ancillary and in association with residential development

Consulting room

Dwelling

Educational establishment

Light industry where located within the Business Policy Area

Office

Pre-school



Primary school  
Residential flat building  
Retirement village  
Service industry where located within the Business Policy Area  
Supported accommodation  
Shop or a group of shops with a gross leasable area of 500 square metres or less where located within the Business Policy Area  
Shop or a group of shops with a gross leasable area of 1000 square metres or less where located within the Boulevard and High Street Policy Areas, and 2000 square metres or less where located within Area H as shown on Concept Plan Fig UrC/2  
Warehouse where located in within the Business Policy Area  
Category 2 Development  
The following development is assigned to Category 2 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 2 development:

#### Category 2 Development

The following development is assigned to Category 2 pursuant to Section 38 of the Development Act 1993, and accordingly will be subject to the public notification requirements applying to Category 2 development:

All forms of development not listed as Category 1, other than non-complying development

Any development listed as Category 1 and located on land adjacent to a residential zone that:

- (a) is 3 or more storeys in height; or
- (b) exceeds the Building Envelope Interface Height Provision.

### **High Street Policy Area**

Objective 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.

Objective 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.

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

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

Objective 5: A high degree of pedestrian activity and a vibrant street-life with well-lit and engaging shop fronts and business displays including outdoor dining facilities and licensed areas.

Objective 6: Development that contributes to the desired character of the policy 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.

The western portion of Rundle Street and The Parade West will form the Primary Road Corridors within the High Street Policy Area, together with Magill Road where relevant. These will be developed with a strong focus on the pedestrian environment and the movement of pedestrians and bicycles between the City and the Eastern suburbs. Except within Area E (shown on Concept Plan Fig



UrC/1), which provides greater development opportunities due to the size of the site and the topography of the land, the secondary streets, including Grenfell Street and College Road will provide opportunities for a lower intensity and scale of development than that found along the Primary Road Corridors.

It is anticipated that at some time in the future, Rundle Street may be the preferred option for the location of a mass public transport link between the City and The Parade. In this context, bicycle lanes should be maintained and upgraded along the length of Rundle Street, linking into Beulah Road at the eastern end.

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

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.

On-street car parking will continue to be maintained along the length of Rundle Street and the eastern side of The Parade West to contribute to the shorter term visitor parking needs of local businesses and provide some separation between the vehicle carriageway and the footpath.

### **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.**

**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.**

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

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

2 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.

### Form and Character

3 Development should be consistent with the desired character for the policy area.

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.

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

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.

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.

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.

## **CITY WIDE**

### **Orderly and Sustainable Development**

The future development of the City of Norwood Payneham & St Peters will in part be influenced by the development of the Metropolitan area. Over the past 20 to 30 years, the Adelaide Metropolitan area has been experiencing growth to the north and south. Growth in this alignment is a product of geographical constraints created by the coast to the west and by the South Mount Lofty Ranges to the east, which is difficult and expensive to service. The introduction of an urban containment policy means that a large proportion of Metropolitan Adelaide's future housing supply, will now need to



come from urban infill, necessitating an increase in medium and high-density living in parts of Metropolitan Adelaide.

In recent times, changes to household structures, with a general decline in the average household size, and the desire to live close to the CBD, have also seen increased development within the City. This has resulted in slightly increased densities in some parts of the City and a wider variety of housing choice

With very few broadacre land holdings remaining within the City, new residential development opportunities are likely to continue to occur as a result of small scale infill developments at various densities.

It is essential that the future development of the City addresses issues such as increased housing demand, efficient use of infrastructure and population change, while at the same time retaining the City's built heritage and valued elements of its historic character that play a major role in defining the City's character. Development should provide a wide variety of housing choice, utilising medium and high density in Zones and/or Policy Areas where it is envisaged, as well as complementary land uses such as community facilities, schools, shops and other services.

Objective 1: Orderly and economic development that creates a safe, convenient and pleasant environment in which to live.

Objective 2: A proper distribution of living, working and recreational activities by the allocation of suitable areas of land for those purposes.

Objective 3: The provision of such facilities as are required for accommodation, employment, recreation, health and welfare.

Objective 4: The appropriate location of public and community facilities by the reservation of suitable land in advance of need.

Objective 5: Development occurring in an orderly and compact form to support the efficient provision of public services and community facilities.

Objective 7: Rational distribution of land uses to avoid incompatibility between them.

Objective 8: Compatibility of new buildings with the desired environment around them.

Objective 9: Minimisation of fire and flood risk throughout the City.

Objective 10: Development that does not jeopardise the continuance of adjoining authorised land uses.

Objective 11: Provision of a choice of lifestyles within the law and custom of the community.

Objective 12: Maintenance and increase of employment opportunities.

Objective 13: Provision of services to encourage and provide for visitors to the City.

Objective 14: Land and buildings maintained free of vermin, weeds and unwarranted accumulation of materials.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be orderly and economic.



2 Development should:

- (a) form a compact and continuous extension of an existing built-up area;
- (b) be located to achieve economy in the provision and use of public services and infrastructure;  
and
- (c) create a safe, convenient and pleasant place to live.

3 Development should take place on land which is suitable for the intended use of that land, having regard to the location and condition of that land and the provisions for the relevant Zone and Policy Area.

4 Development should take place in a manner which will not:

- (a) interfere with the effective and proper use of any other land; and
- (b) prevent the attainment of the objectives for that other land.

5 Development should be undertaken in accordance with the Norwood Payneham and St Peters (City) Structure Plan, Map NPSP/1 (Overlay 1) Parts A & B.

6 Development should not take place excessively in advance of a demonstrated need for the use for which it provides.

7 Development should be located and take place with reasonable and effective precautions being taken against hazards from fire and flooding.

8 Buildings and structures should not adversely affect, by way of their height and location, the long term operational, safety and commercial aviation requirements of Adelaide International Airport and Parafield Airport.

9 Buildings and structures which exceed the heights shown on Map NPSP/1 (Overlay 3) and which penetrate the obstacle limitation surfaces (OLS), should be designed, marked or lit, to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport and Parafield Airport.

10 Building development should not take place where it would require substantial excavation or earthworks.

11 Buildings should be designed so as not to unreasonably overlook or overshadow indoor or outdoor living areas of adjacent dwellings.

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
- (b) stormwater or the drainage of run-off from the land.

13 Development fronting a laneway (including a service lane), or other minor or unserviced street, not shown on Map NPSP/1 (Overlay 4), should only take place where:



- (a) it does not require the removal or relocation of any existing public infrastructure, including traffic slowing devices such as speed humps;
- (b) it does not require the additional provision of infrastructure on public land (such as lighting, footpaths, the installation or upgrading of a stormwater management system);
- (c) existing infrastructure and services, including the collection of waste and postal delivery, are available that can accommodate the projected demand from the development; and
- (d) it will not obstruct or compromise the safety of pedestrians or vehicle movement.

14 New development in a locality which has an unsatisfactory layout, or an unhealthy or obsolete existing development, should improve or rectify those conditions.

15 Landfill facilities should not be located in existing residential, commercial, centre, office, business, industry or institutional zones, or environment protection, conservation, landscape, open space or similar zones or in a Water Protection Area.

16 Land used for the erection of buildings should be stable.

17 Land and buildings should be kept in a condition of proper care and maintenance, free from vermin, weeds and any unwarranted accumulation of materials.

18 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.

19 Vacant or underutilised land should be developed in an efficient and co-ordinated manner so as to not prejudice the orderly development of adjacent land.

### **Design and Appearance of Land and Buildings**

Objective 18: The amenity of localities not impaired by the appearance of land, buildings and objects.

Objective 19: Development of a high architectural standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

Objective 20: Architectural excellence allowing for design innovation consistent with sound design principles.

Objective 21: The continued visual dominance of key reference buildings, such as the Norwood Town Hall, St Peters Town Hall, the Maid and Magpie Hotel, Norwood Hotel, Bon Marche Building, the Payneham Uniting Church and the former Kent Town Brewery Site.

Objective 22: A safe, secure and crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

28 The appearance of land and buildings should not impair the amenity of the locality in which they are situated.

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.

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.

31 The design and location of buildings should ensure that adequate natural light is available to adjacent dwellings, with particular consideration given to:

- (a) windows of habitable rooms, particularly the living areas of adjacent buildings;
- (b) ground-level private open space of adjacent dwellings;
- (c) upper level private balconies that provide the primary open space area for any dwelling; and
- (d) access to solar energy

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.

For the purposes of this Principle, 'storey' refers to the space between a floor and the next floor above, or if there is no floor above, the ceiling above. A mezzanine floor level shall be regarded as a floor. A space with a floor located below natural ground level shall be regarded as a storey if greater than one metre of the height between the floor level and the floor level above is above natural ground level. 33 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walls facing areas exposed to public view.

34 Development on corner allotments should:

- (a) reinforce the primary and secondary street frontages of the subject site with highly articulated building forms; and



(b) be sited to complement the siting of buildings on the adjacent corner sites.

35 Unless otherwise specified in the relevant Zone and/or Policy Area, where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

- (a) the visual impact of the building as viewed from adjoining properties;
- (b) overshadowing of adjoining properties and allow adequate sunlight to neighbouring buildings, private open space and solar collectors (such as solar hot water systems and photovoltaic cells); and
- (c) the risk of damage to mature/regulated vegetation on adjoining properties taking into consideration potential damage to the root system.

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.

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

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.

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.

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

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.

42 Development should be designed and sited so that outdoor storage, loading and service areas, fire escapes and plant and equipment hatches are screened from public view through the use of an appropriate combination of built form, solid fencing and/or landscaping.

43 Outdoor storage, loading and service areas should be located and designed to enable the convenient manoeuvring of service and delivery vehicles and sited away from sensitive land

45 Development in non-residential zones abutting the Residential Zones or the Residential (Historic) Conservation Zones, should not prejudice the attainment of the Objectives relating to the residential zones.

47 Development should not, in respect to its appearance, interfere with the attainment of the Objectives for the relevant Zone or Policy Area or otherwise impact upon the existing character of scenic or environmentally important areas.



48 Outdoor lighting should not result in light spillage on adjacent land.

#### Building Setbacks from Road Boundaries

50 The setback of buildings should:

- (a) be similar to, or compatible with, the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality, unless otherwise specified in the relevant Zone and/or Policy Area;
- (b) contribute positively to the existing or desired streetscape character of the locality; and
- (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.

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.

52 Except where otherwise specified in the relevant Zone and/or Policy Area, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and the predominant setback of other buildings in the locality.

#### Building on Sloping Sites

53 Development and associated driveways should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks (Refer to Figure 1).

57 The height of any retaining wall should not exceed:

- (a) 1 metre; and
- (b) where practicable, the area immediately adjacent to a retaining wall should incorporate landscaping to soften its appearance.

58 The combined height of a fence and a retaining wall should not exceed 2.4 metres (measured from the lower of the two adjoining natural ground levels)

#### Crime Prevention

59 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.

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

61 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.

62 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within the site.

63 Site planning, buildings, fences, landscaping and other features should clearly differentiate between public, communal and private areas.



64 Development should avoid pedestrian entrapment spots and routes and paths that are predictable or unchangeable and offer no choice to pedestrians.

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.

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.

### **Energy Efficiency**

Objective 23: Development designed and sited to conserve energy and minimise waste.

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

67 Development should provide for efficient solar access to buildings and open space all year round.

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.

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

### **On-Site Energy Generation**

70 Development should facilitate the efficient use of solar collectors, such as solar hot water systems and photovoltaic cells by:

- (a) taking into account overshadowing from neighbouring buildings and trees; and (
- b) designing roof orientation and pitch to maximise exposure to direct sunlight.

71 Development should maintain solar access, for a minimum of 3 hours between 9am and 3pm on 21 June, to:

- (a) any existing solar collectors (such as solar hot water systems and photovoltaic cells) on adjoining properties; or



(b) an area of at least 10m<sup>2</sup> on the north facing roof of the existing building/s, in the event that there are no existing solar panels and/or photovoltaic cells on the adjoining property; and in any case development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

72 Development should not incorporate vegetation or landscape elements which are likely to overshadow existing or proposed solar collectors (including solar hot water systems and photovoltaic cells).

### **Landscaping, Fences and Walls**

Objective 24: The amenity of land and development enhanced with appropriate planting and landscaping, which uses locally indigenous plant species where possible.

Objective 25: Functional fences and walls that enhance the attractiveness of development.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **Landscaping 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.

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.

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

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

77 Non-residential development adjacent to a residential land use or zone or within a residential zone, should incorporate landscaping which includes plants of a mature height, scale and form.

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

## **Fences and Walls**

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

### **Interface Between Land Uses**

Objective 26: Development located and designed to minimise adverse impact and conflict between land uses.

Objective 27: Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

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

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.

83 Non-residential development adjacent to a residential zone or within a residential zone should be located, designed and sited to minimise overlooking and overshadowing of nearby residential properties.

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. 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.

### **Noise Generating Activities**



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.

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.

88 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development. 89 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum; and Less than 5 dB(A) above the level of background noise (LA90,15min) for the overall (sum of all octave bands) A-weighted level.
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum; or Less than 8 dB above the level of background noise (L90,15min) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.

## Air Quality

90 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.

91 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:

- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere; and
- (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses

## Movement, Transport and Car Parking

The main elements of the transport system are shown on Map NPSP/1 (Overlay 1) Parts A & B.

Objective 28: A comprehensive, integrated and efficient public and private transport system which will:

- (a) provide access to adequate transport services for all people, at an acceptable cost;
- (b) effectively support the economic development of metropolitan Adelaide and the State;
- (c) ensure a high level of safety; and
- (d) maintain the options for the introduction of suitable new transport technologies.



Objective 29: A road hierarchy to form the basis of development controls and serve as a guide to the investment of road funds in order to ensure a safe and efficient traffic flow and to promote the saving of fuel and time. Arterial roads will provide for major traffic movements.

Objective 30: A safe, convenient and clearly defined network of roads, paths and tracks throughout the City that also links to networks beyond the City and accommodates a variety of vehicular, cycle and pedestrian traffic.

Objective 31: A compatible arrangement between land uses and the transport system which will:

- (a) ensure minimal noise and air pollution;
- (b) protect amenity of existing and future land uses;
- (c) provide adequate access; and
- (d) ensure maximum safety.

Objective 32: A form of development adjoining main roads which will:

- (a) ensure traffic can move efficiently and safely;
- (b) discourage commercial ribbon development;
- (c) prevent large traffic-generating uses outside designated shopping/centre zones;
- (d) provide for adequate off-street parking; and
- (e) provide limited and safe points of access and egress.

Objective 33: Control of the movement of traffic according to a defined hierarchy of roads which seeks to improve safety and to limit the speed and volume of traffic in local residential streets without unreasonably restricting access opportunities.

Objective 34: Development which provides adequate and safe car parking appropriate to the demands generated.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

92 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

### Movement Systems

93 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors, and designed to minimise its potential impact on the functional performance of the transport network.

95 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.

96 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and setdown



areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.

97 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.

98 Development should provide safe and convenient access for all anticipated modes of transport.

100 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.

101 Driveway crossovers should be appropriately separated and the number minimised to maintain streetscape character, preserve street trees and optimise the provision of on-street visitor parking (where on-street parking is appropriate).

102 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.

103 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.

104 Development should include appropriate on-site provision to enable the parking, loading,

### **Cycling and Walking**

105 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.

106 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:

- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas; or
- (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths.

107 New developments should give priority to and not compromise existing designated bicycle routes.

108 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.

109 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:

- (a) showers, changing facilities and secure lockers;
- (b) signage indicating the location of bicycle facilities; and
- (c) bicycle parking facilities provided at the rate set out in Table NPSP/10

110 On-site secure bicycle parking facilities should be:

- (a) located in a prominent place;



- (b) located at ground floor level;
- (c) located undercover;
- (d) located where surveillance is possible;
- (e) well lit and well signed;
- (f) close to well used entrances; and
- (g) accessible by cycling along a safe, well lit route.

111 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guides.

### **Access**

112 Development should have direct access from an all-weather public road.

113 Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads;
- (b) provides appropriate separation distances from existing roads or level crossings;
- (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision; and
- (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

114 Development should not restrict access to publicly owned land such as recreation areas.

115 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

116 Structures such as canopies and balconies that encroach onto the footpath of an arterial road should not cause visual or physical obstruction to:

- (a) signalised intersections;
- (b) heavy vehicles;
- (c) street lighting;
- (d) overhead electricity lines;
- (e) street trees; or
- (f) bus stops.

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

- (a) follow the natural contours of the land;
- (b) minimise excavation and/or fill;
- (c) minimise the potential for erosion from surface runoff;
- (d) avoid the removal of existing vegetation, including street trees; and



(e) be consistent with Australian Standard AS: 2890 – Parking facilities.

118 Driveways should:

- (a) not exceed a gradient of 1 in 5 at any point and have a near level gradient (of 1 in 20) at either end for a length of at least 5 metres and connect to any existing paved footpath surface at a level that does not require any modification to the level of any public infrastructure;
- (b) be designed, located and constructed in a manner which enables safe and convenient access, with surfaces providing adequate traction for the wheels of vehicles; and
- (c) be designed and located so that they are not constructed closer than 1.5 metres to any street tree.

### **Access for People with Disabilities**

119 Development should be sited and designed to provide convenient access for people with a disability.

### **Vehicle Parking**

120 Development should provide off-street vehicle parking in accordance with rates contained in Tables NPSP/8 and 9.

121 Development in the nature of additions to existing non-residential premises should provide onsite car parking in accordance with the principles of development control to serve new floor area while maintaining existing car parking numbers for the existing floor area.

122 A lesser on-site car parking rate may be applied to applicable elements of a development in any of the following circumstances:

- (a) development includes affordable housing or student accommodation; or
- (b) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop; or
- (c) mixed use development including residential and non-residential development has respective peak demands for parking occurring at different times; or
- (d) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking or the most effective use of the spaces within the site; or
- (e) the parking shortfall is met by contribution to a Car Parking Fund (where one is available); or
- (f) the development qualifies for certification under the Green Energy rating program, or similar program; or
- (g) where it can be demonstrated that it would not result in a greater demand for on-street car parking on existing streets in the locality.

123 Development should provide carparking which is consistent with Australian Standard AS: 2890 - Parking facilities.

124 Vehicle parking areas should be sited and designed to:



- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network;
- (c) not inhibit safe and convenient traffic circulation;
- (d) result in minimal conflict between customer and service vehicles;
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another;
- (f) minimise the number of vehicle access points onto public roads;
- (g) avoid the need for vehicles to reverse onto public roads;
- (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points;
- (i) not dominate the character and appearance of the development when viewed from public roads or spaces;
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas; and
- (k) where practicable, include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles

125 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.

126 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.

127 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.

128 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.

129 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.

130 On-site visitor parking spaces should be sited and designed to:

- (a) not dominate internal site layout;
- (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and accessible to visitors at all times.

### **Vehicle Parking for Mixed Use and Corridor Zones**

131 Loading areas and designated parking spaces for service vehicles should:



- (a) be provided within the boundary of the site; and
- (b) not be located in areas where there is parking provided for any other purpose.

132 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
- (b) complement the surrounding built form in terms of height, massing and scale; and
- (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.

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.

Undercroft and Below Ground Garaging and Parking of Vehicles

134 Undercroft or below ground garaging of vehicles should only occur where it is envisaged in the relevant Zone and/or Policy Area and only where:

- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
- (c) driveway gradients provide for safe and functional entry and exit;
- (d) the appropriate gradient transition is provided within the subject site;
- (e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;
- (f) openings into undercroft areas are integrated with the main building so as to minimise visual impact;
- (g) the height of the car park ceiling does not exceed one metre above the natural ground level (Refer to Figure 2), unless otherwise specified in the relevant Zone and/or Policy Area;
- (h) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties (Refer to Figure 3);



Figure 2



Landscaping, low walls and mounding to improve presentation of undercroft garage entries

Figure 3

Infrastructure



Objective 37: The efficient and cost-effective use of existing infrastructure.

Objective 38: Infrastructure provided in an economical and environmentally sensitive manner.

#### PRINCIPLES OF DEVELOPMENT CONTROL

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.

136 Electricity supply serving new development should be installed underground.

137 Development should provide for the suitable drainage of stormwater either into the public stormwater system or using alternative methods of stormwater control (including the collection and re-use of water), where appropriate standards can be satisfied.

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.

139 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches, where practical.

140 Development should not take place until adequate and coordinated drainage of land is assured.

141 Development should enable economic and effective servicing for public transport, recycling and waste collection, fire protection and street lighting.

#### Stormwater Management

Objective 42: Development sited and designed to maximise the harvest and use of stormwater and reduce run-off.

Objective 43: Development sited and designed to minimise demand on reticulated water supplies.

Objective 44: Development designed and located to protect stormwater from pollution sources.

Objective 45: Development designed and located to protect or enhance the environmental values of receiving waters.



Objective 46: Development sited and designed to prevent or minimise the risk of downstream flooding.

Objective 47: Development designed and located to prevent erosion.

Objective 48: Storage, use and disposal of stormwater which avoids adverse impact on public health and safety.

Surface water (inland, marine and estuarine) and ground water, has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both construction and operation phases of development to minimise the transportation of sediment and pollutants off site.

#### PRINCIPLES OF DEVELOPMENT CONTROL

147 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.

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

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.

150 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

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.

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.

154 Development should incorporate appropriate measures to minimise the concentrated discharge of stormwater from the site.

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.

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.

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.

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.

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. 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.

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.

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.

## **Hazards**

Site Contamination 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.

## **Residential Development**

Objective 55: Safe, pleasant, convenient, and healthy-living environments that meet the full range of needs and preferences of the community.

Objective 56: An increased mix in the range and number of dwelling types available within the City to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.

Objective 57: Increased dwelling densities in areas close to centres, public transport and significant public open spaces.

Objective 58: The retention and rehabilitation of structurally sound housing that contributes to the desired character of a location, on land suitable for residential use.

Objective 59: Affordable housing and housing for seniors provided in appropriate locations.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

General 174 Residential development should efficiently use infrastructure and services.



175 Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities and other community services and facilities.

176 Residential development should be appropriately designed to take into account the climatic and topographic conditions of the site.

177 Residential development should minimise the potential for personal and property damage arising from natural hazards including landslips, bushfires and flooding.

178 Dwellings constituting affordable housing and/or housing for seniors should be located in close proximity to existing centres, social services and facilities, and public transport.

179 All dwellings should have frontage to a road but not including a lane shown on Map NPSP/1 (Overlay 4). Residential Character and Identity 180 Residential development adjacent to a Residential Historic (Conservation) Zone, should form a transition between the Residential Historic (Conservation) Zone and the adjacent Zone and should be of a bulk and scale that complements the built form within the Residential Historic (Conservation) Zone.

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

182 Multi-unit development (greater than 10 dwellings) on large sites should address both the public and private realm through the inclusion of public art, good urban design and landscape features.

183 Non-residential development in a residential zone should be of a nature and scale that does not detrimentally affect the character or the amenity of the locality as a place in which to live.

184 No more than half of the open space (the area excluding all buildings and structures) around:

- (a) a dwelling located on a battleaxe allotment, hammerhead allotment or an allotment of a similar configuration;
- (b) a residential flat building; or
- (c) group dwellings; should be used for uncovered car parking, vehicle manoeuvring areas and driveways.

### **Design and Appearance**

190 The roof form and design of semi-detached dwellings in localities where the predominant dwelling type is detached dwellings should achieve the form of a single integrated building (Refer to Figure 5) and be of a bulk and scale that is consistent with the predominant pattern of development.

191 Main entrances to detached, semi-detached and row dwellings should be clearly visible from the streets to which they front to enable visitors to easily identify a particular dwelling.

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).

193 Dwellings should be designed and sited to minimise the impact of the building's bulk when viewed from the private open space of adjacent sites by:

- (a) increasing setbacks on upper levels of buildings in order to achieve greater separation from neighbouring private open space; and



(b) using articulation, colour, materials and detailing.

194 All habitable rooms should have at least one window with a minimum horizontal distance, between any facing building and the face of the wall containing the window (ie the distance between the eaves, fascias or gutters), of no less than 900 millimetres which is clear to the sky (Refer to Figure 7).

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.

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.

200 On-site visitor parking spaces for group dwellings, multiple dwellings and residential flat buildings should be located and designed to:

- (a) not dominate the internal site layout;
- (b) not dominate the streetscape appearance;
- (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and
- (d) ensure they are not sited behind locked garage doors, gates or fences and are accessible to visitors at all times.

### **Street and Boundary Setbacks**

204 Dwellings should be set back from front or side boundaries so as to: (a) contribute to the desired character of the area; and (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.

### **Site Coverage 208**

Site coverage should ensure that sufficient space is provided for:

- (a) front, side and rear boundary setbacks that contribute to the desired character of the area;
- (b) the required level of private open space and landscaping;
- (c) pedestrian and vehicle access and vehicle parking;
- (d) domestic storage;
- (e) outdoor clothes drying;
- (f) rainwater tank; and
- (g) convenient storage of household waste and recycling receptacles.



## **Garages, Carports and Outbuildings**

209 Garages, carports and outbuildings should:

- (a) be domestic in size and nature;
- (b) be ancillary to and in association with a dwelling or dwellings;
- (c) not dominate the appearance of the dwelling from the street;
- (d) not detract from the visual appearance of the site as viewed from neighbouring properties due to their size and location relative to property boundaries and the siting of adjacent dwellings; and
- (e) not project forward of the main face of the associated dwelling.
- (f) not result in unreasonable overshadowing of, or visual impact from, habitable room windows of adjacent dwellings; and
- (g) not result in a significant loss of private open space.

## **Landscaping**

220 Residential development should incorporate soft landscaping of a scale and intensity to offset built form and to reinforce the established garden and mature tree lined character of the City.

221 The landscaping of development in residential zones should:

- (a) enhance residential amenity;
- (b) screen storage, service and parking areas;
- (c) provide protection from sun and wind;
- (d) not unreasonably affect adjacent land by shadow; and
- (e) preferably incorporate the use of local indigenous plant species

## **Private Open Space**

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.

223 Private open space should not include driveways, rubbish bin storage, sites for above ground rainwater tanks, effluent drainage areas and other utility areas, or common areas such as parking areas and communal open space in residential flat buildings and group dwellings.

224 Private open space should be located and designed:

- (a) to be accessed directly from the internal living areas of the dwelling;
- (b) generally at ground level to the side or rear of a dwelling and screened for privacy;
- (c) to take advantage of but not adversely affect natural features of the site;
- (d) to minimise overlooking from adjacent buildings;
- (e) to achieve where possible, separation from adjoining sites;
- (f) where possible, to have a northerly aspect to provide for comfortable year-round use;
- (g) to not be significantly shaded during winter by the associated dwelling or adjacent development;
- (h) to be shaded in summer, where possible; and
- (i) to retain any significant vegetation.

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.

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.

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.

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

229 Fifty per cent of the total private open space requirement provided at ground level should be open to the sky and developed in a manner to provide outdoor amenity, opportunities for landscaping and a reduction in stormwater runoff through the use of permeable surface treatments.

230 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be located, where possible, adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the living space of the dwelling.

### **Communal Open Space**

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.

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**

233 Site facilities for group dwellings and residential flat buildings of greater than six dwellings should include:

- (a) mail box facilities located close to the major pedestrian entrance to the site;
- (b) bicycle parking for residents and visitors;
- (c) household waste and recyclable material storage areas away from dwellings; and



(d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character, for dwellings which do not incorporate ground level private open space.

### Visual Privacy

234 In areas where buildings of 3 or more storeys are contemplated, direct overlooking into habitable room windows or onto the useable private open spaces of other dwellings from upper level windows, external balconies, terraces and decks should be minimised through the adoption of one or more of the following methods and may be supplemented by landscaping:

- (a) building layout;
- (b) location and design of windows and balconies;
- (c) screening devices; or
- (d) adequate separation

### Noise

237 Residential development close to high noise sources (eg major roads, O-bahn, and industry) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.

238 Residential development on sites abutting established collector or higher order roads should include front fences, walls and landscaping that will supplement the noise control provided by the building facade.

239 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.

240 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:

- (a) active communal recreation areas, parking areas and vehicle access ways; and
- (b) service equipment areas on the same or adjacent sites.

241 Bedroom windows should be located at least 3 metres from a street carriageway, a communal parking area or an active communal recreation area. A reduced setback of no less than 1.5 metres may be considered where there is an intervening solid fence of at least 1.8 metres in height, or where the window sill is a minimum of 1.5 metres above the level of the carriageway or recreation area (Refer to Figure 11).

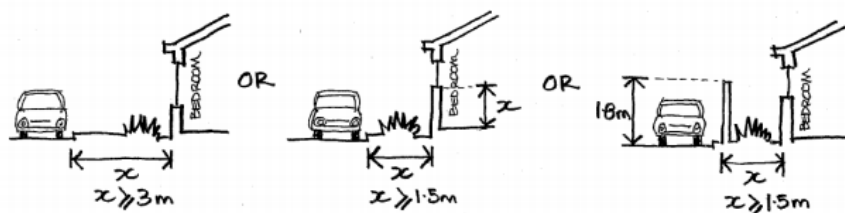


Figure 11



242 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.

### **Safety and Security**

243 Residential developments and associated spaces should be designed to enhance safety and security by:

- (a) ensuring dwellings overlook public and communal streets and public open spaces to allow casual surveillance;
- (b) avoiding heavily obscured or isolated spaces that potentially expose residents to threat in their usual movements to and from home e.g. by providing convenient and safe access from car parking spaces to entry doors;
- (c) providing clear lines of sight and appropriate lighting;
- (d) clearly differentiating public, communal and private areas through the use of low front fences or other visual treatments; and
- (e) making the public realm attractive to general foot traffic and casual surveillance throughout various times of the day.

244 Residential development should:

- (a) not have a significant adverse effect on safety and amenity due to the generation of through traffic;
- (b) provide for the safe and efficient movement of vehicles;
- (c) provide for the safe and convenient movement for pedestrians and cyclists;
- (d) provide for easy access for emergency and essential service vehicles;
- (e) where practical, separate pedestrian and vehicular movements by incorporating separate paths or at the very least different surface materials; and
- (f) be designed to minimise the adverse effects of adjacent traffic movement.

### **Medium and High Rise Development (3 or More Storeys)**

Objective 60: Medium and high rise development that provides housing choice and employment opportunities.

Objective 61: Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

Objective 62: Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.



Objective 63: Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.

Objective 64: Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:

- (a) enlivening building edges;
- (b) creating attractive, welcoming, safe and vibrant spaces;
- (c) improving public safety through passive surveillance;
- (d) creating interesting and lively pedestrian environments;
- (e) integrating public art into the development where it fronts the street and public spaces;
- (f) incorporating generous areas of high quality fit for purpose landscaping, green walls and roofs.

Objective 65: Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

Objective 66: Buildings designed and sited to be energy and water efficient.

## PRINCIPLES OF DEVELOPMENT CONTROL

Note: Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.

### Design and Appearance

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.

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.

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.

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.



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

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.

266 Balconies should be integrated into the overall architectural form and detail of the development and should:

- (a) utilise sun screens, pergolas, louvres, green facades and openable walls to control sunlight and wind;
- (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy;
- (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas;
- (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

### **Street Interface**

267 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:

- (a) incorporating active uses such as shops or offices, prominent entry areas for multistorey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and/or Policy Area provisions;
- (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building;
- (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings); (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade;
- (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape;
- (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.

268 Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.

269 Entrances to multi-storey buildings should:



- (a) be oriented towards the street;
- (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature;
- (c) provide shelter, a sense of personal address and transitional space around the entry; (d) provide separate access for residential and non-residential land uses;
- (e) be located as close as practicable to the lift and/or lobby access;
- (f) avoid the creation of potential areas of entrapment.

270 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.

271 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.

272 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as orientation, elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like. One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant). Building Separation and Outlook

273 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

274 Living rooms should have a satisfactory short range visual outlook to public, communal or private open space.

### **Dwelling Configuration**

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

276 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.

277 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

### **Adaptability**



278 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

## Environmental

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;
- (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).

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.

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.

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
<300m <sup>2</sup>	10m <sup>2</sup>	1.5 metres	1 small tree/10m <sup>2</sup> deep soil
300-1500m <sup>2</sup>	7% site area	3 metres	1 medium tree/30m <sup>2</sup> deep soil
>1500m <sup>2</sup>	7% site area	6 metres	1 large or medium tree/60m <sup>2</sup> deep soil
<b>Tree size and site area definitions</b>			
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		

283 Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

## Site Facilities and Storage

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.

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 detract from the visual appearance of the ground floor.

286 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site collection.

287 The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

### **Centres, Shops & Business**

Objective 67: Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational facilities located in integrated centres which are distributed rationally throughout the area of metropolitan Adelaide.

Objective 68: Centres established and developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.

Objective 69: A hierarchy of centres located in centre zones or areas

Objective 77: Provision of a rational distribution of integrated centres throughout the City.

Objective 78: Development of community facilities in the various centres, commensurate with their role and function in the hierarchy of centres.

Objective 79: Concentration of retail development and ancillary services should be located within the District Centre zones throughout the City in order to provide vibrant, fully developed District Centres offering shopping, recreational and community facilities.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

290 A shop or group of shops with a gross leasable area of 250 square metres or less located outside a business, centre, or shopping zone or area should: (a) not hinder the development or function of any business, centre or shopping zone, or area; and (b) within the St Peters Area shown on Map NPSP/1 (Overlay 1) provide retail services of a strictly local nature; and (c) not diminish the amenity of the locality

291 Development or redevelopment within business, centre, and shopping zones or areas should meet the following criteria:

(a) their location and assigned role in the centre hierarchy of designated centres and designated centre zones or areas;

(b) the need to integrate facilities in the zone or area;

(c) staging of development within the centre and the needs for any future expansion of the zone, or area, as a whole;



- (d) multiple use of facilities and sharing of utility spaces;
- (e) attractive development, with a unified design of buildings and produce a close relationship between shops in a lively setting;
- (f) materials compatible with the natural features of the site and adjacent buildings;
- (g) acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings, and locating open space and car parking areas;
- (h) development and operation of facilities within a zone, or area, compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas;
- (i) signs designed in scale with the amenity of the area, and carefully located. Illumination from signs or floodlights should not spill over to adjacent areas;
- (j) access and car parking for residential areas located within centres separate from the access and car parking areas serving the other centre facilities;
- (k) integration of public transport requirements; and
- (l) provision of retail showrooms for the trading of bulky goods on the periphery of centres, or in designated service retail zones in inner areas.

292 Provision for the movement of people and goods within business, centre and shopping zones or areas should comply with the following:

- (a) development should not cause inconvenient and unsafe traffic and pedestrian movements or be likely to result in the need for significant expenditure on transport and traffic works, or facilities within, or outside, the locality;
- (b) development should be concentrated for pedestrian convenience and not allowed to extend unnecessarily along road frontages; (increasing the depth of development is a more desirable alternative);
- (c) the separation of pedestrian and vehicle movements within zones or areas, is most desirable to ensure safety and convenience;
- (d) access to car parking areas should be designed not to cause congestion or detract from the safety of traffic on abutting roads;
- (e) adequate and convenient provision should be made for service vehicles and the storage and removal of waste goods and materials;
- (f) parking areas should be consolidated and co-ordinated into convenient groups, rather than located individually, and the access points minimised.
- (g) car parks should be orientated so as to facilitate direct and convenient access of pedestrians between them and the facilities they serve;
- (h) on-site parking shall be determined having regard to:
  - (i) the amount, type and timing of movement generated by the use;
  - (ii) the design, location and configuration of parking spaces;



(iii) the ability of the site to accommodate the parking spaces;

(iv) the potential for shared use of parking spaces;

(v) the effect on surrounding activities;

(vi) specific requests of cyclists; and

(vii) the availability of appropriate on-street parking; and

(i) Retail showroom development should provide appropriate manoeuvring and circulation areas on the site, in order to accommodate trucks and trailer movements for the carriage of bulky products

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.

305 Development of shopping, administrative, cultural or entertainment facilities should:

(a) be of a size and type which would not hinder the development or function of any business, centre or shopping zone, and be in accordance with the objectives for centres and the objectives for the appropriate zones; and

(b) conform to the access, car parking and design principles for business, centre or shopping zones set out below

306 Development within business, centre and shopping zones should be located having regard to the following principles:

(a) within zones which straddle arterial roads or intersections of arterial roads, the major shopping focus, defined by the gross leasable area and associated car parking, should be restricted to one side of the road or one quadrant of the intersection;

(b) development should not generate pedestrian or vehicular traffic onto or across an arterial road in such a way as to materially impair the movement of traffic on that road or to cause safety hazards;

(c) development should not generate significant increases in traffic in adjacent residential areas;

(d) where traffic control works, public works or facilities are required as a direct result of a development, the cost of such works or facilities should be borne by the developer; and

(e) development, including required car parking and landscaping should be accommodated on land which is not required for road widening.

307 Development within business, centre and shopping zones should conform to the following access and car parking principles:

(a) development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;

(b) access points onto public roads should be located and designed in such a way as to minimise traffic hazards, queuing on public roads and intrusion into adjacent residential areas;



(c) the number, location and design of access points onto arterial roads shown on Map NPSP/1 (Overlay 1) Parts A & B should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices;

(d) development should provide sufficient off-street parking to accommodate customer, employee and service vehicles;

(e) car parking areas should be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe and convenient traffic circulation, minimal conflict between customer and service vehicles and should include adequate provision for manoeuvring into and out of parking bays;

(f) the layout of all parking areas should be designed so as to obviate the necessity for vehicles to back onto public roads;

(g) individual parking areas should, wherever possible, be so located and designed that:

(i) vehicular movement between them does not require the use of public roads; and

(ii) the number of access points is minimised;

(h) development in the form of retail showrooms trading in bulky goods merchandise, should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements. Access points for the development should be determined by Transport SA in consultation with the Planning Authority;

(i) shopping development should provide for separate parking spaces for the disabled;

(j) opportunities for the shared use of car parking between development sites should be exploited so as to reduce the total extent of car parking areas;

(k) residential development located within centres should have access and parking areas separate from access and car parking areas serving the other centre facilities; and

(l) landscaping should be provided and maintained in order to screen, shade and enhance the appearance of car parking areas

308 Development within business, centre and shopping zones should conform to the following design principles:

(a) Development should provide for the integration of existing and future facilities so as to promote ease of pedestrian movement and sharing of facilities as well as to retain the opportunity for future expansion within the zone.

(b) Development should:

(i) comply with the objectives for the Zone or otherwise be compatible with the predominant character of other buildings in the locality; and

(ii) preserve buildings of historical or architectural significance.

(c) Development should provide:

(i) off-street loading, service areas and service vehicle manoeuvring areas;



- (ii) lighting for buildings and ancillary areas, with no light spill causing nuisance or hazard;  
and
- (iii) unobtrusive facilities for storage and removal of waste materials.
- (d) Development should not cause nuisance or hazard arising from:
  - (i) microclimatic conditions;
  - (ii) excessive noise;
  - (iii) odours;
  - (iv) overlooking;
  - (v) overshadowing; or
  - (vi) visual intrusion.
- (e) Where applicable, development should:
  - (i) provide parking, access and facilities for disabled persons;
  - (ii) minimise energy consumption for lighting, heating, cooling and ventilation;
  - (iii) provide public spaces such as malls, plazas and courtyards;
  - (iv) provide public facilities including toilets, seating, telephones and community information boards; and
  - (v) provide access for public transport
- (f) Landscaping should be provided and maintained in order to:
  - (i) establish a buffer between development in the zone and adjacent areas;
  - (ii) complement the landscaping provided by adjacent development and enhance the visual appearance and character of the zone;
  - (iii) shade, define and create windbreaks for pedestrian paths and spaces;
  - (iv) screen service yards, loading areas and outdoor storage areas; and
  - (v) improve the amount and quality of locally indigenous plant species in the area, where it is practical to do so.
- (g) Outdoor signs, both free-standing and attached to buildings, should be located and designed in such a way as to:
  - (i) be in scale with the development as a whole, the buildings therein and the desired character of the Zone or otherwise be compatible with the character of the locality;
  - (ii) not impair the view of or from nearby developments; and
  - (iii) not distract attention from traffic control information.

## **Heritage**

### **Development on land adjacent to land containing a heritage place**



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.

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.

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.

## **Fencing**

376 Fencing and gates to the front of the building alignment and along the front street boundary (including any secondary street frontage) and returning along the side boundaries to the alignment of the main face of the principal building on the site should:

- (a) be consistent with the character, style and height of the related building and the character of the zone and policy area generally;
- b) incorporate materials compatible with the period and style of the place and any existing fencing identified as an element of heritage value; c) comprise of materials compatible with traditional fencing materials such as low timber pickets, low pier and plinth masonry, stone, wrought iron and masonry, but should generally not include metal sheeting;
- (d) be of a height that complements any existing fencing identified as an element of heritage value or otherwise does not compromise existing views of a heritage place from the primary street frontage;
- (e) not include a solid masonry fence of a height greater than 1.2 metres on the primary street frontage (including the secondary street frontage) other than where it is required to be consistent with fencing of identified heritage value on the development site or where the heritage place is located on a main road; and



(f) be no more than 2 metres in height for rear boundary and side boundary fencing behind the alignment of the dwelling.

377 On corner sites:

- (a) the front fence should return along the secondary street frontage, at the same height, up to the alignment of the main face of the building and should include a corner cut off; and
- (b) the remaining rear section of a side fence on a secondary street frontage should be constructed of traditional materials such as brick, rendered masonry and timber and should not be higher than 2 metres above natural ground level.

378 The use of solid front fences and walls along an arterial road or collector road for noise attenuation purposes, should not exceed 2 metres in height and there should be no sections of greater than 10 metres in length without articulation or detailing and a strip of landscaping on the road side of the fence to provide visual interest.

### **Advertisements**

Objective 117: An urban environment not disfigured by advertisements.

Objective 118: Advertisements in retail, commercial and industrial areas, designed to enhance the appearance of those areas.

Objective 119: Advertisements not hazardous to any person

### **PRINCIPLES OF DEVELOPMENT CONTROL**

380 The location, siting, size, shape and materials of construction, of advertisements should be:

- (a) consistent with the desired character of areas or zones as described by their objectives;
- (b) consistent with the predominant character of the urban landscape; or
- (c) in harmony with any building or site of historic significance or heritage value in the locality.

381 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of area in which they are situated.

382 Advertisements should not impair the amenity of area in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

383 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees. 384 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.

385 Advertisements should be constructed and designed in a workmanlike manner.

386 Advertisements wholly or partly consisting of bunting, streamers, flags, windvanes, and the like should not detrimentally affect the amenity of area in which they are situated.

387 Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be co-ordinated with that theme.

388 Advertisements should not be erected in positions close to existing electricity mains so that potentially hazardous situations are created.



389 Advertisements should not create a hazard to persons travelling by any means.

390 Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at or approaching level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width, traffic control devices and the like that are potentially hazardous.

391 Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of the road, or of persons or objects on it.

392 Advertisements should not be liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals.

393 Advertisements should not detract drivers from the primary driving task at a location where the demands on driver concentration are high. 394 Outdoor advertisements should:

- (a) be confined to appropriate locations in urban areas;
- (b) be designed and sited to have regard to the predominant character of the locality; and
- (c) be located and designed in respect of their size, colour, shape and lighting to harmonise with the desired character described by the objectives for the zone or otherwise the predominant character of the landscape.

395 The siting, size, colour, shape and materials of construction of advertisements should:

- (a) be compatible (including visually) with the buildings to which they relate, their environs generally, nearby buildings and spaces and other signs; and
- (b) be designed to conceal structural supports from public view.

396 Advertisements and/or advertising hoardings should be:

- (a) no higher than the height of the finished floor level of the second storey of the building to which it relates; and
- (b) where located below canopy level, flush with the wall or projecting horizontally; or
- (c) where located at canopy level, in the form of a fascia sign; or
- (d) where located above the canopy, flush with the wall and within the height of the parapet.

397 The function of an outdoor advertisement should be solely the identification of a site, enterprise or product.

398 Advertisements that are obsolete or badly maintained should be removed.

399 Advertisements directed at motorists on public roads should be simple and easily legible from a distance.

## **Regulated Trees**

Objective 120: The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

Objective 121: 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.

#### PRINCIPLES OF DEVELOPMENT CONTROL

409 Development should have minimum adverse effects on regulated trees.

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.

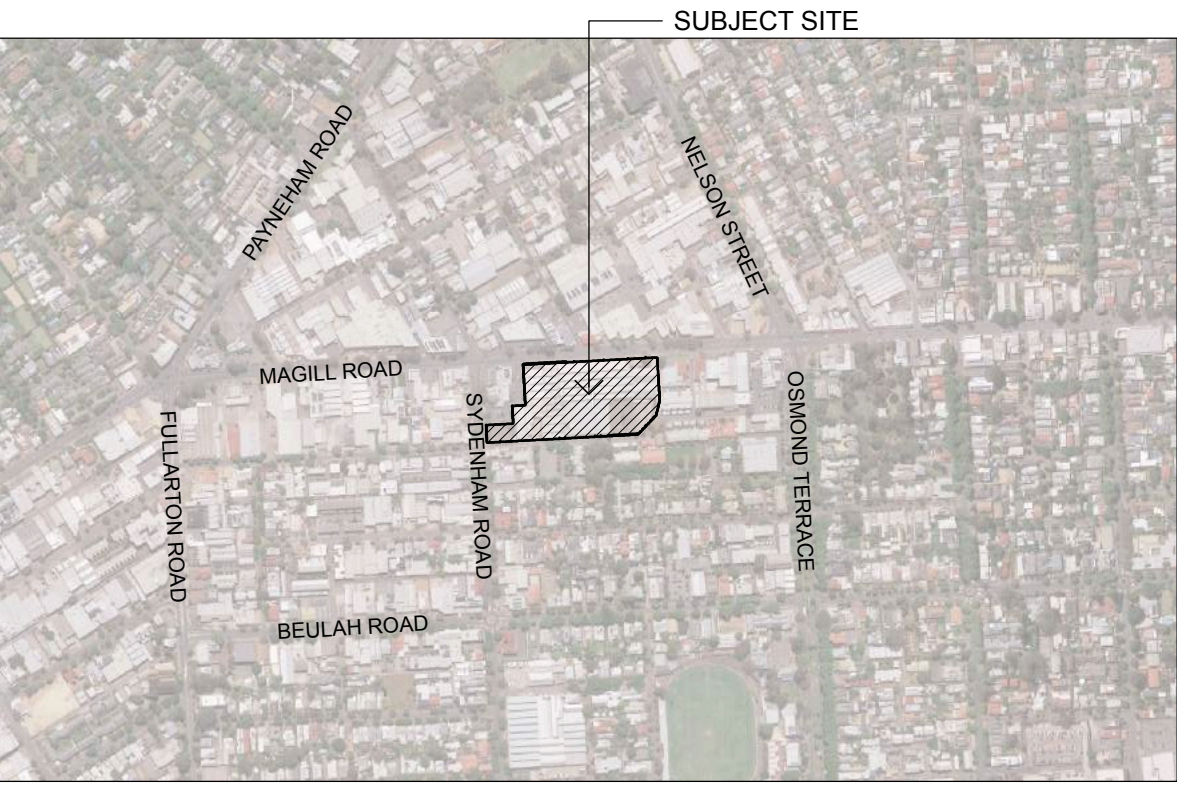
411 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.



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# Architectural Drawings

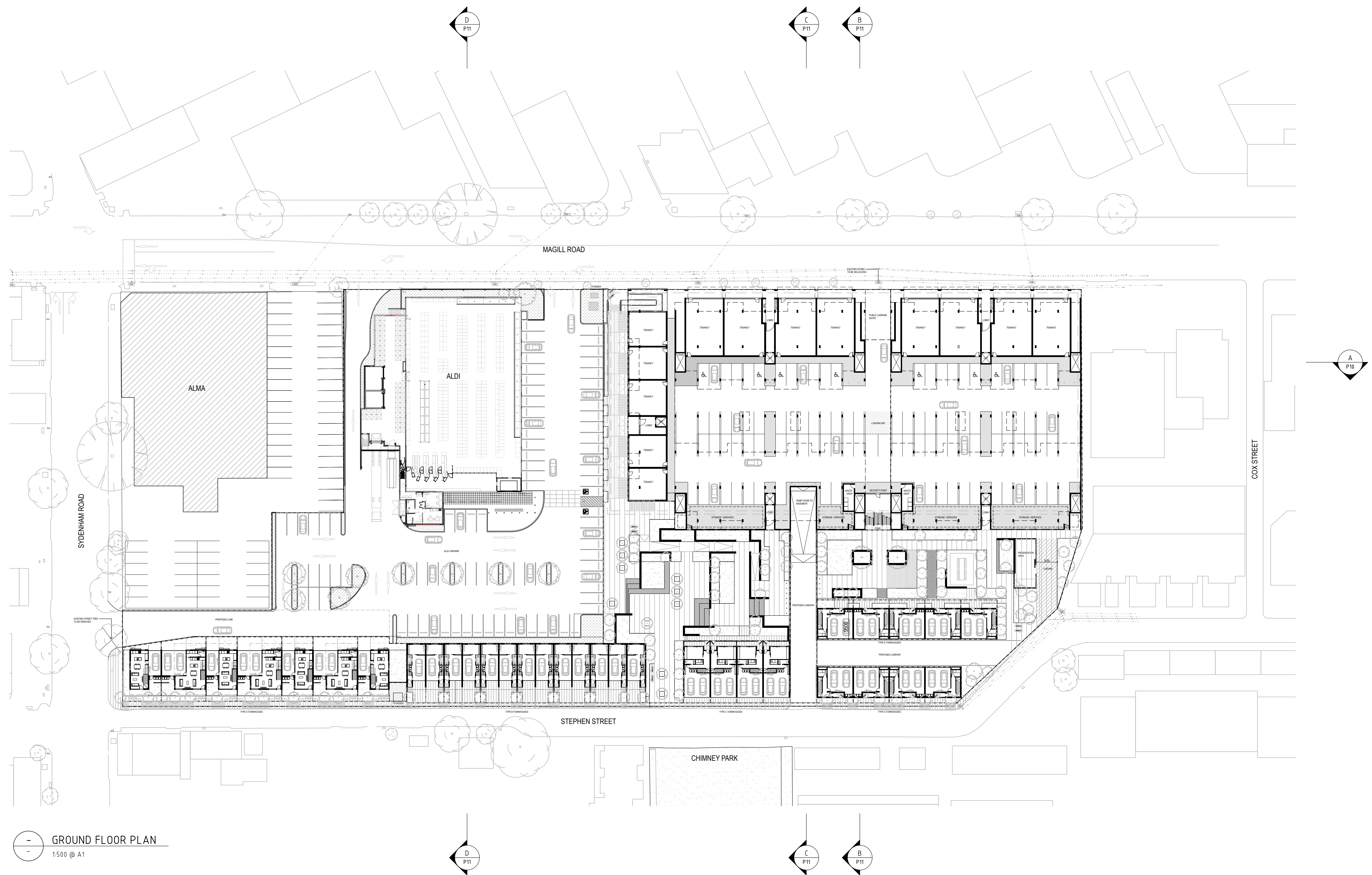




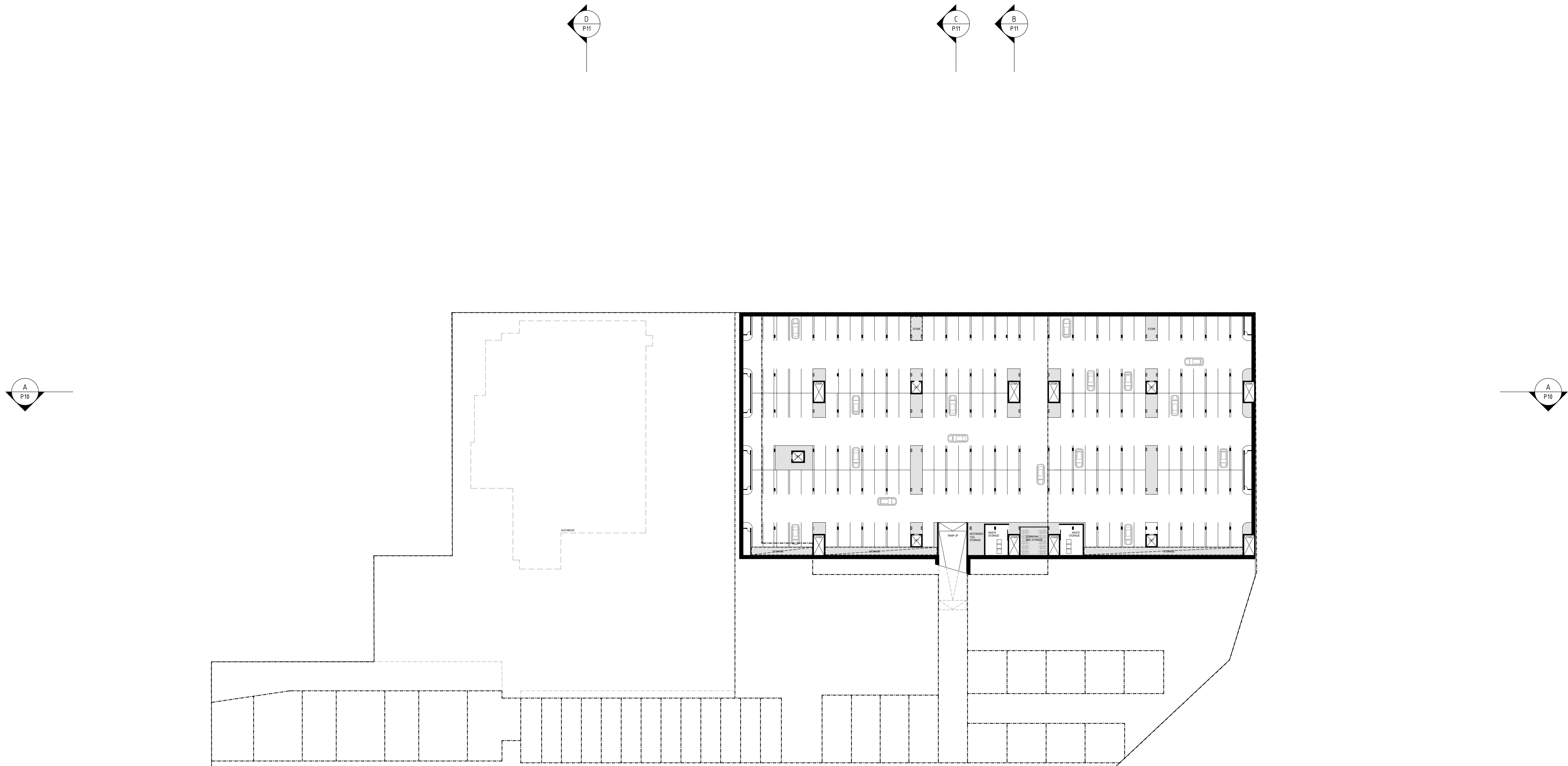
 LOCALITY PLAN  
1:10000 @ A1

NORWOOD GREEN  
76 MAGILL ROAD NORWOOD  
28055 AUGUST 2018  
DPC ISSUE v1.0



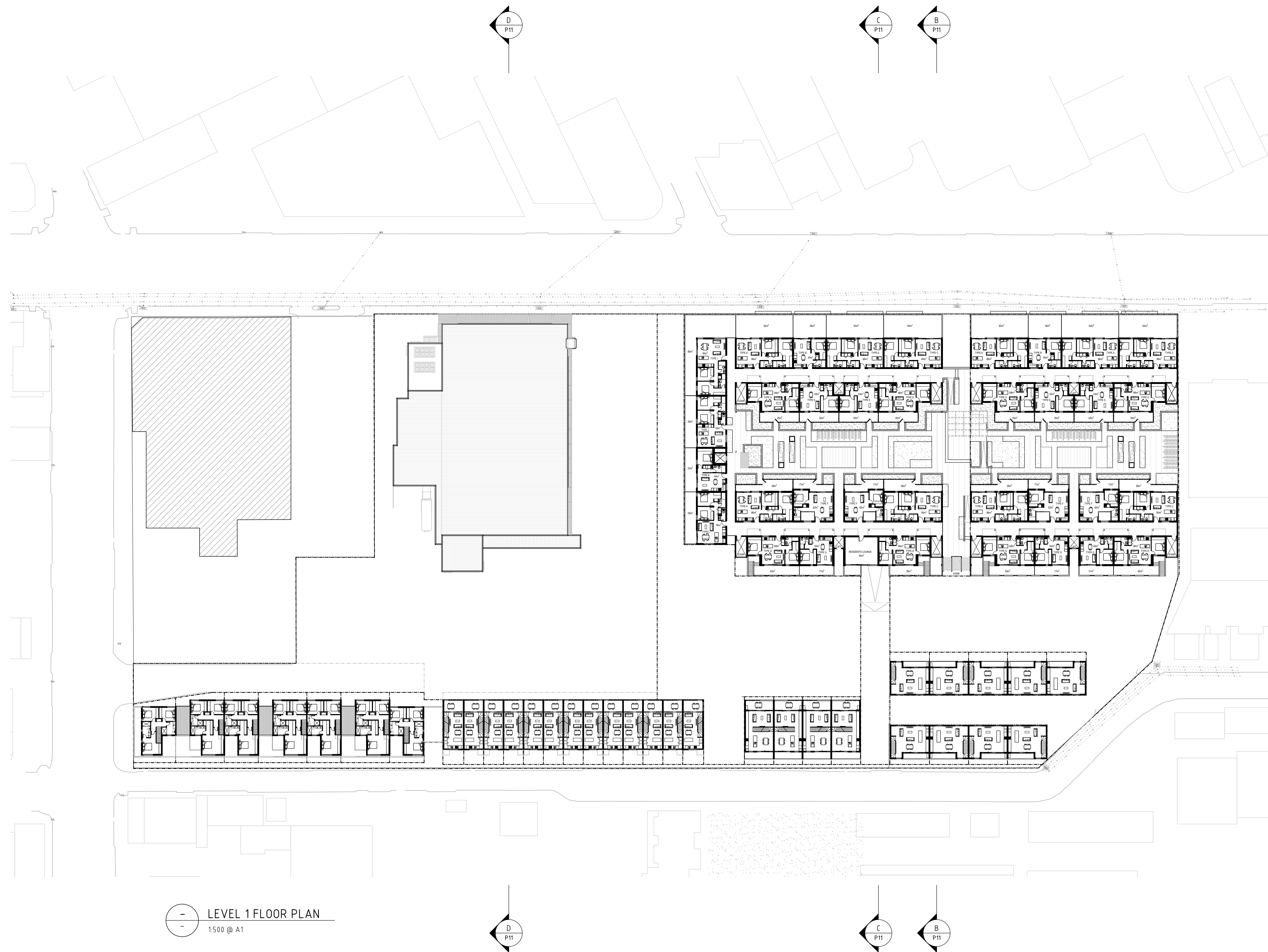




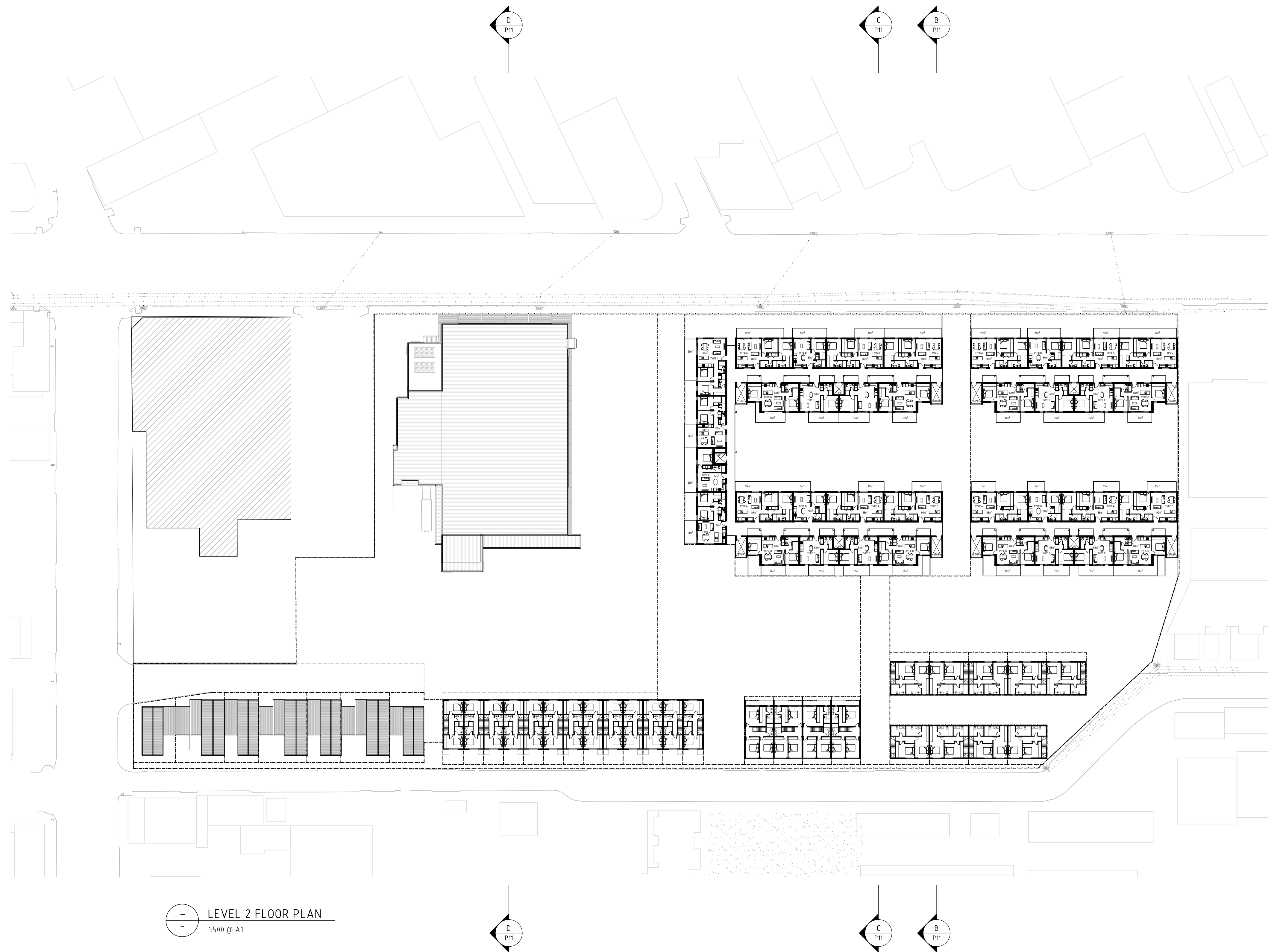


BASEMENT FLOOR  
1500 @ A1

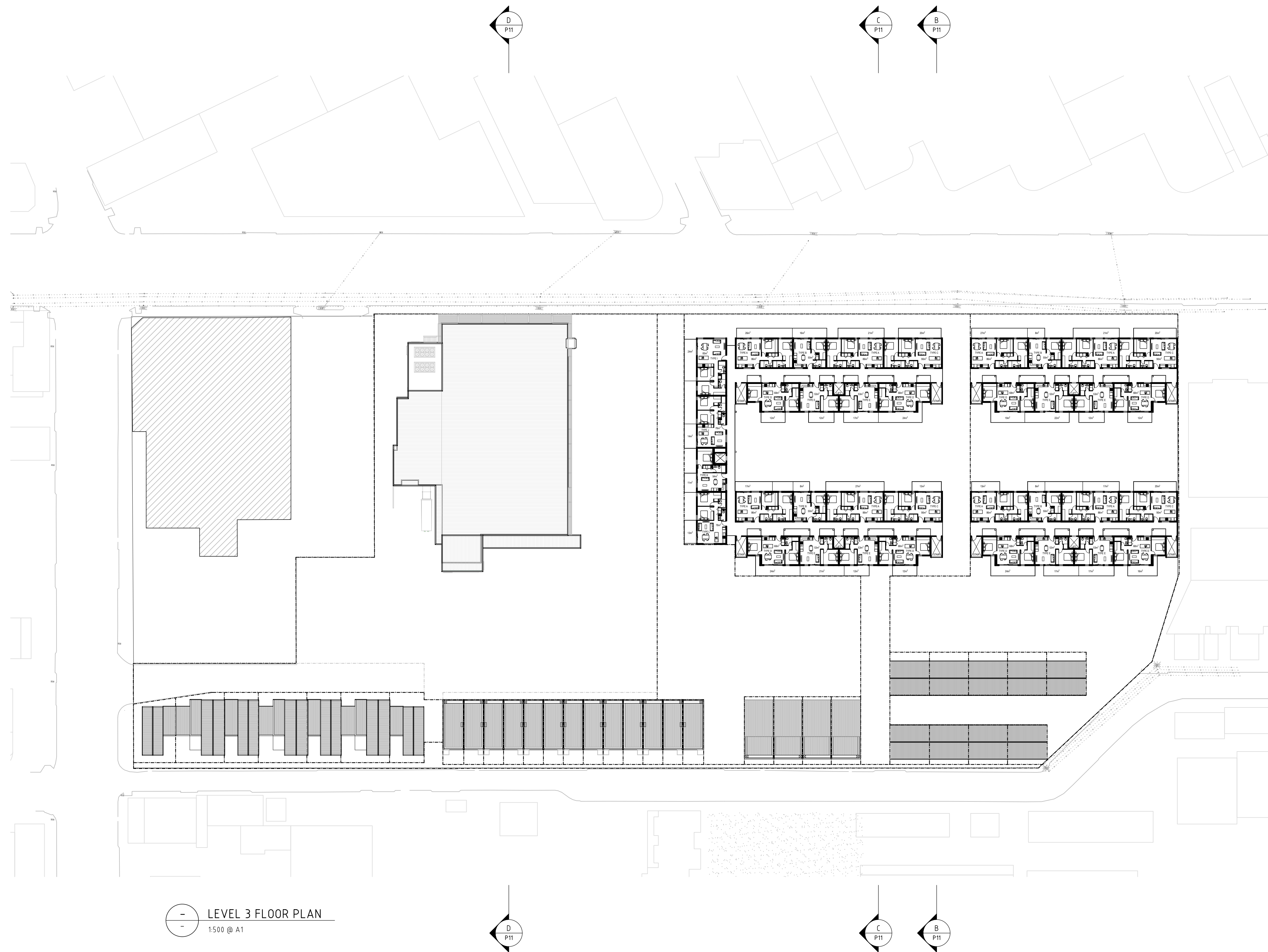






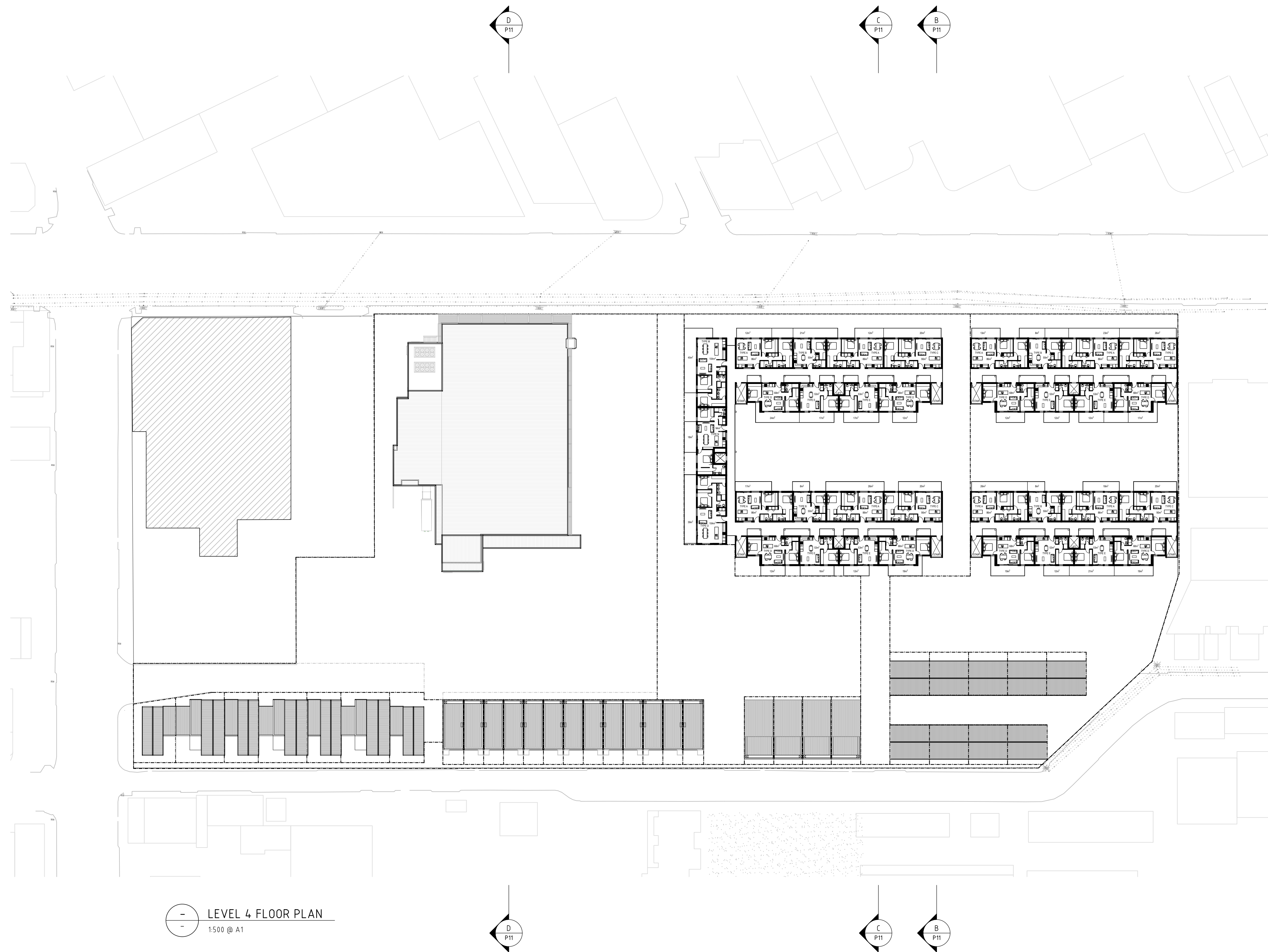






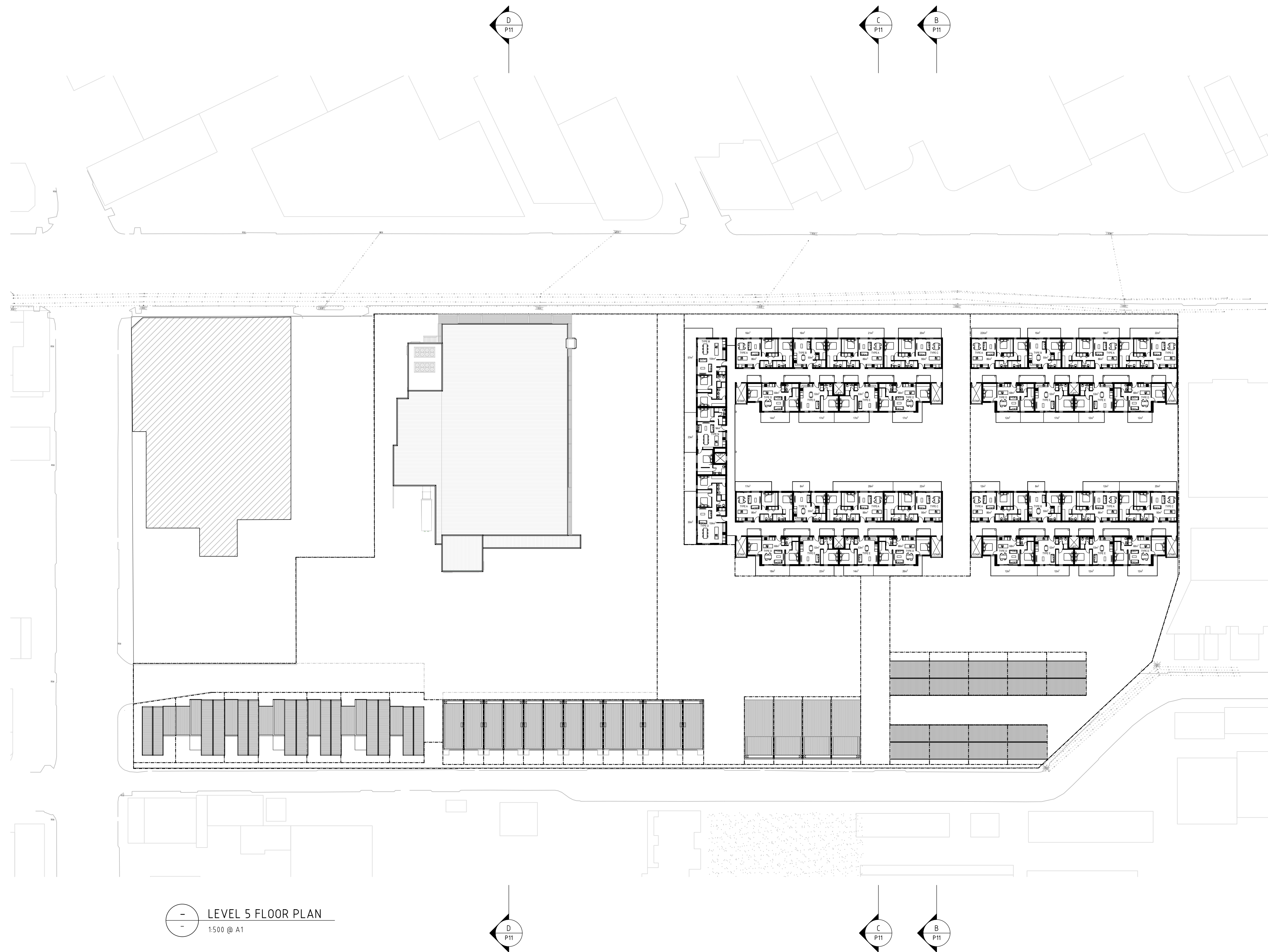
LEVEL 3 FLOOR PLAN  
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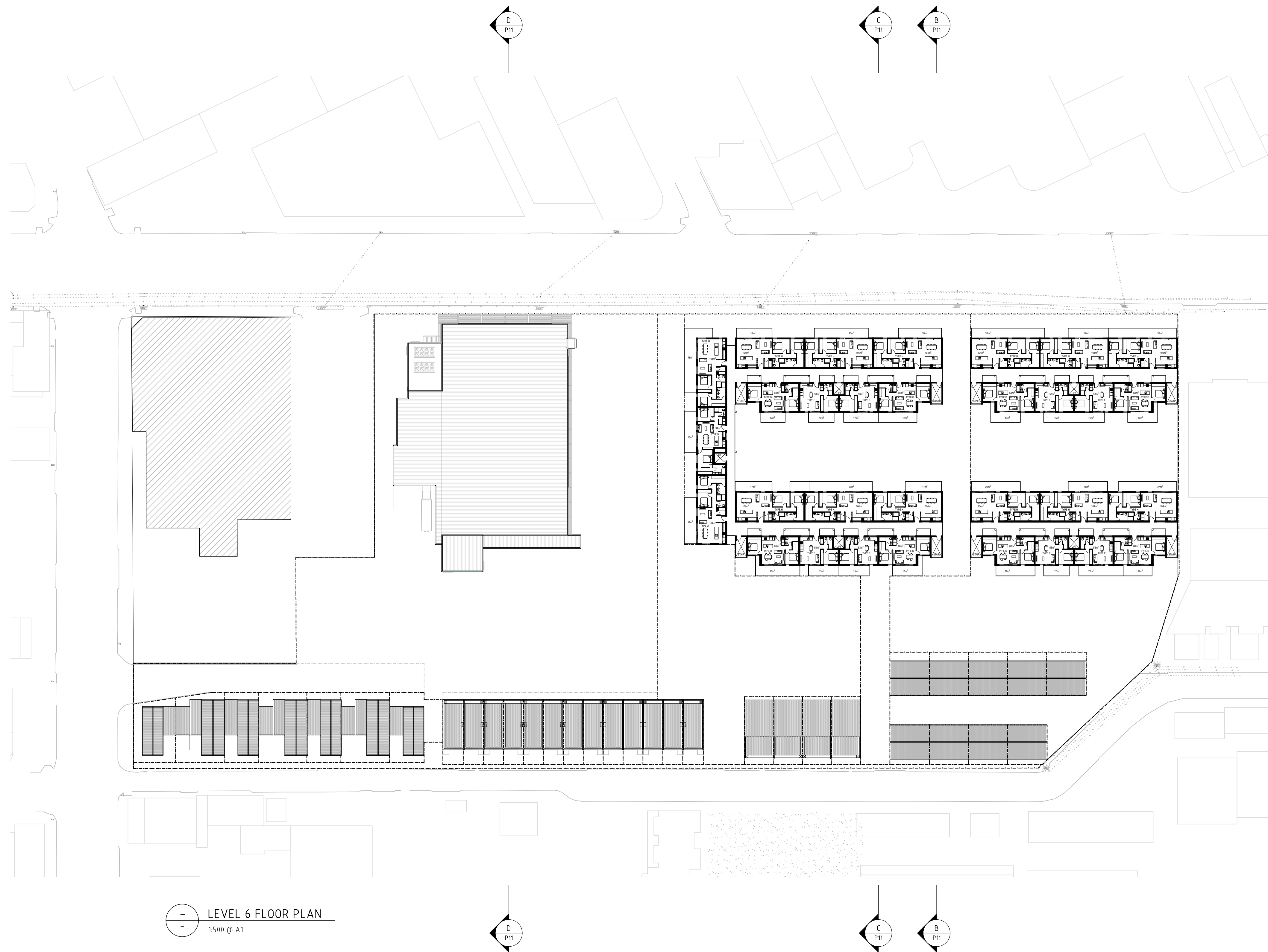
LEVEL 4 FLOOR PLAN  
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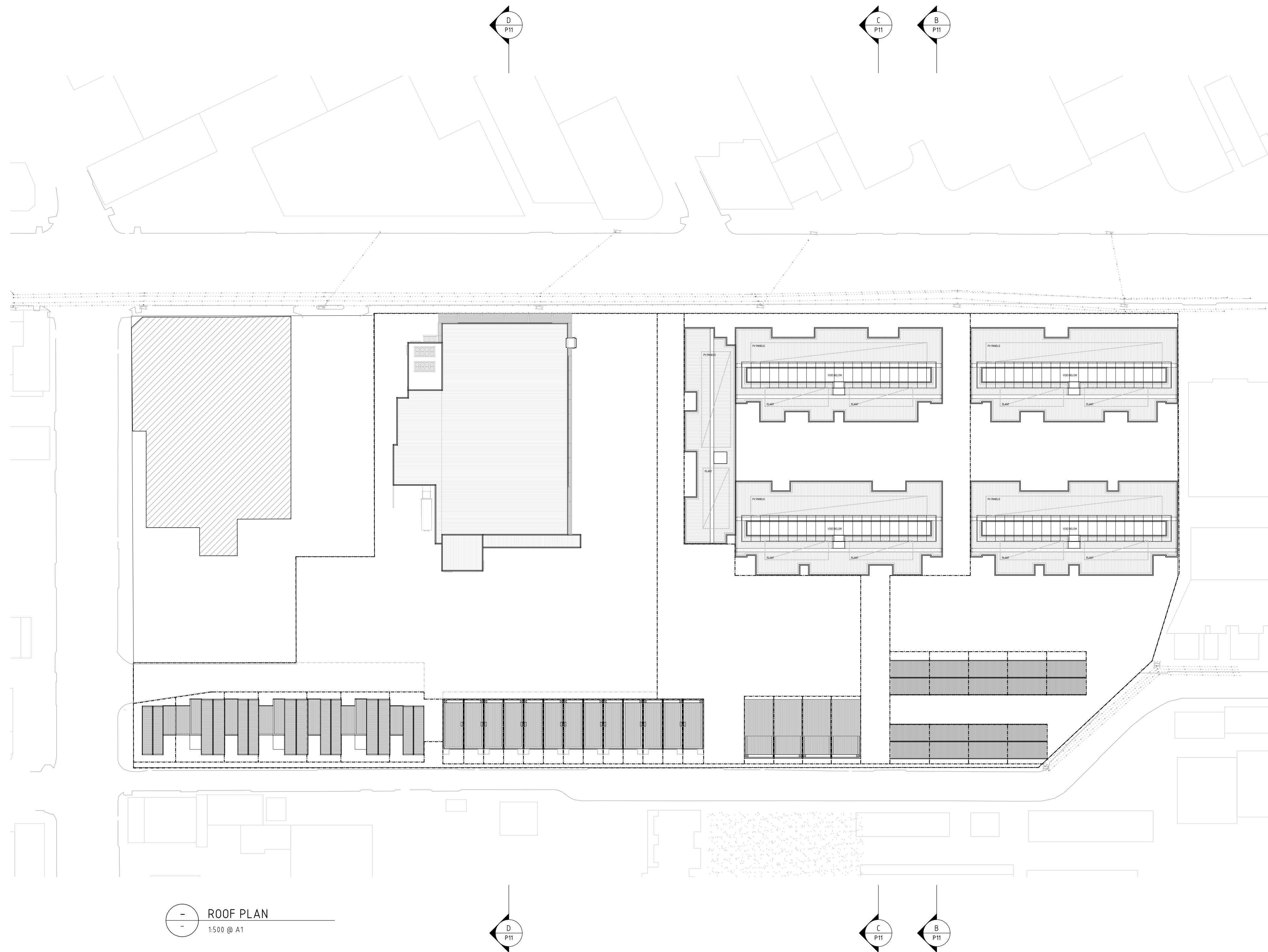


LEVEL 5 FLOOR PLAN  
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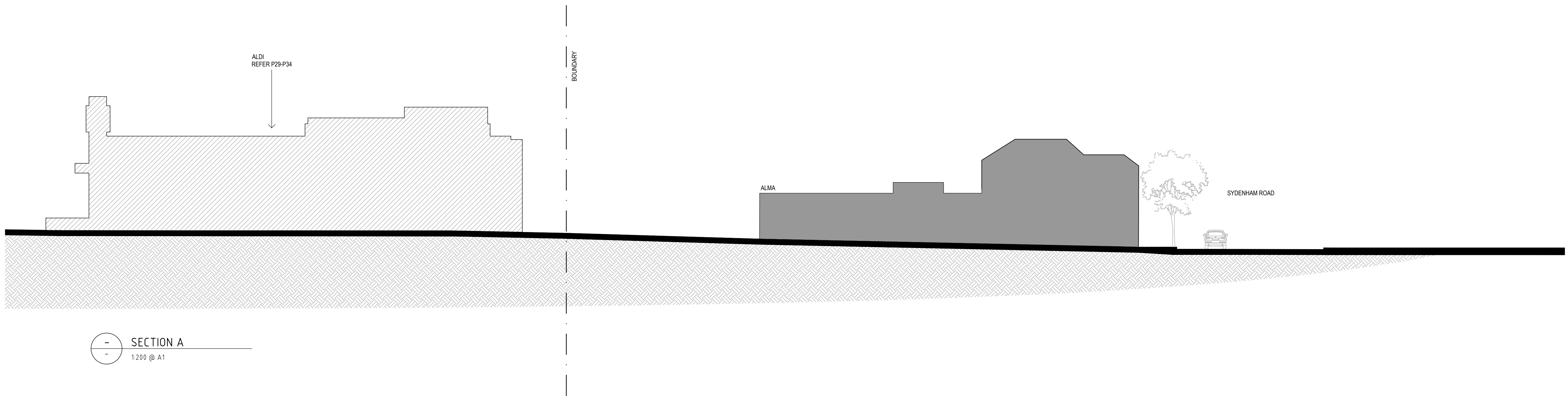
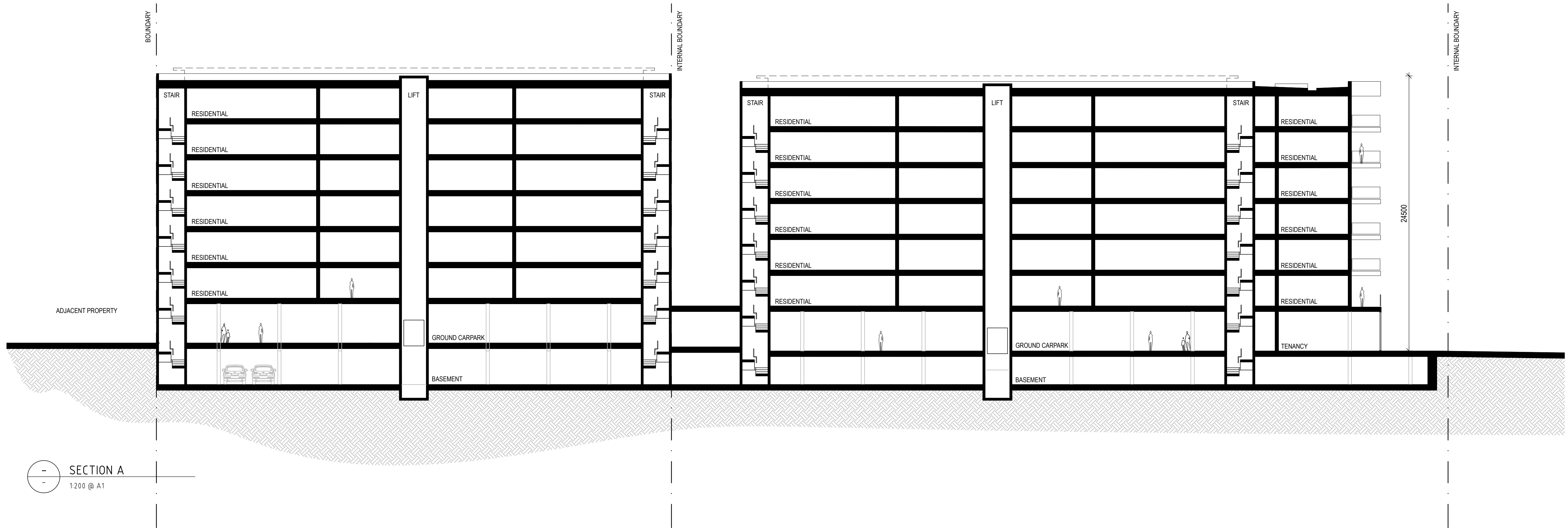






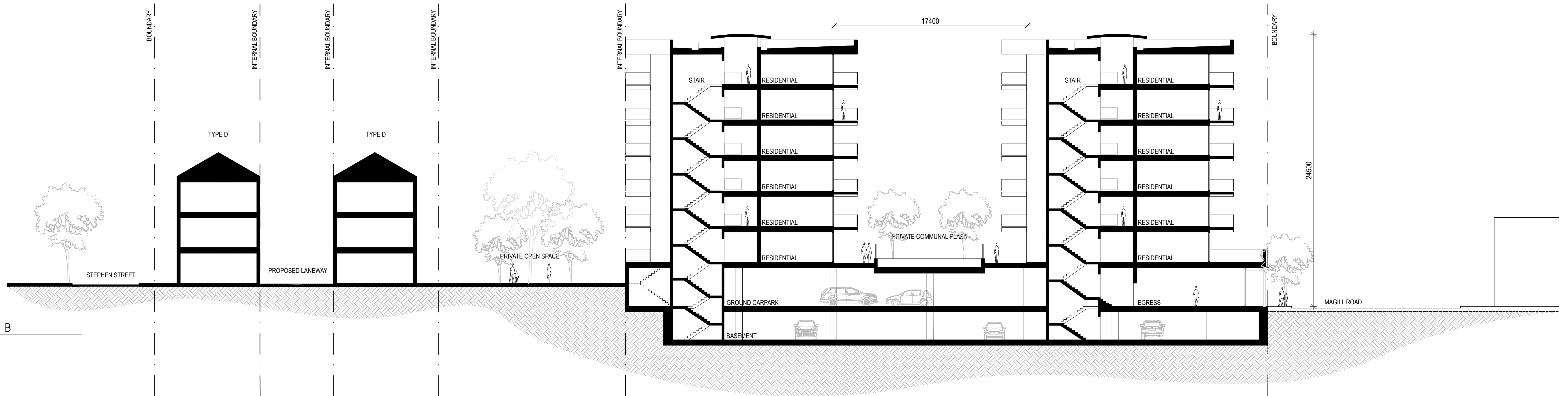




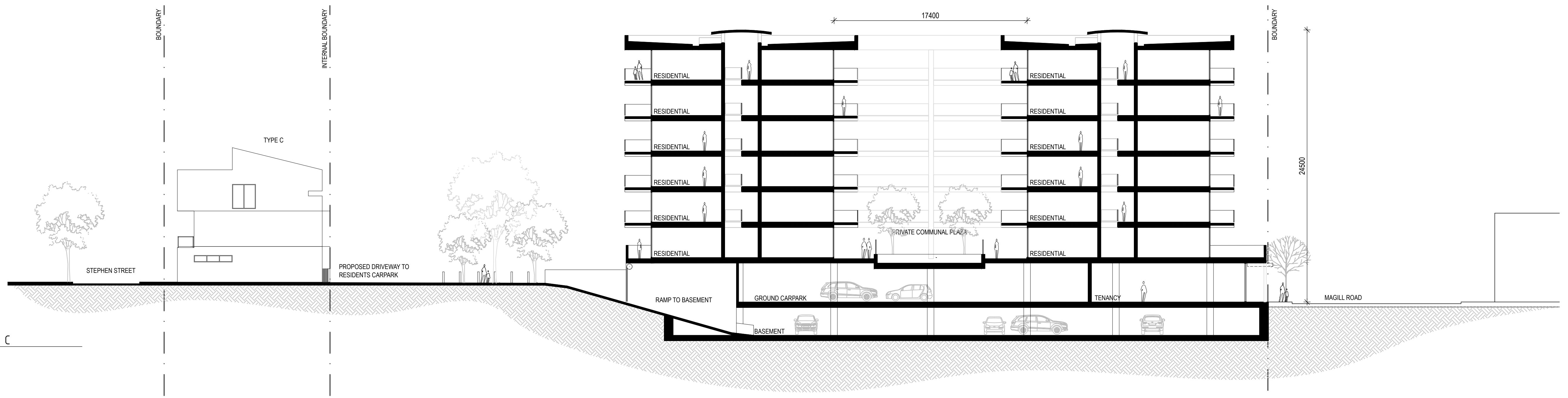




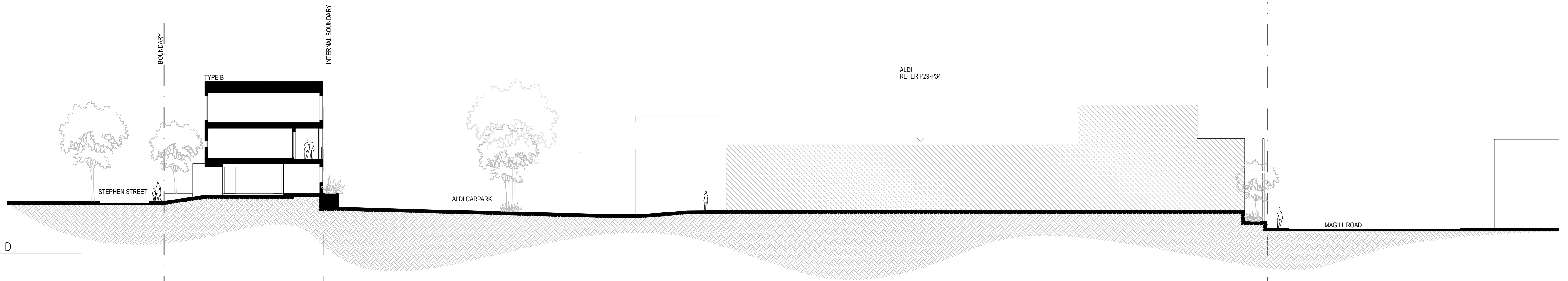
SECTION B  
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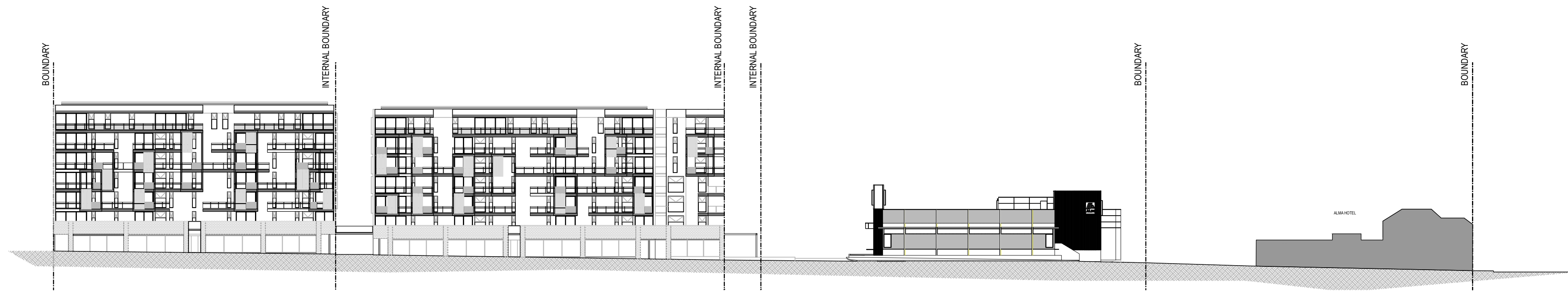
SECTION C  
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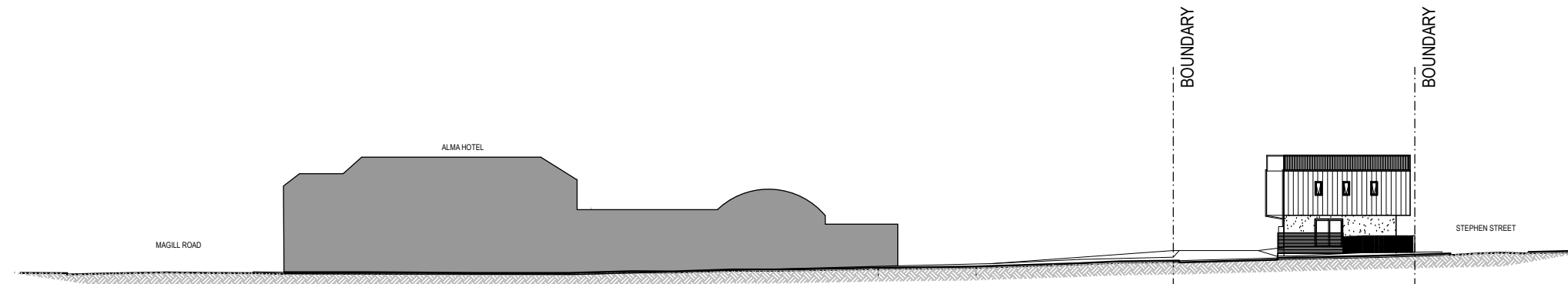
SECTION D  
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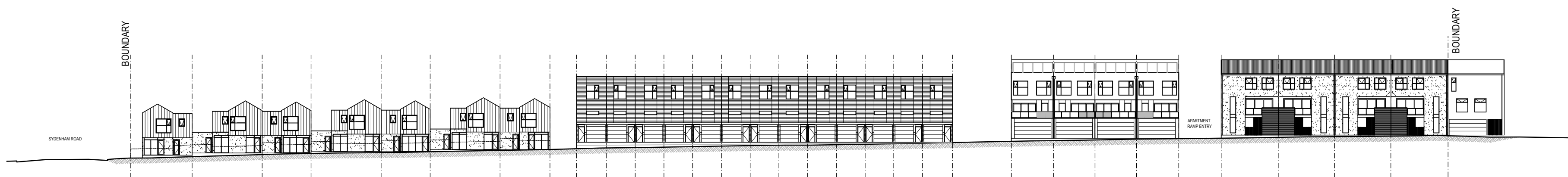




MAGILL ROAD ELEVATION (NORTH)  
1:500 @ A1

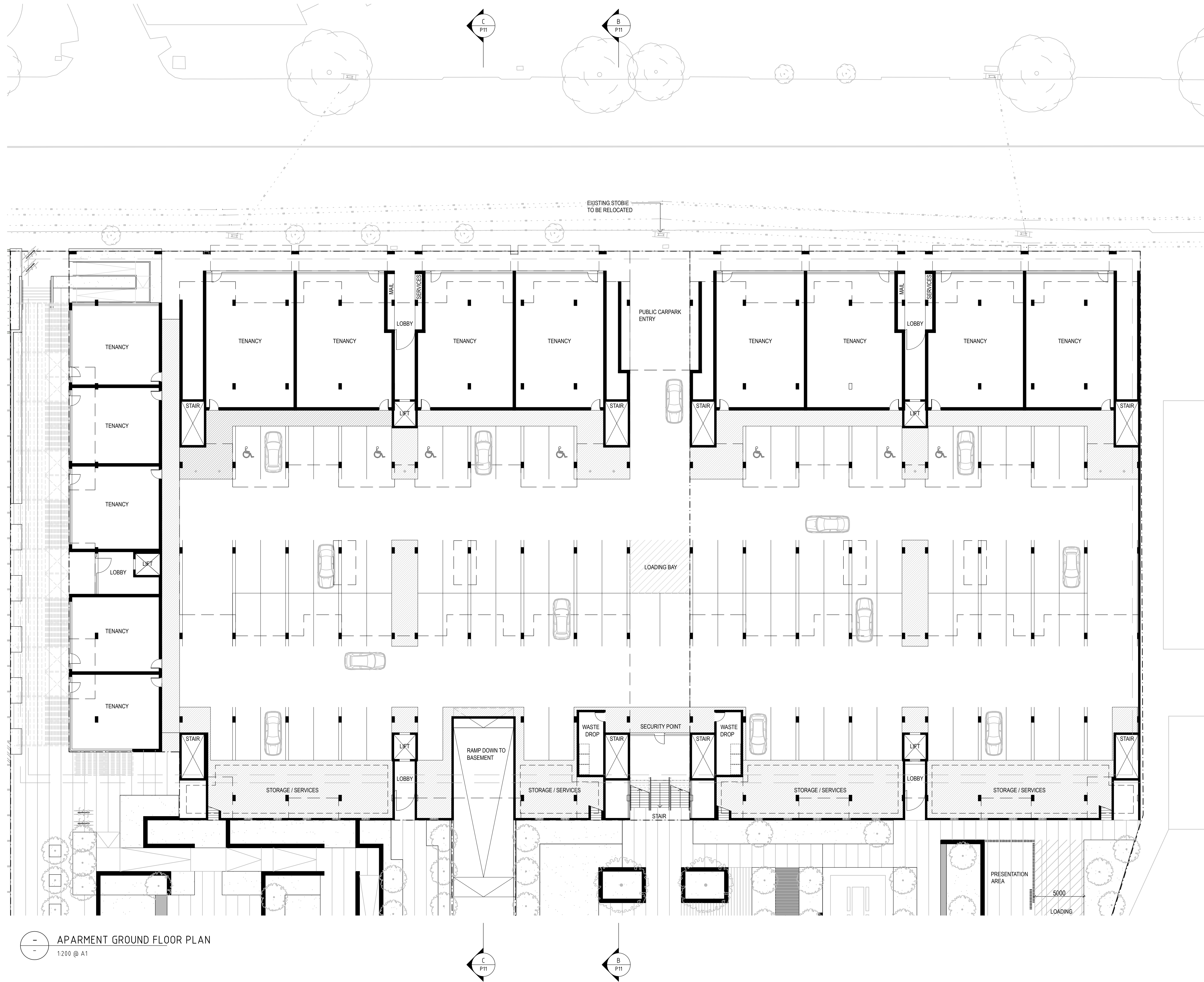


SYDENHAM STREET ELEVATION (WEST)  
1:500 @ A1



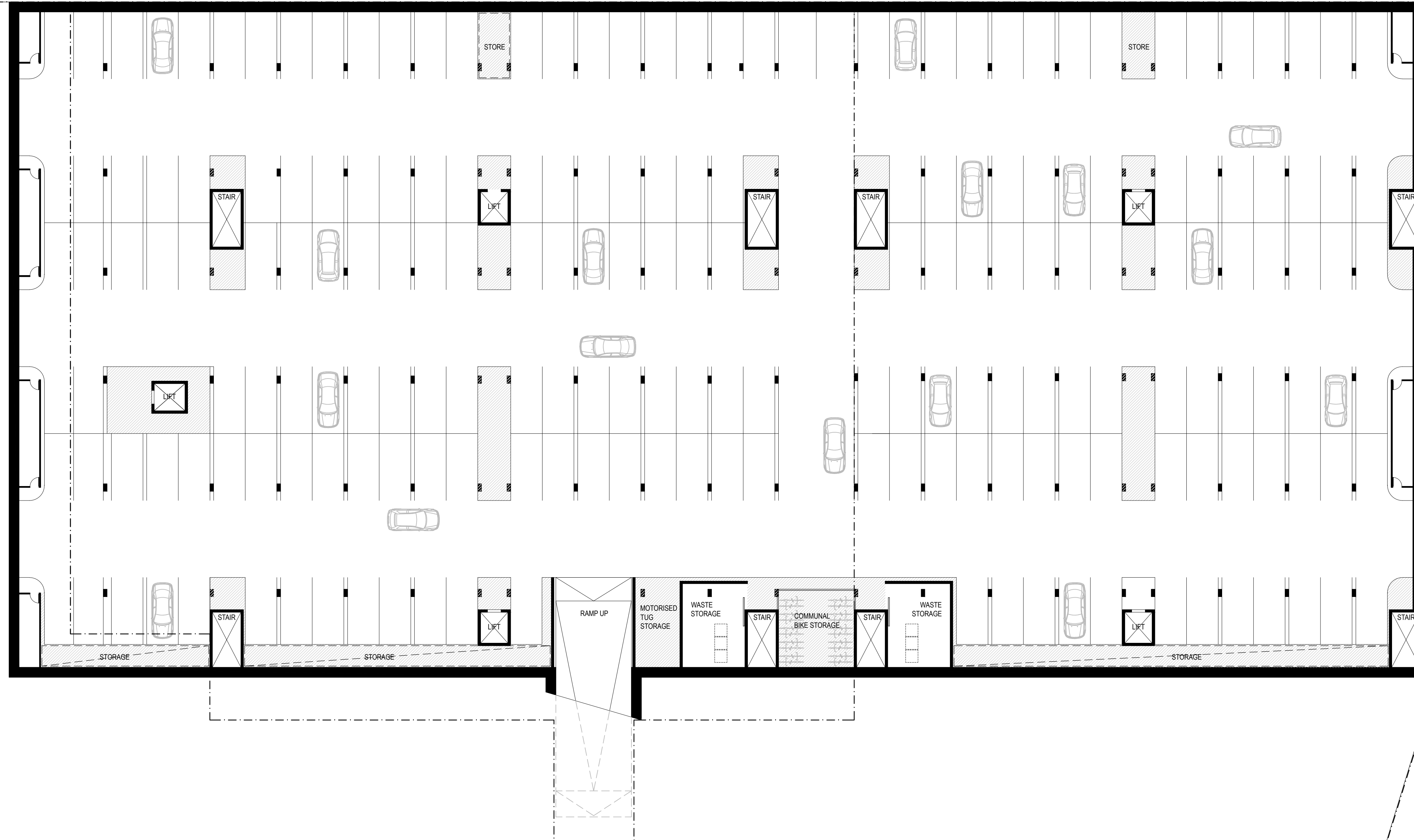
STEPHEN STREET ELEVATION (SOUTH)  
1:500 @ A1





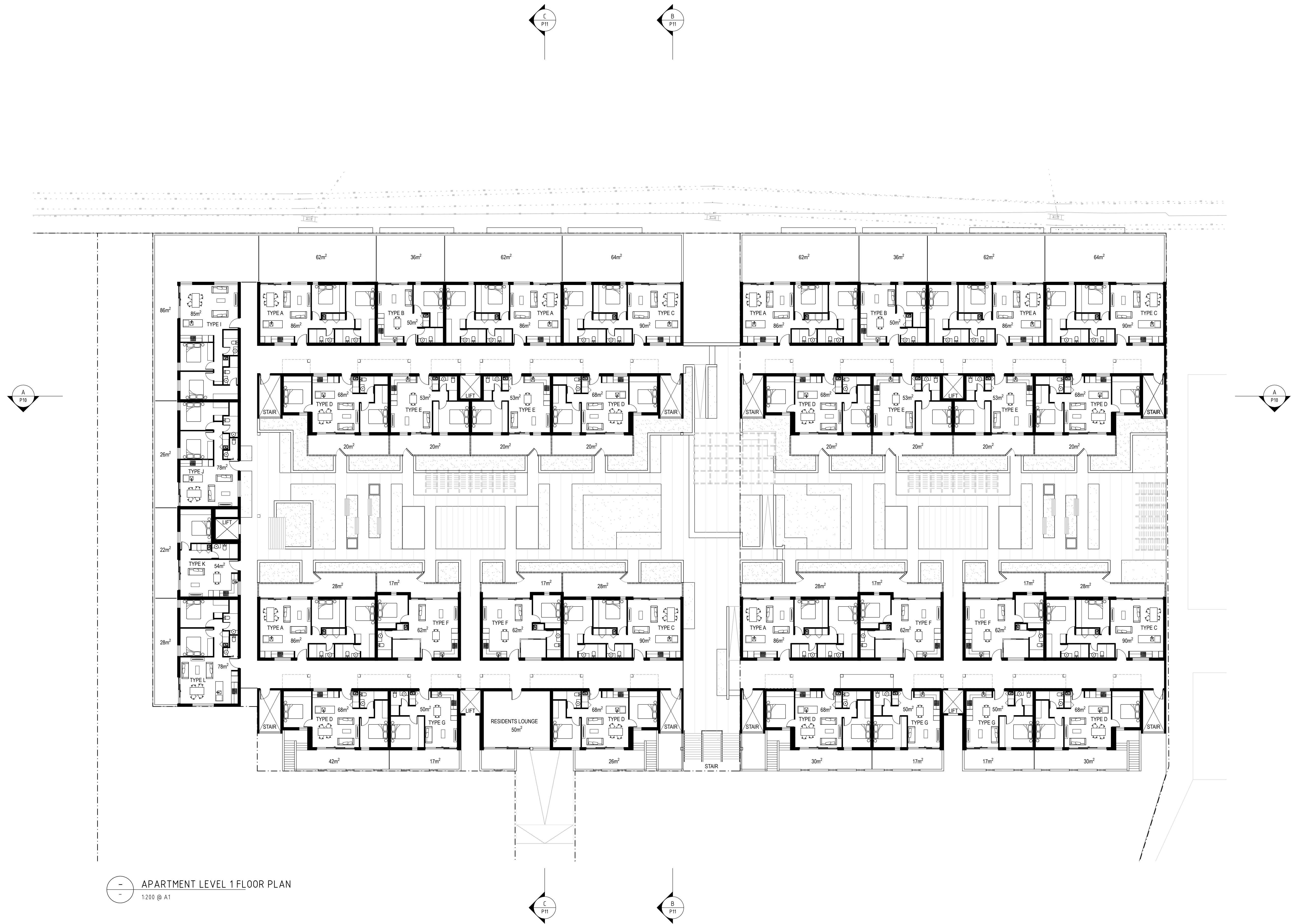
APARMENT GROUND FLOOR PLAN  
1:200 @ A1





APARTMENT BASEMENT FLOOR PLAN  
1:200 @ A1















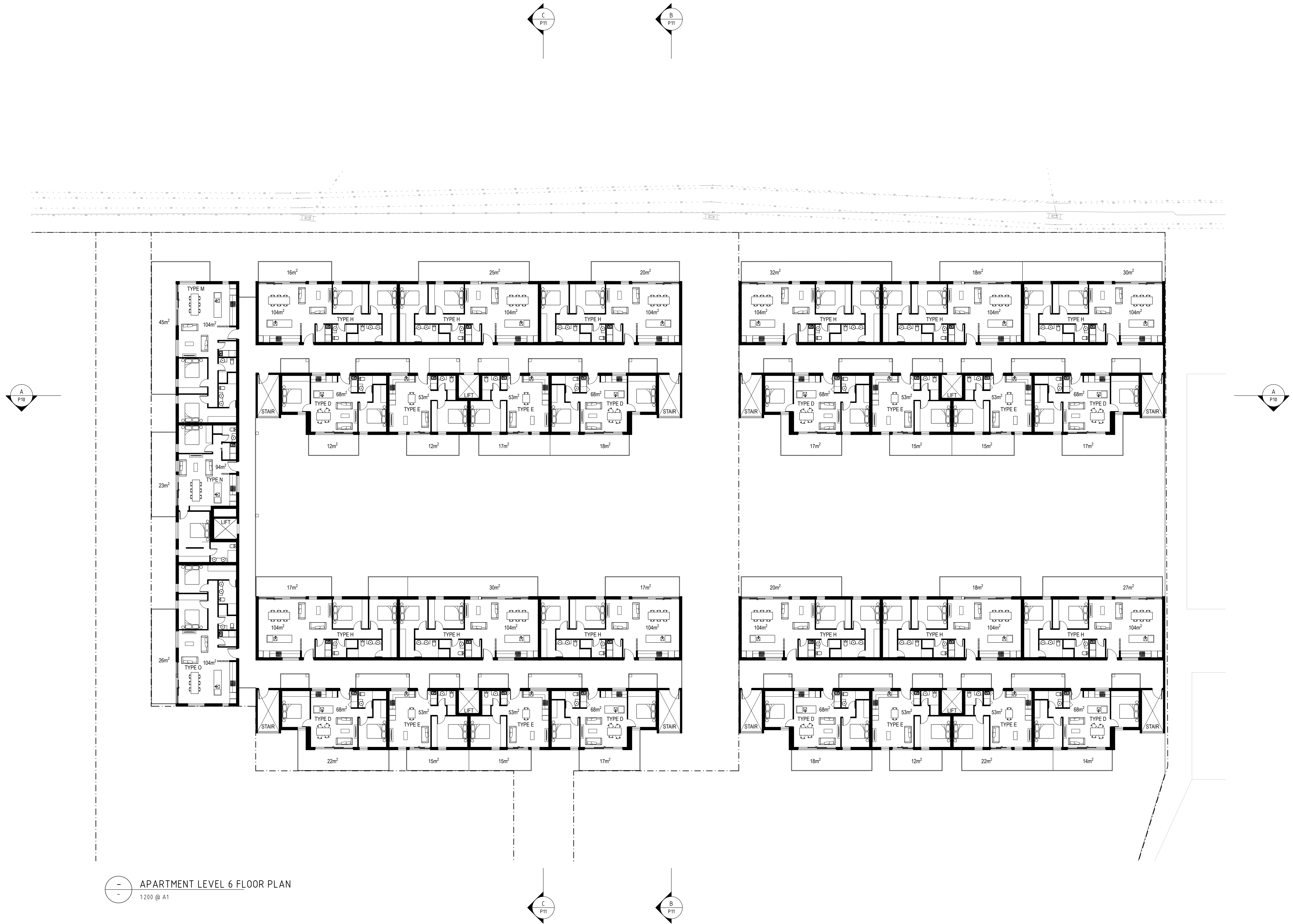


APARTMENT LEVEL 4 FLOOR PLAN  
1:200 @ A1



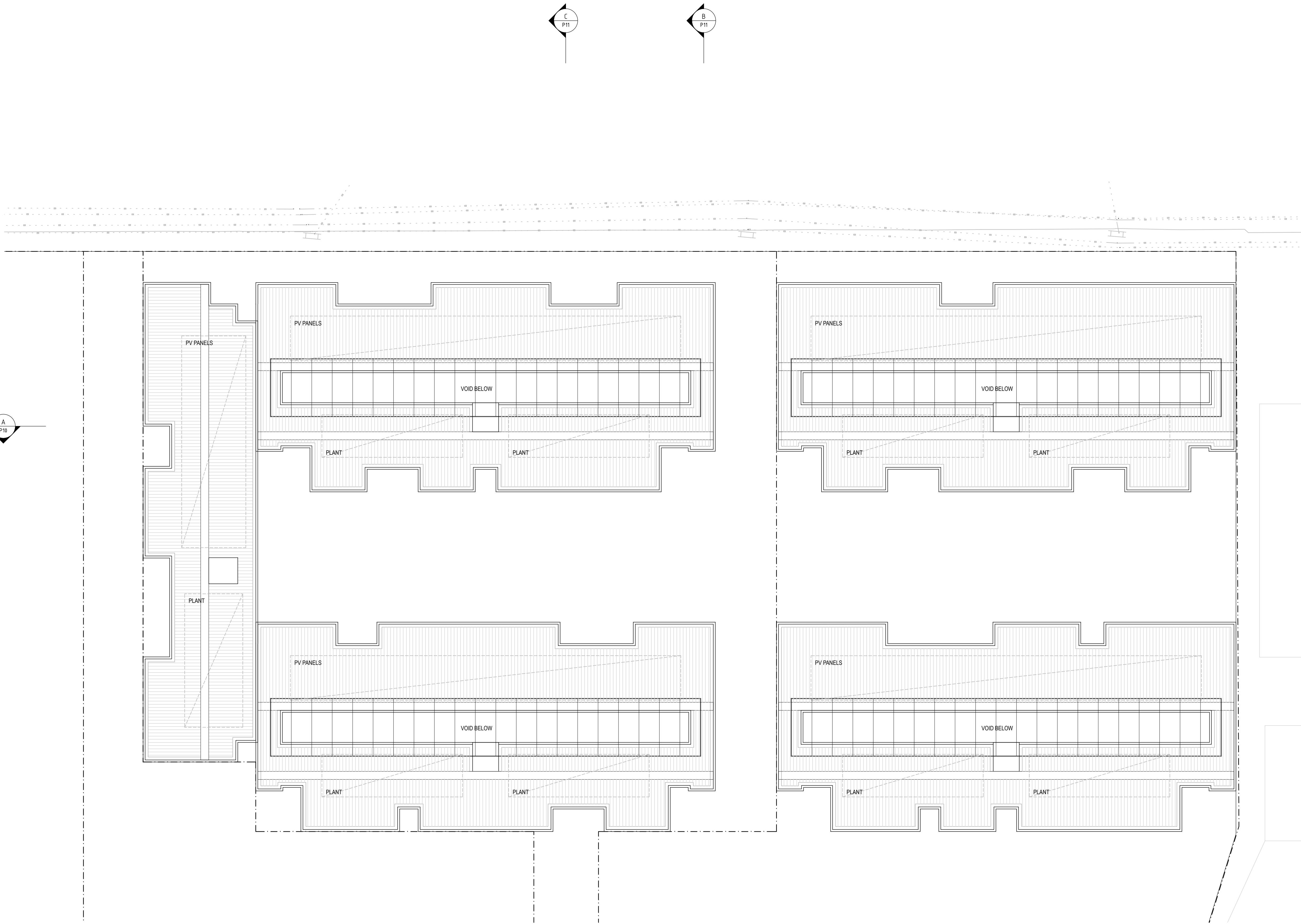






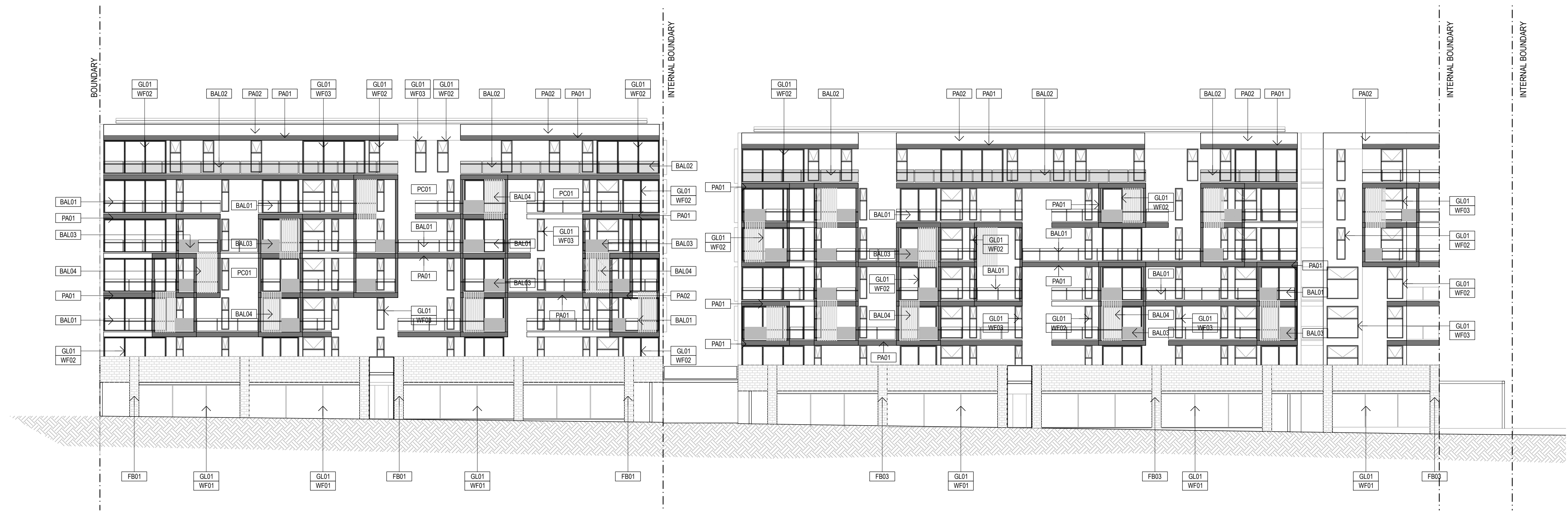
APARTMENT LEVEL 6 FLOOR PLAN  
1:200 @ A1





APARTMENT ROOF PLAN  
1:200 @ A1





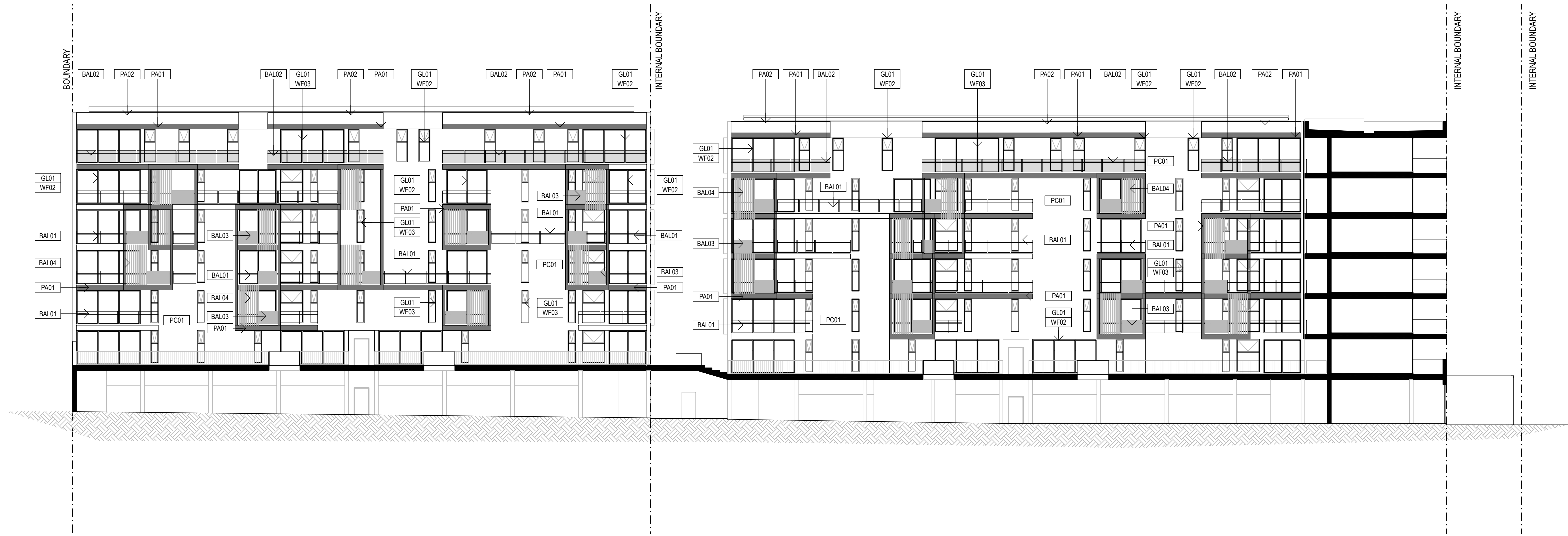
NORTH ELEVATION (MAGILL)  
1:200 @ A1

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 2 (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)
T01	TIMBER 1 (SPOTTED GUM)
T02	TIMBER 2 (PAINTED)



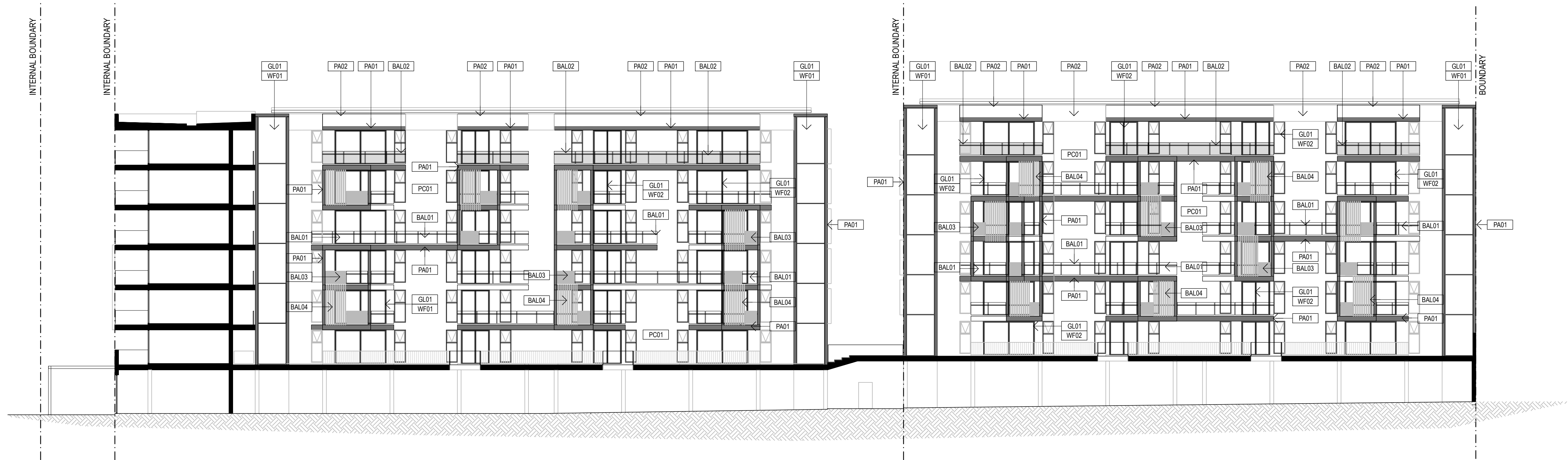
SOUTH ELEVATION  
1:200 @ A1





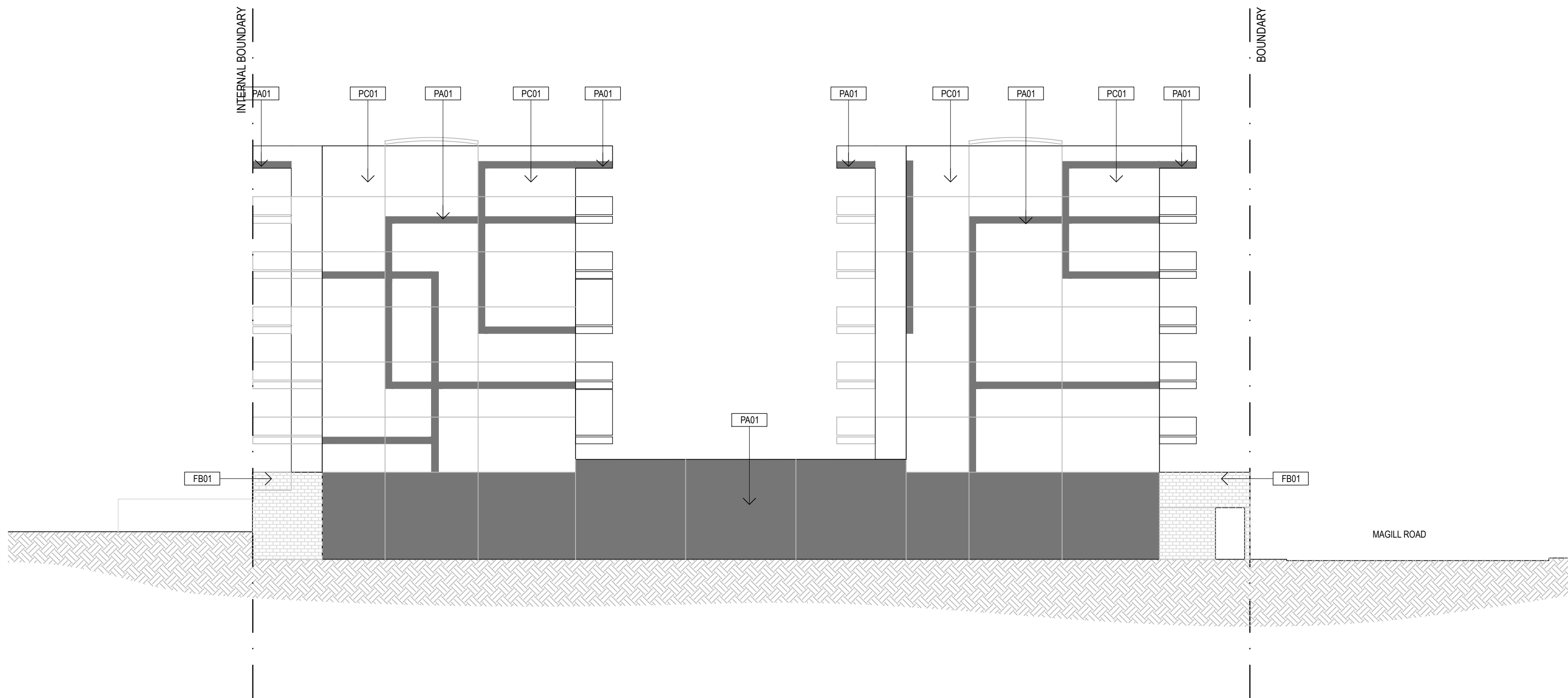
NORTH ELEVATION (INTERNAL)  
1:200 @ A1

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 BRICK 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)
T101	TIMBER 1 (SPOTTED GUM)
T102	TIMBER 2 (PAINTED)

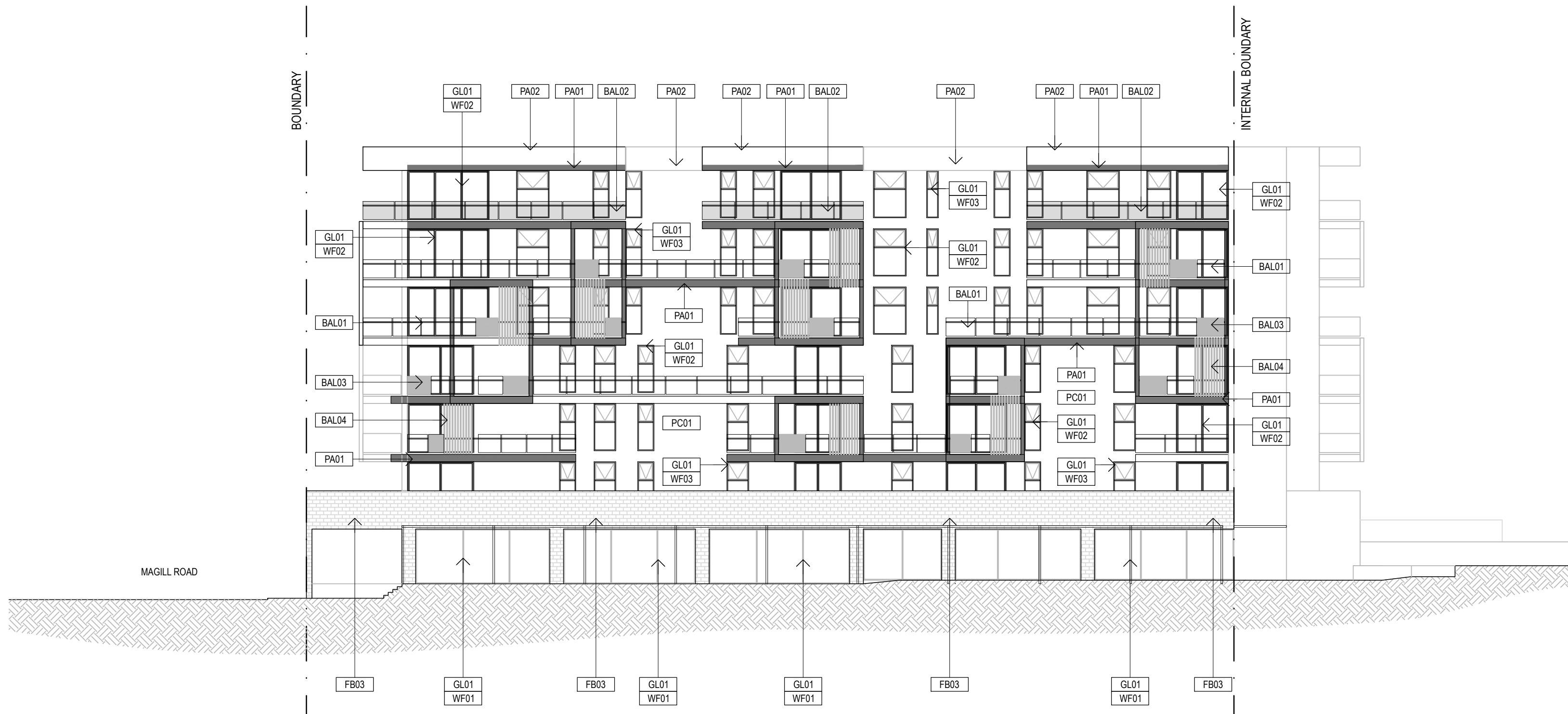


SOUTH ELEVATION (INTERNAL)  
1:200 @ A1





EAST ELEVATION  
1:200 @ A1

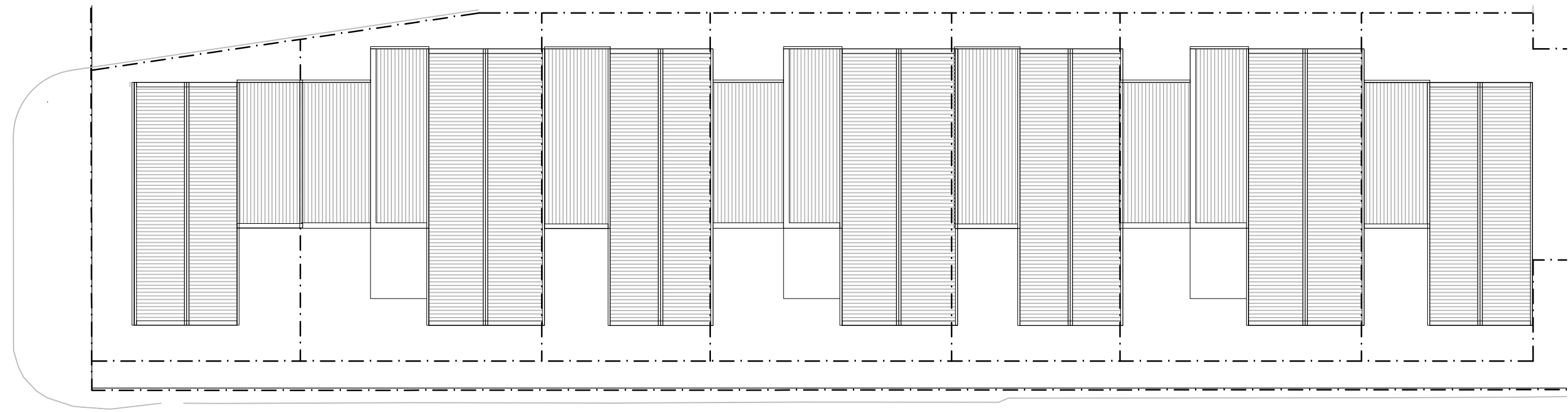


WEST ELEVATION  
1:200 @ A1

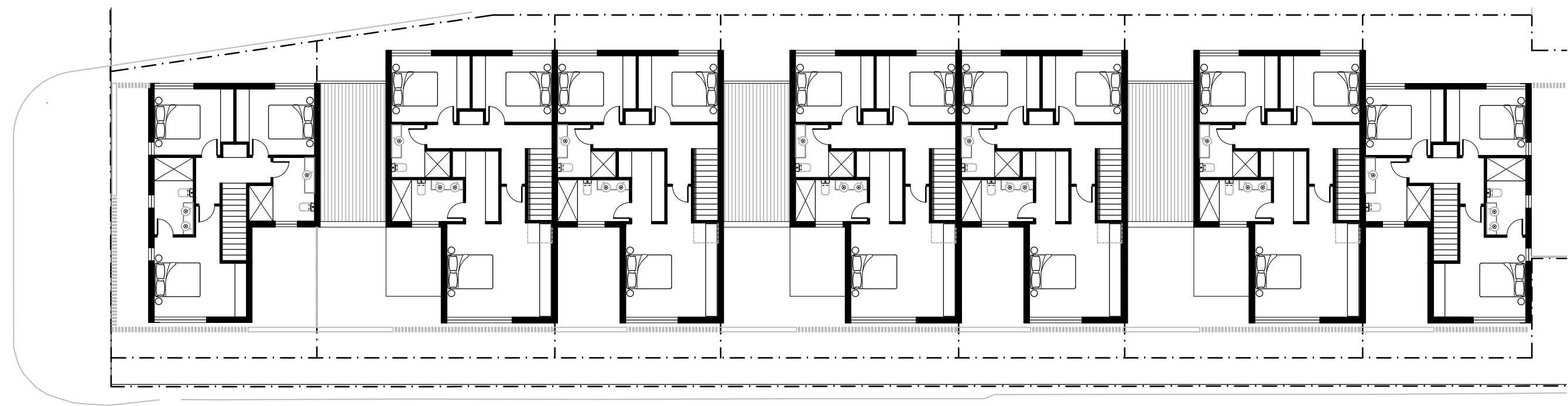
#### ELEVATIONS LEGEND

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 (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)
T101	TIMBER 1 (SPOTTED GUM)
T102	TIMBER 2 (PAINTED)

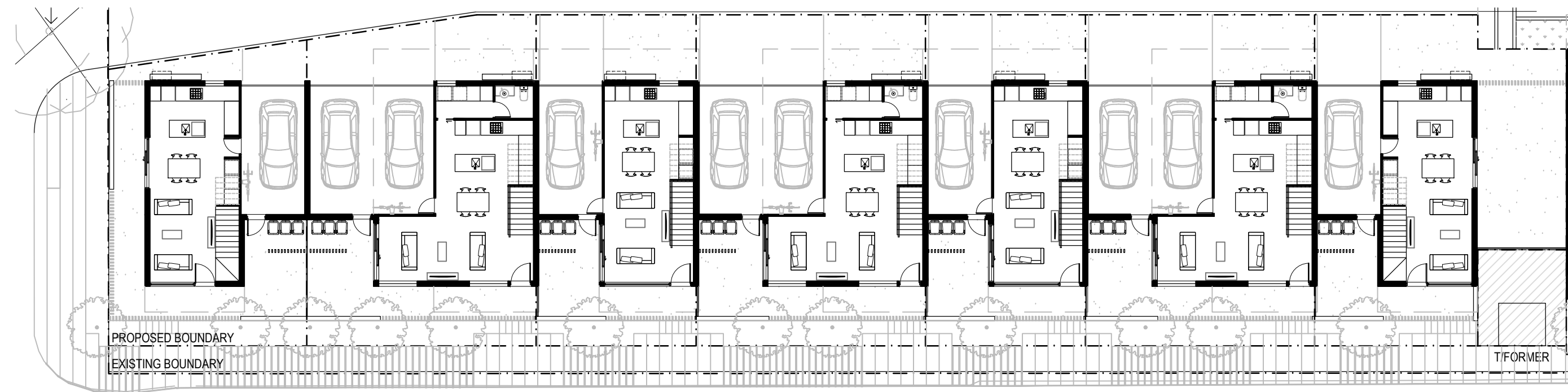




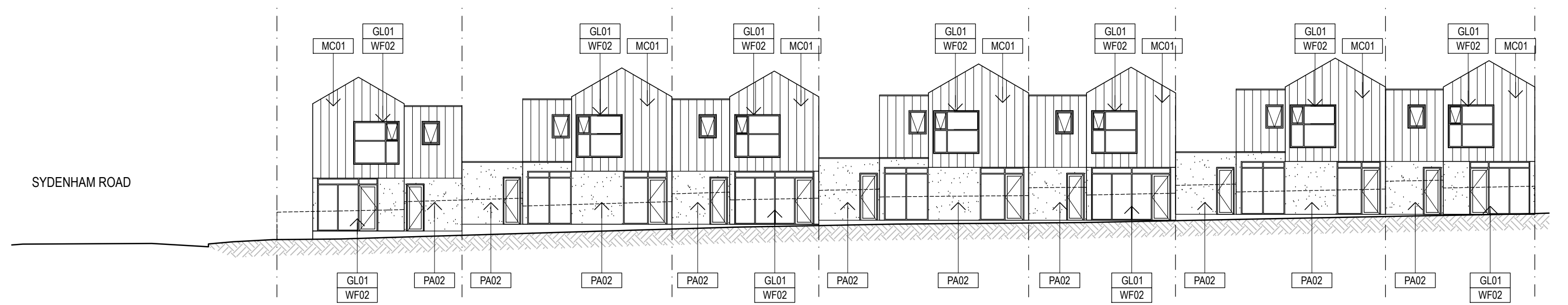
ROOF PLAN  
1:200 @ A1



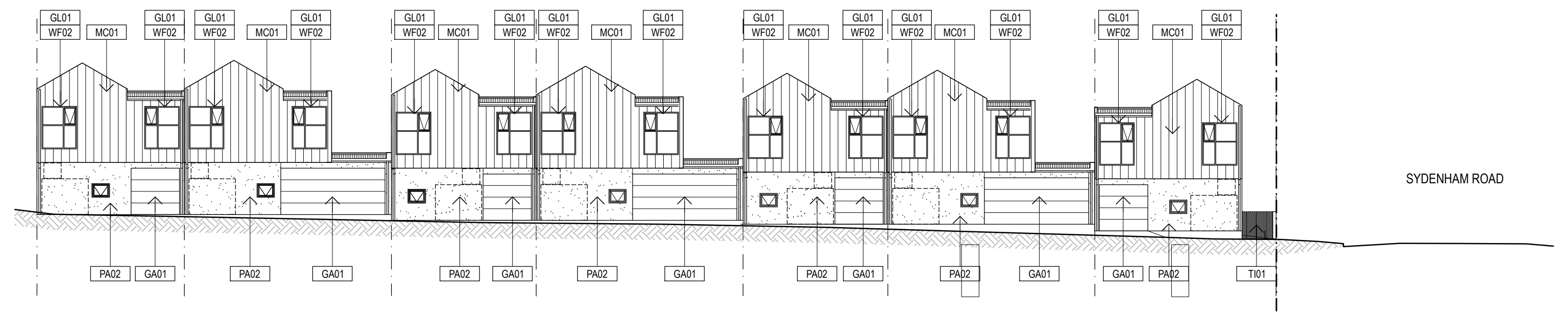
LEVEL 1 FLOOR PLAN  
1:200 @ A1



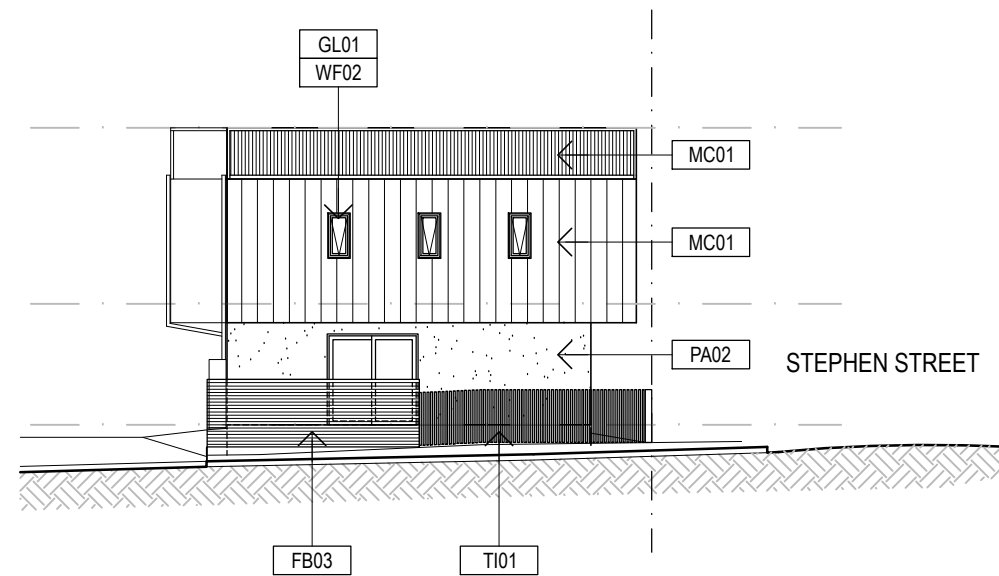
GROUND FLOOR PLAN  
1:200 @ A1



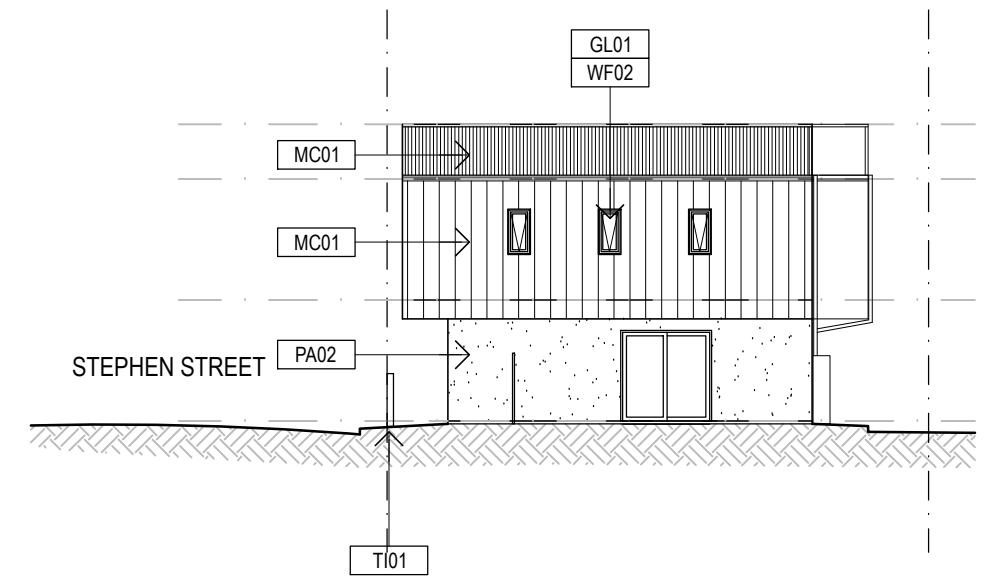
SOUTH ELEVATION (STEPHEN STREET)  
1:200 @ A1



NORTH ELEVATION  
1:200 @ A1



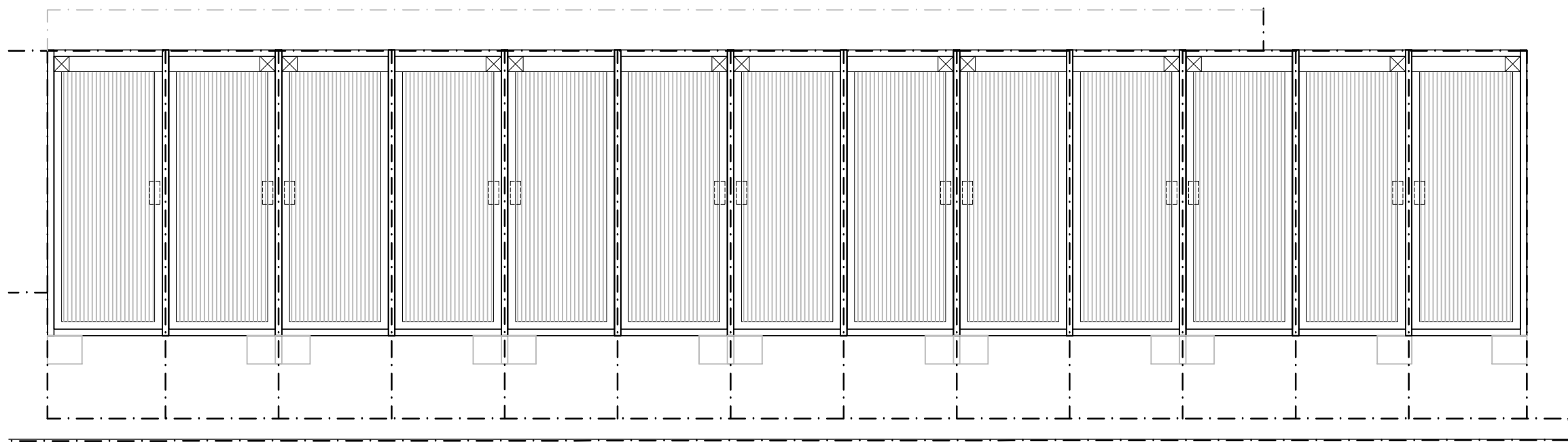
WEST ELEVATION (SYDENHAM ROAD)  
1:200 @ A1



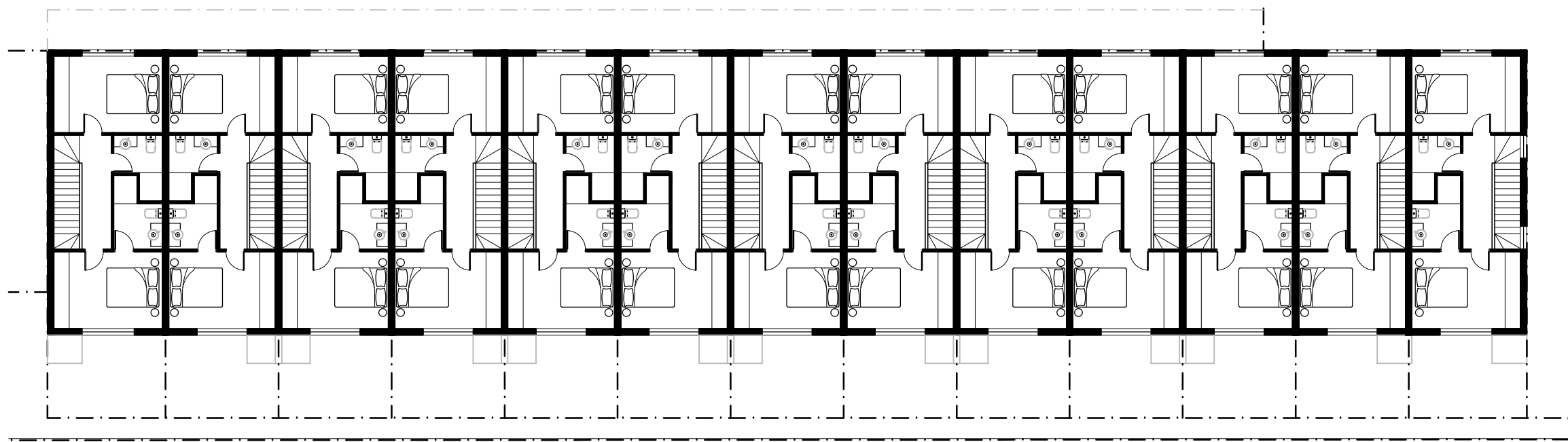
EAST ELEVATION  
1:200 @ A1

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 3 (HERITAGE GALV)
MC04	METAL CLADDING 4 (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)

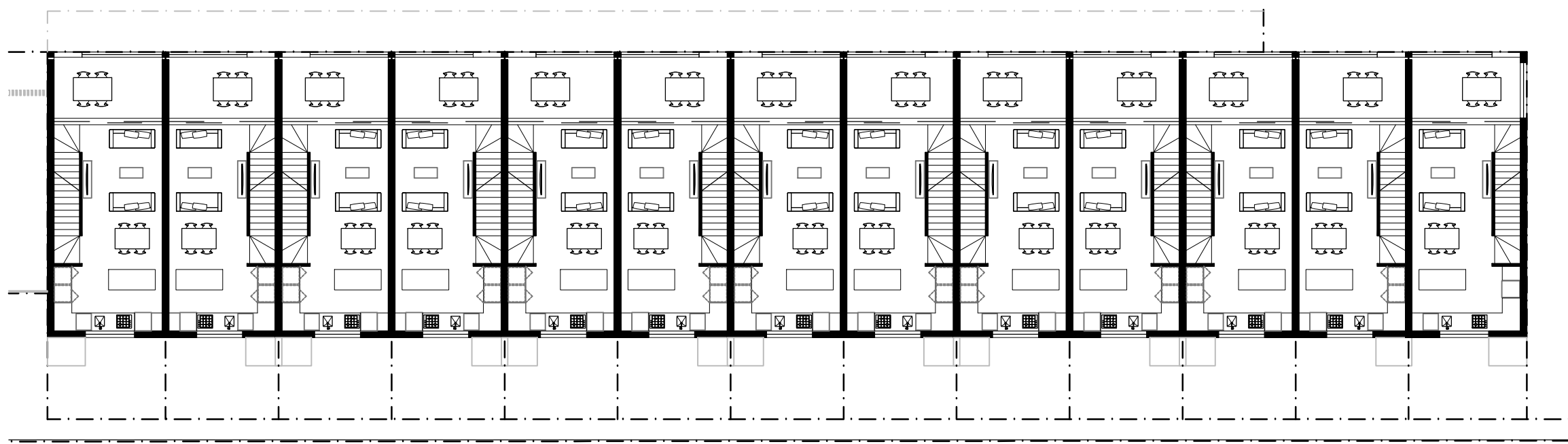




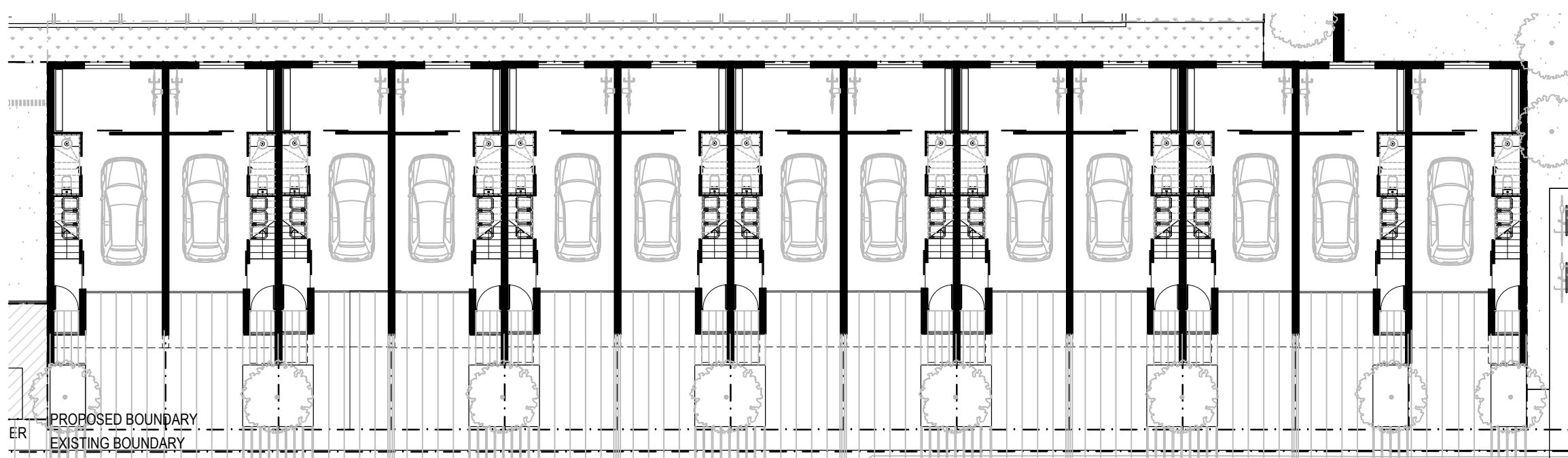
ROOF PLAN  
1:200 @ A1



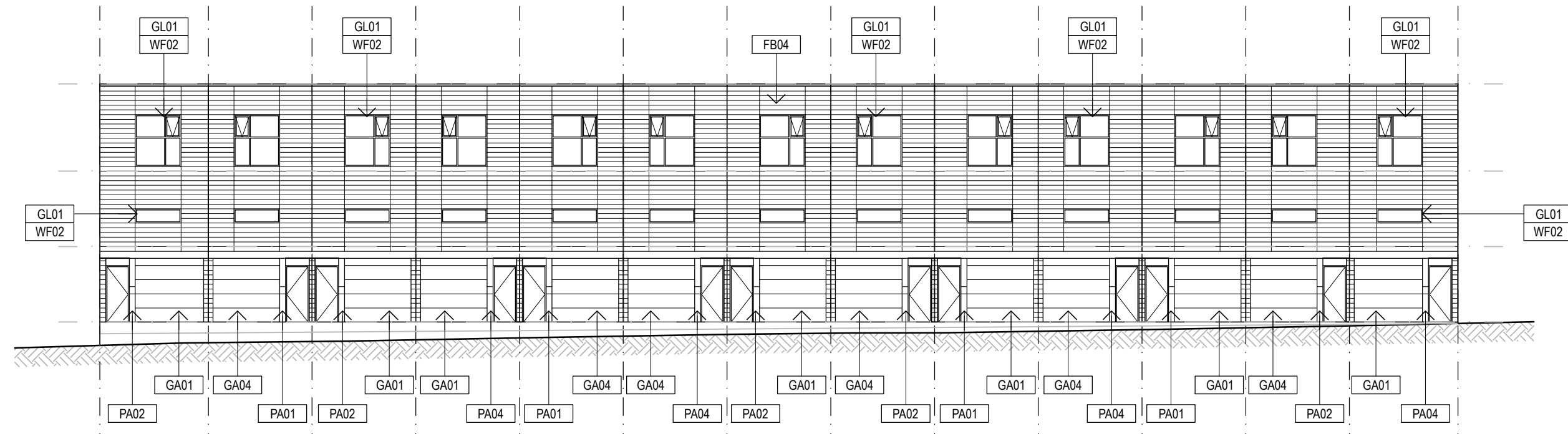
LEVEL 2 FLOOR PLAN  
1:200 @ A1



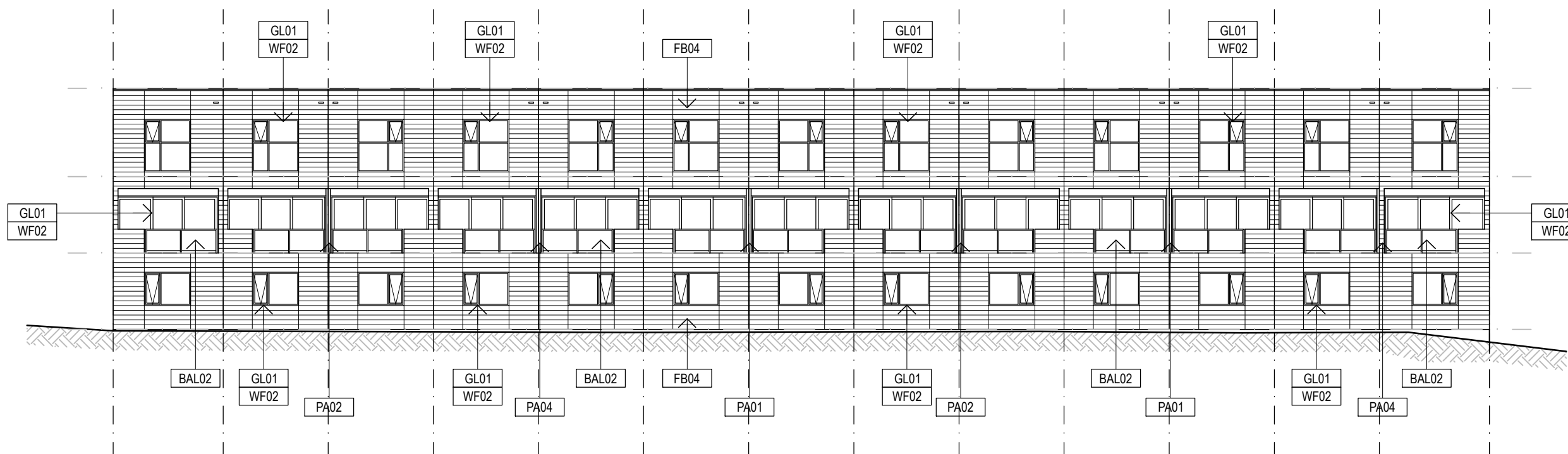
LEVEL 1 FLOOR PLAN  
1:200 @ A1



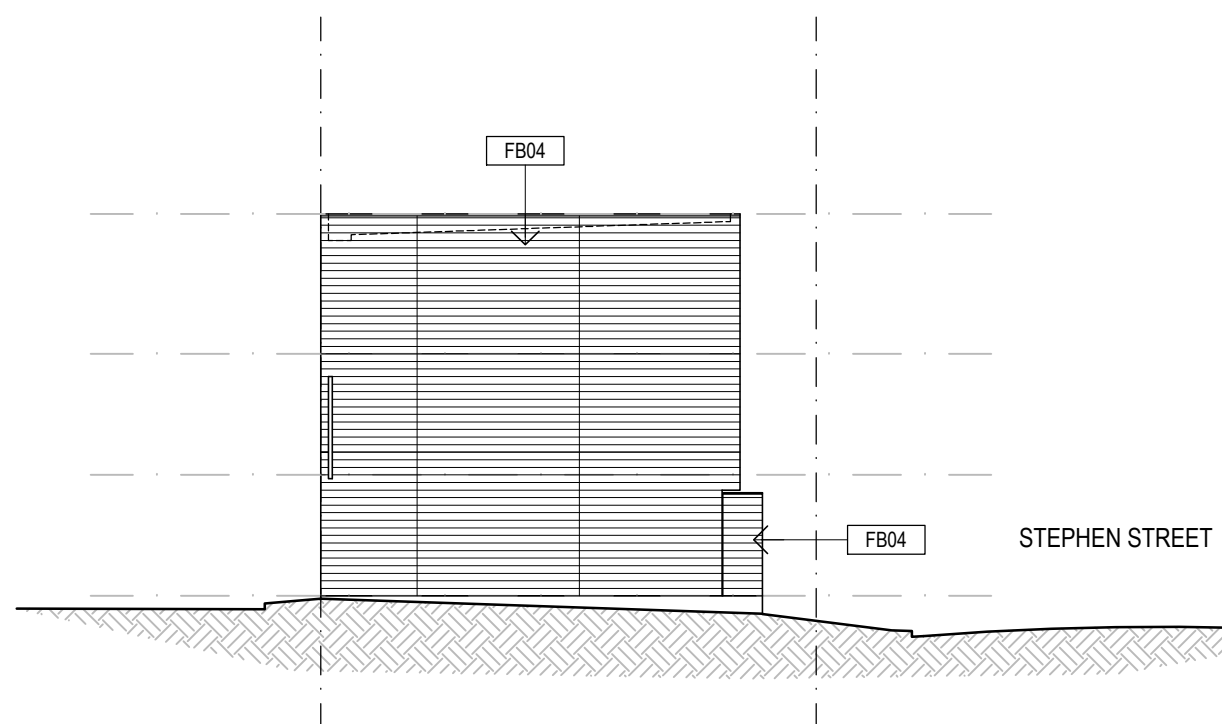
GROUND FLOOR PLAN  
1:200 @ A1



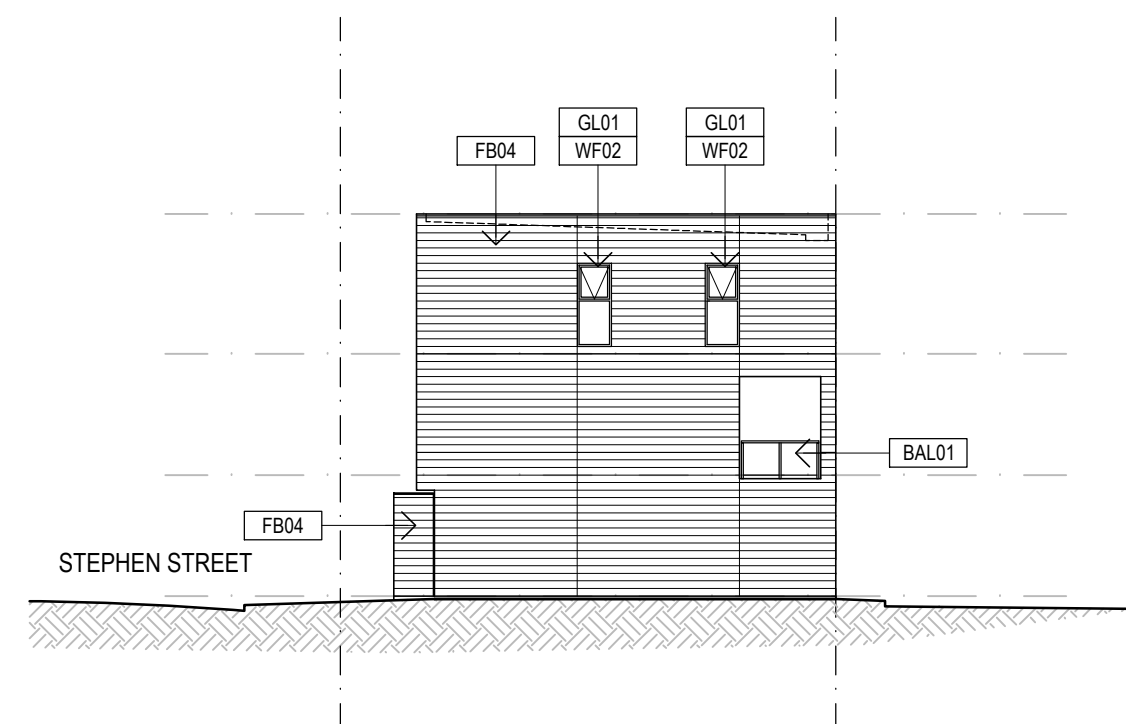
SOUTH ELEVATION (STEPHEN STREET)  
1:200 @ A1



NORTH ELEVATION  
1:200 @ A1



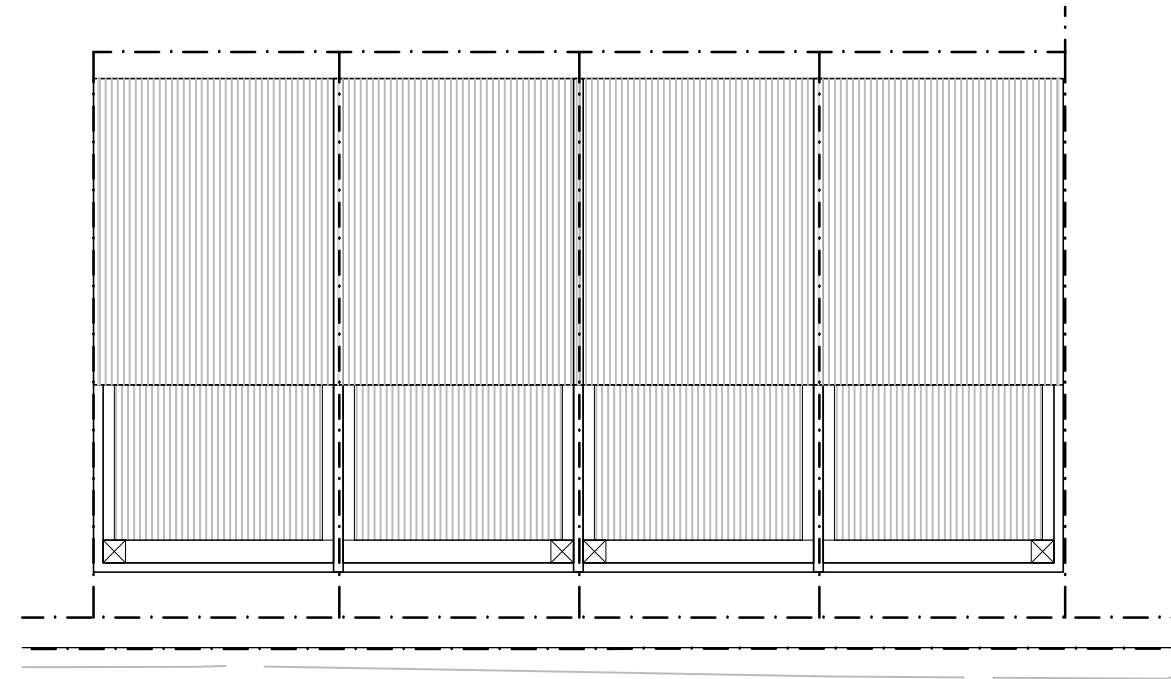
WEST ELEVATION  
1:200 @ A1



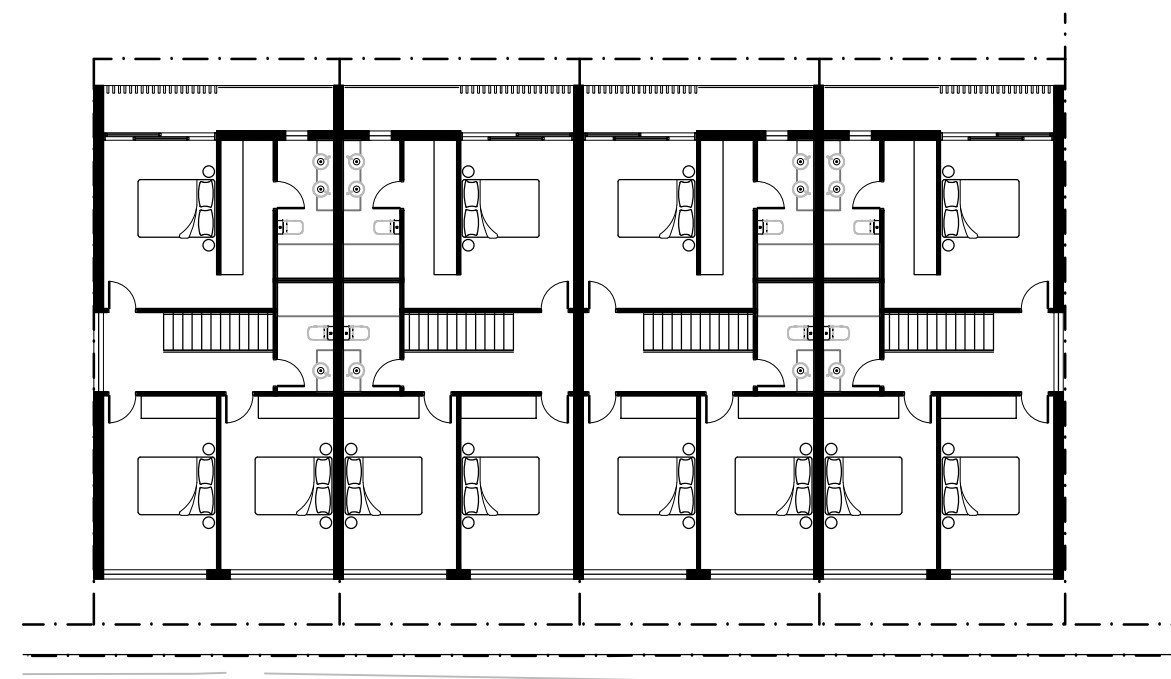
EAST ELEVATION  
1:200 @ A1

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 3 (HERITAGE GALV)
MC04	METAL CLADDING 4 (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)

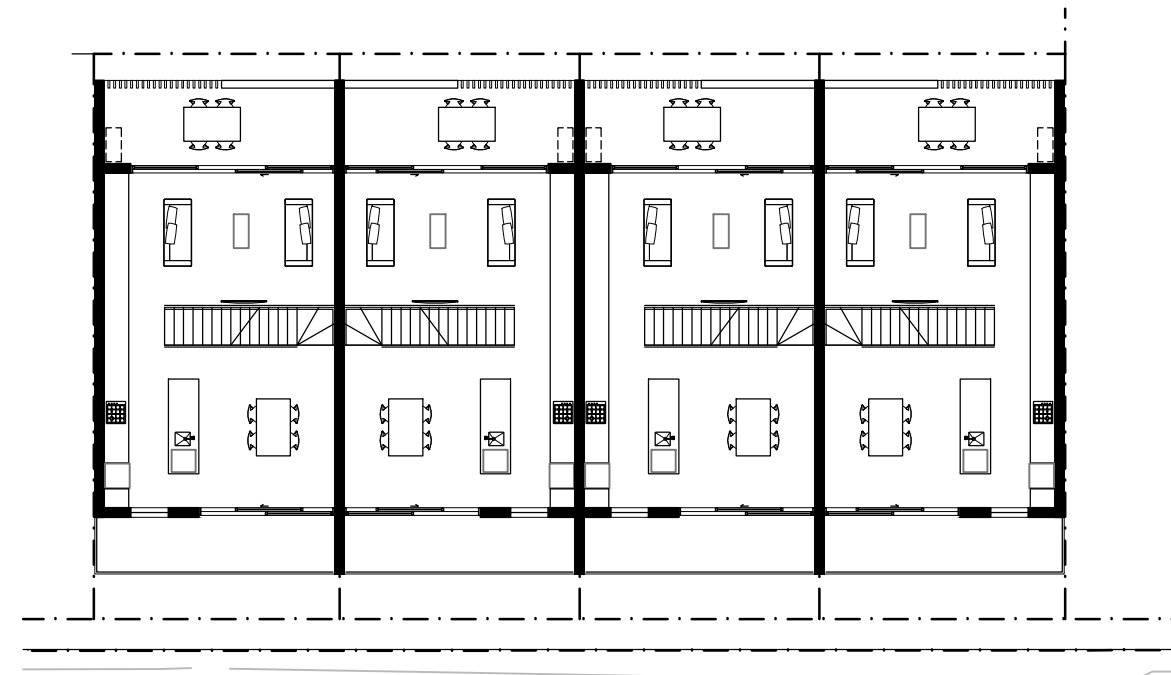




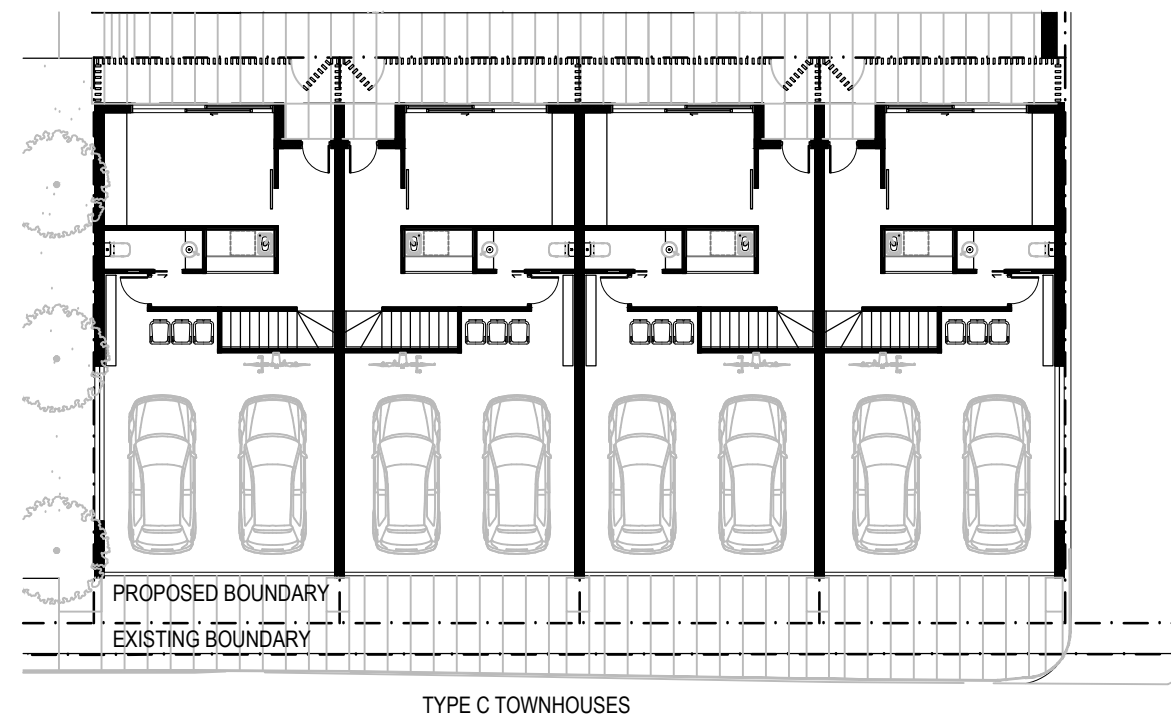
ROOF FLOOR PLAN  
1:200 @ A1



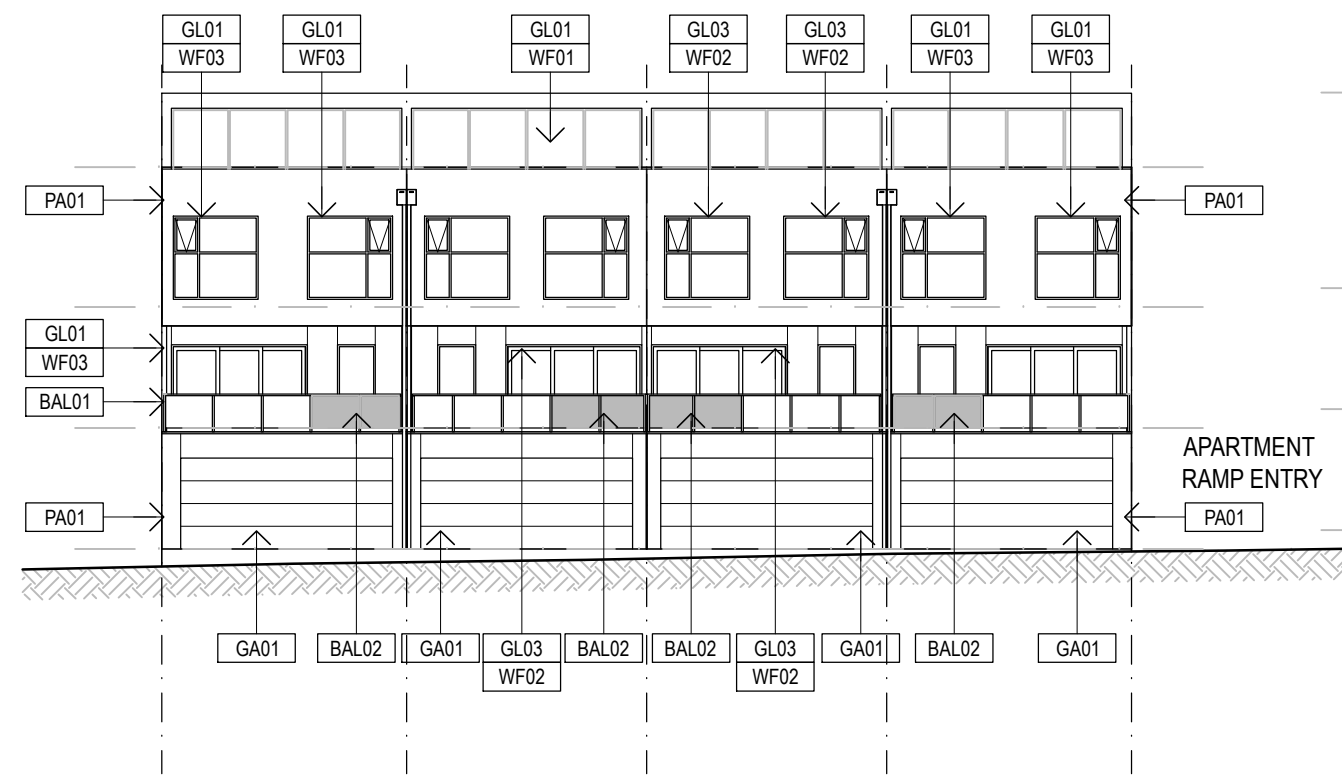
LEVEL 2 FLOOR PLAN  
1:200 @ A1



LEVEL 1 FLOOR PLAN  
1:200 @ A1



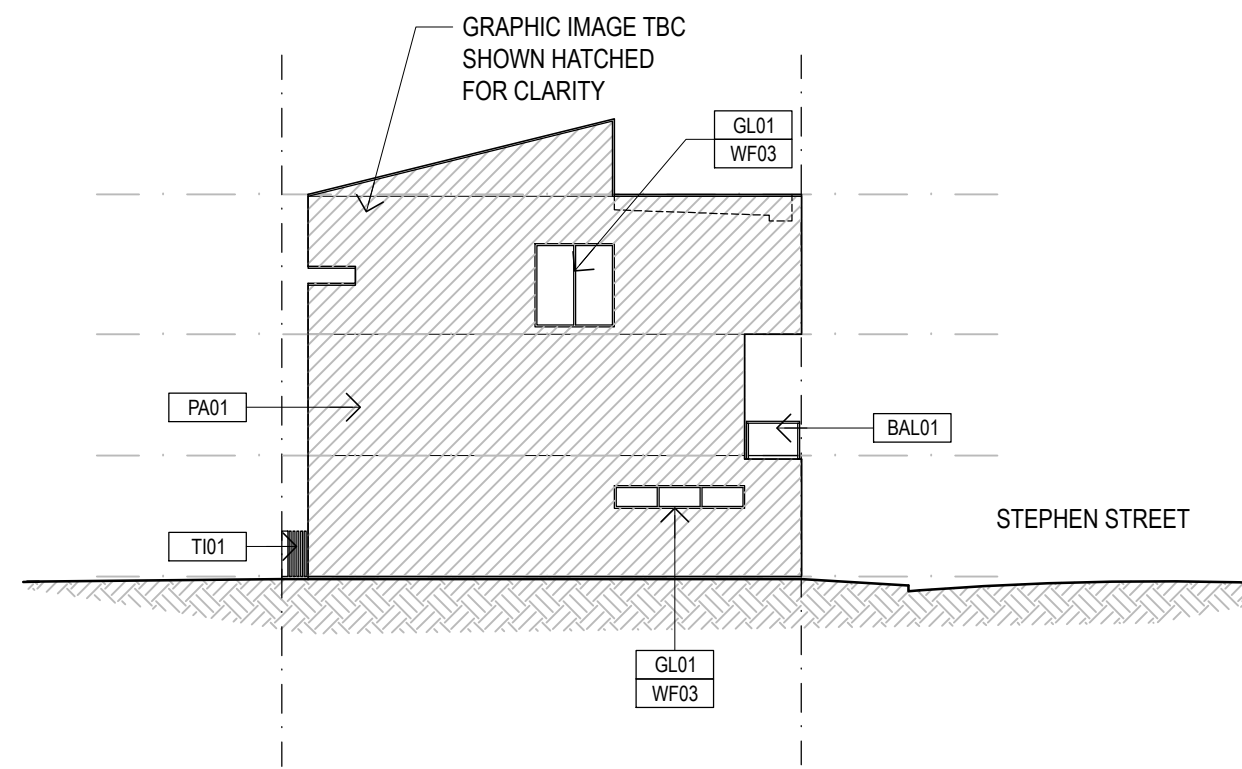
GROUND FLOOR PLAN  
1:200 @ A1



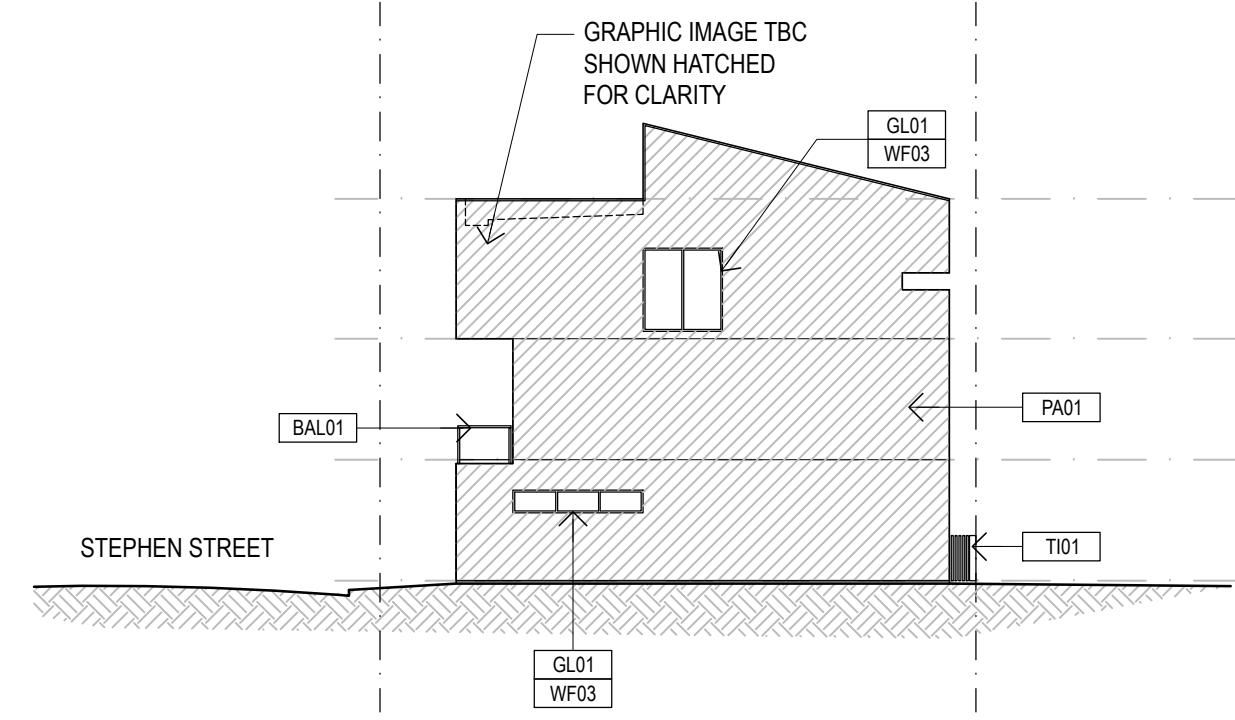
SOUTH ELEVATION (STEPHEN STREET)  
1:200 @ A1



NORTH ELEVATION  
1:200 @ A1



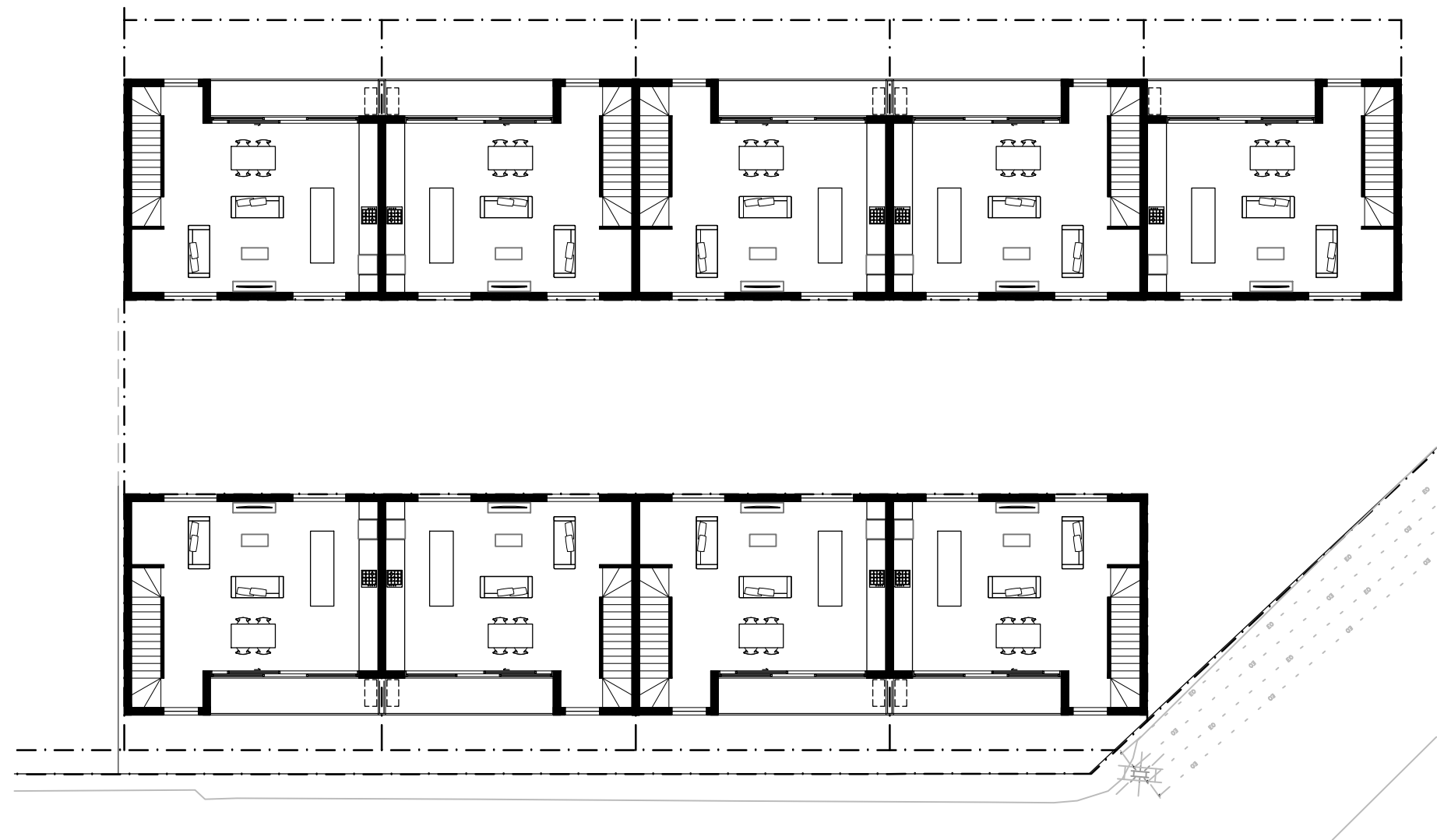
WEST ELEVATION  
1:200 @ A1



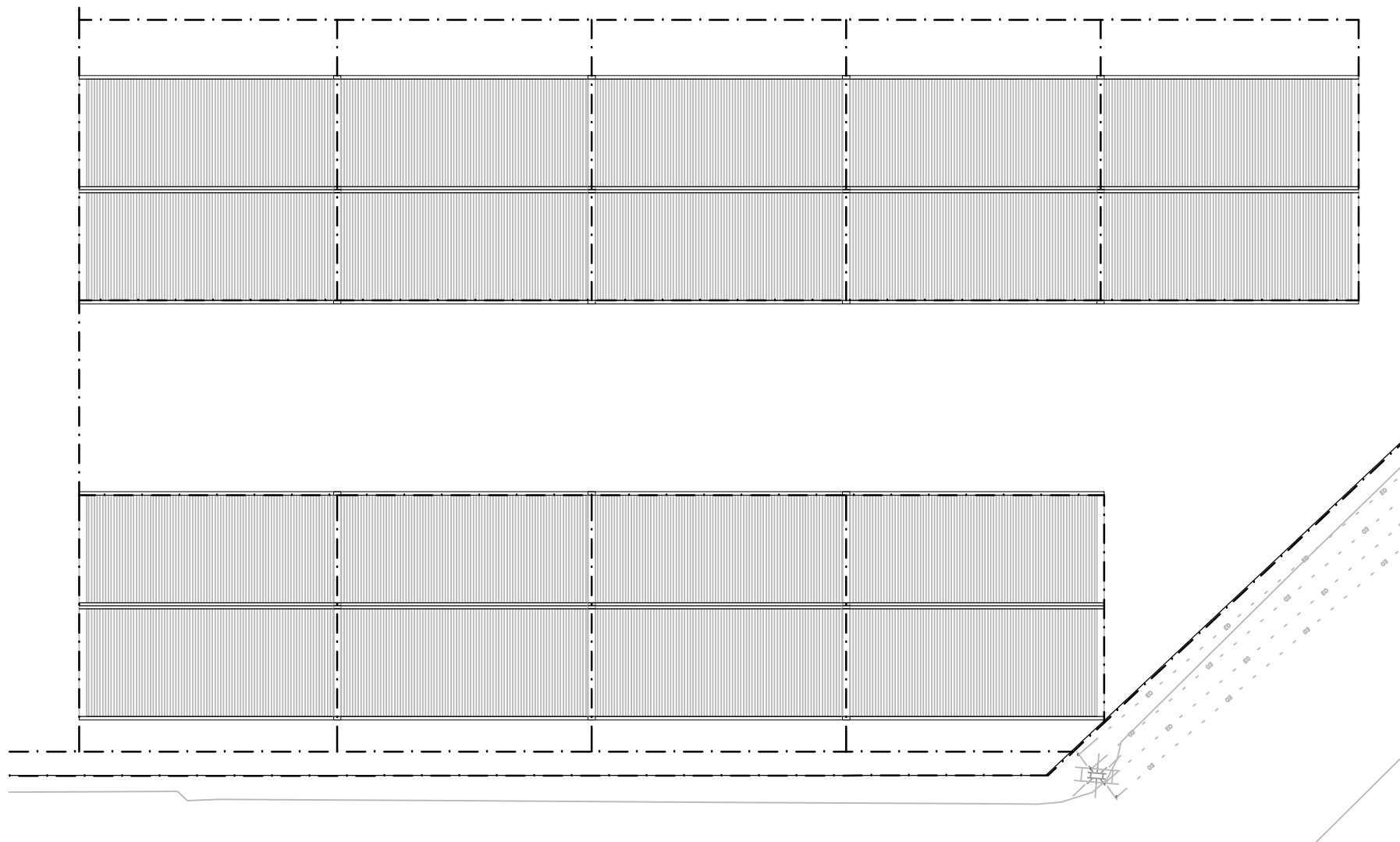
EAST ELEVATION  
1:200 @ A1

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)
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)

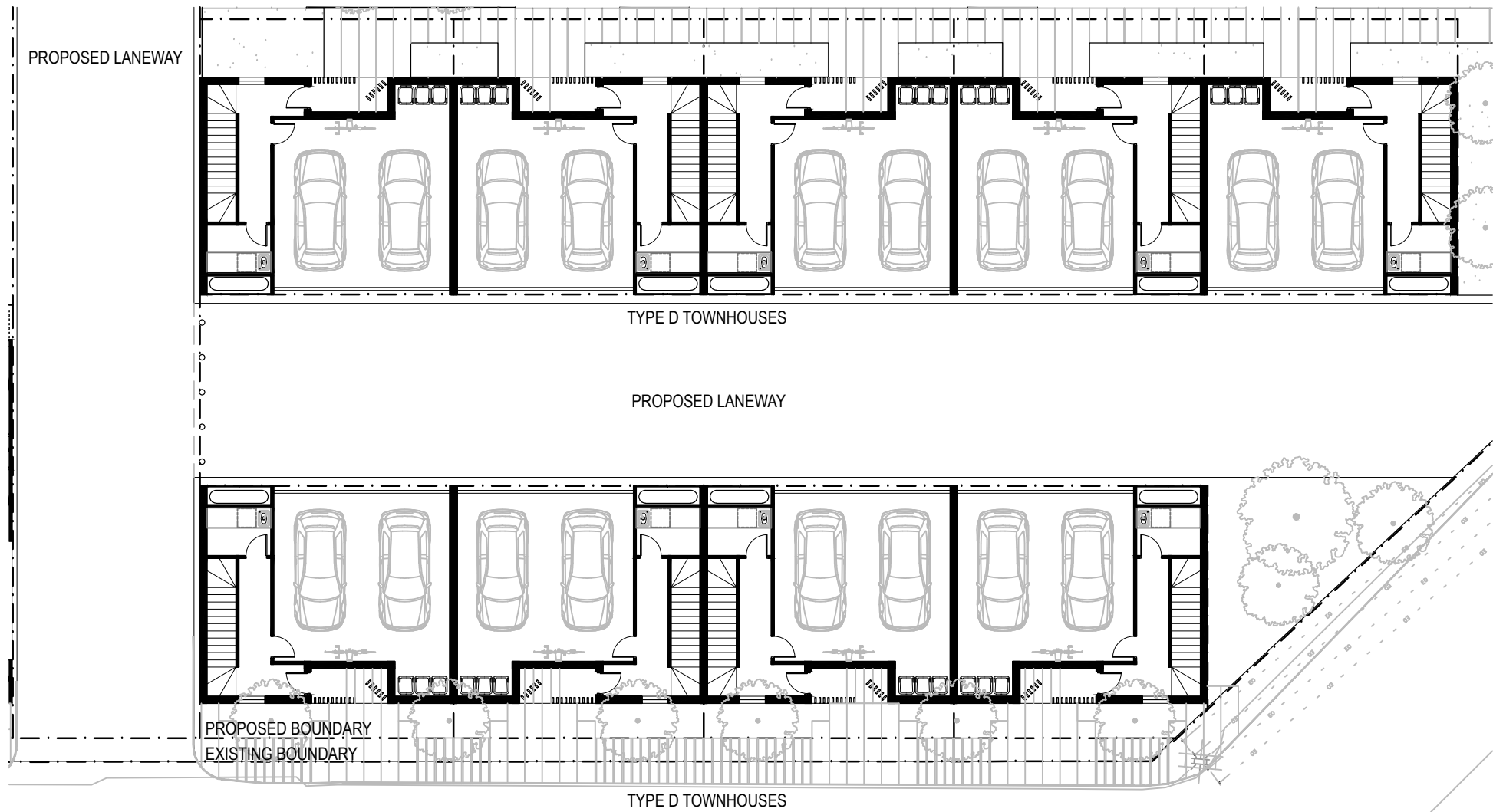




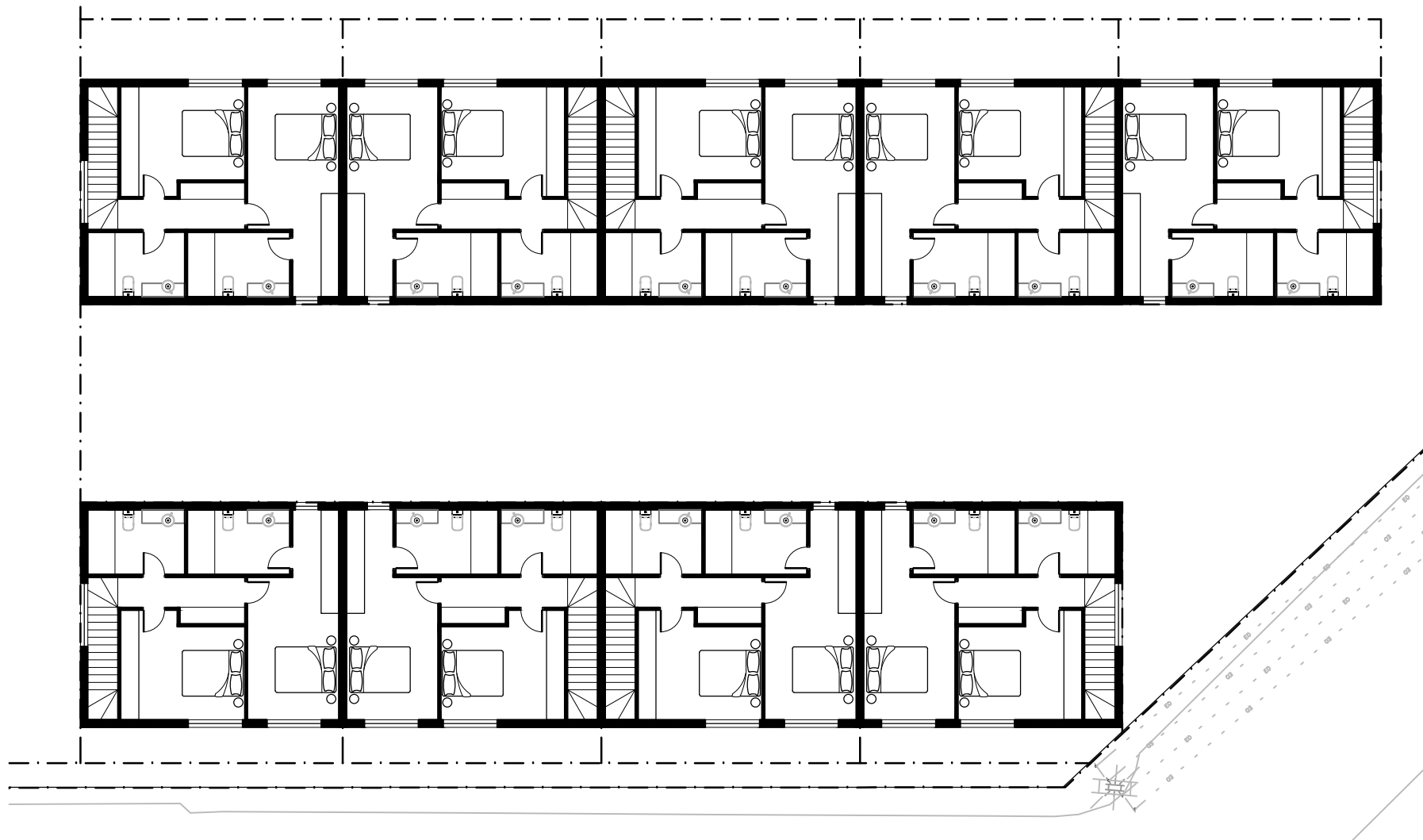
LEVEL 1 FLOOR PLAN  
1:200 @ A1



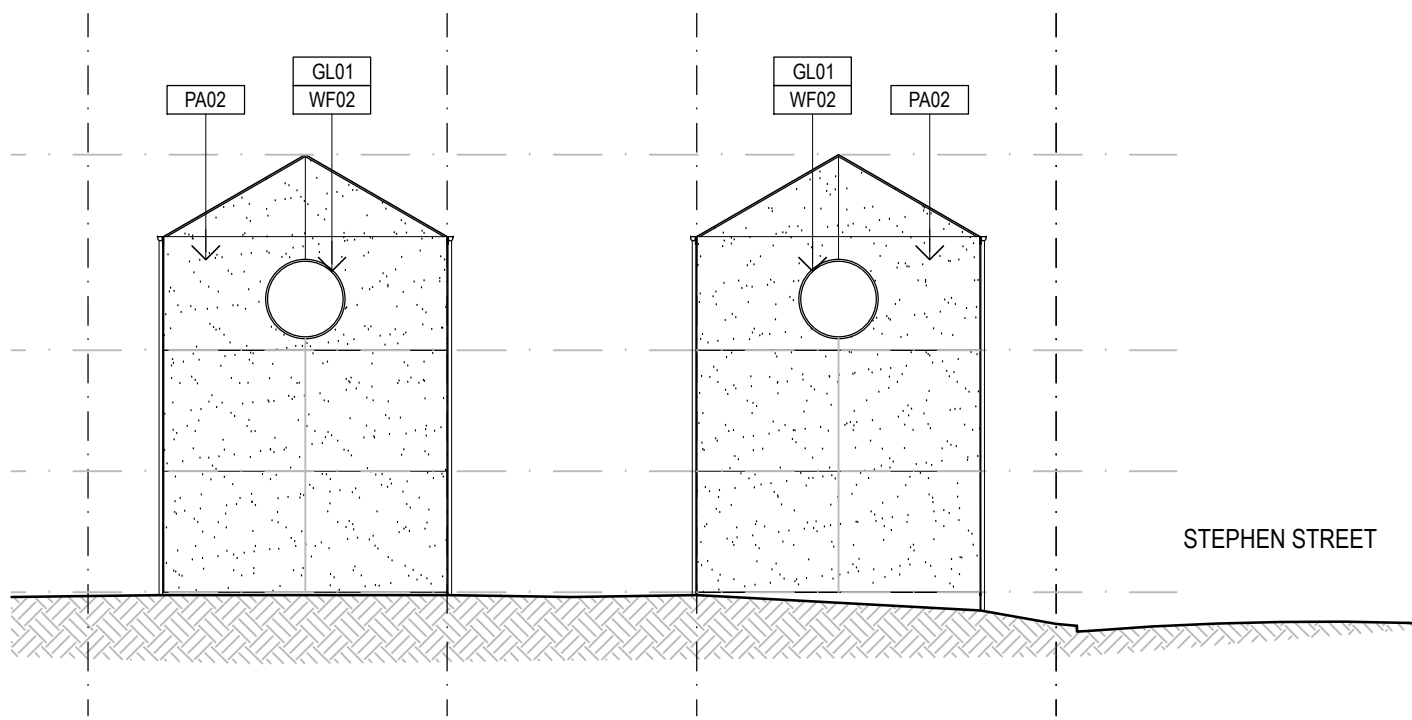
ROOF FLOOR PLAN  
1:200 @ A1



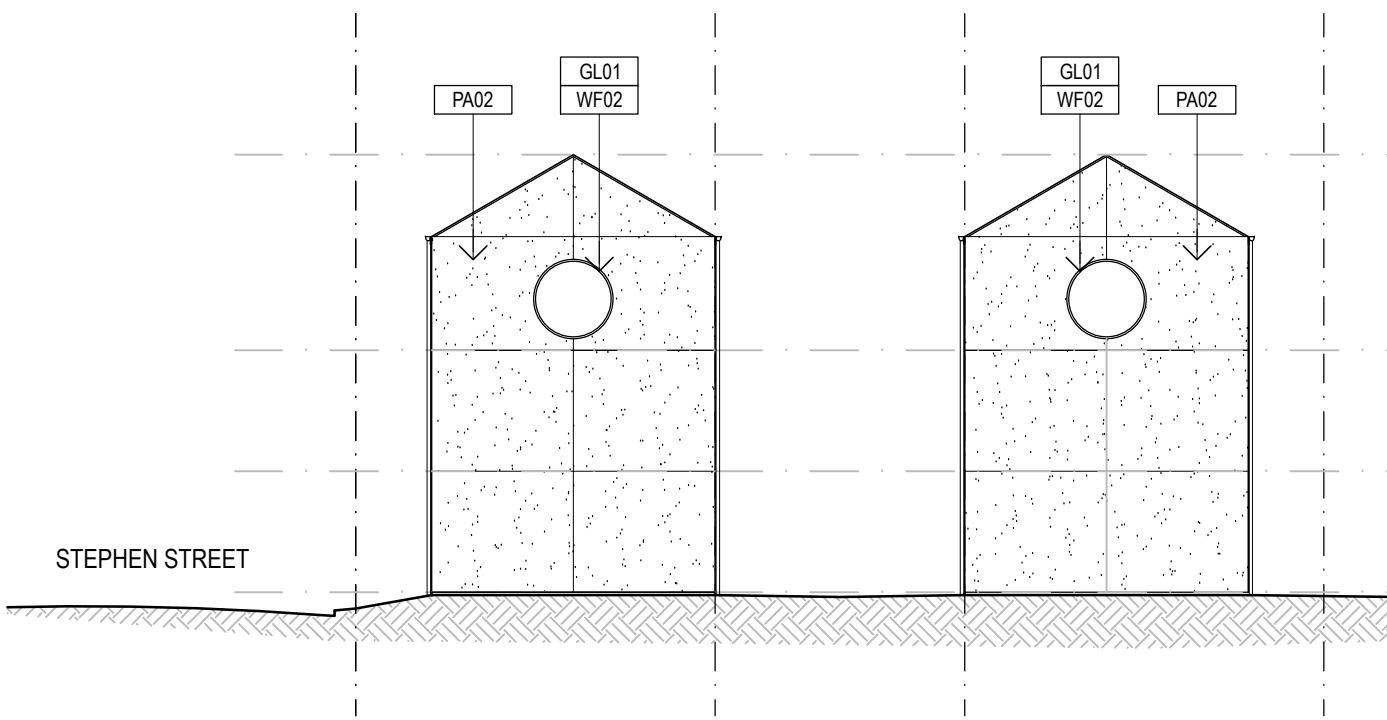
GROUND FLOOR PLAN  
1:200 @ A1



LEVEL 2 FLOOR PLAN  
1:200 @ A1



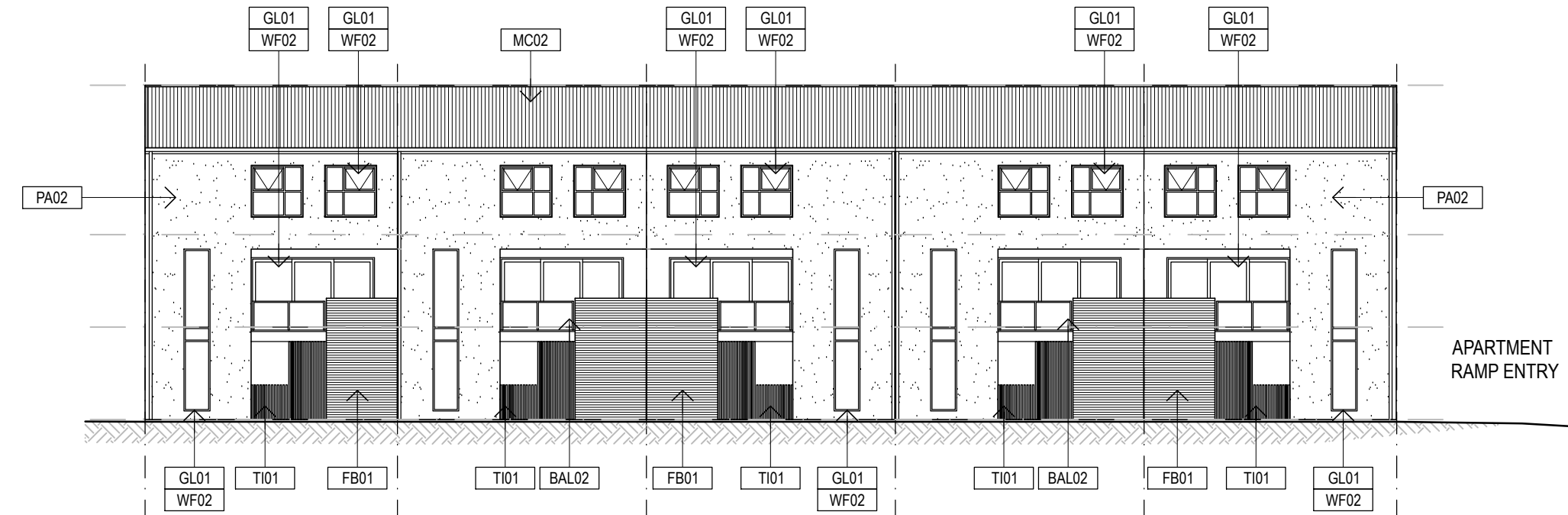
WEST ELEVATION  
1:200 @ A1



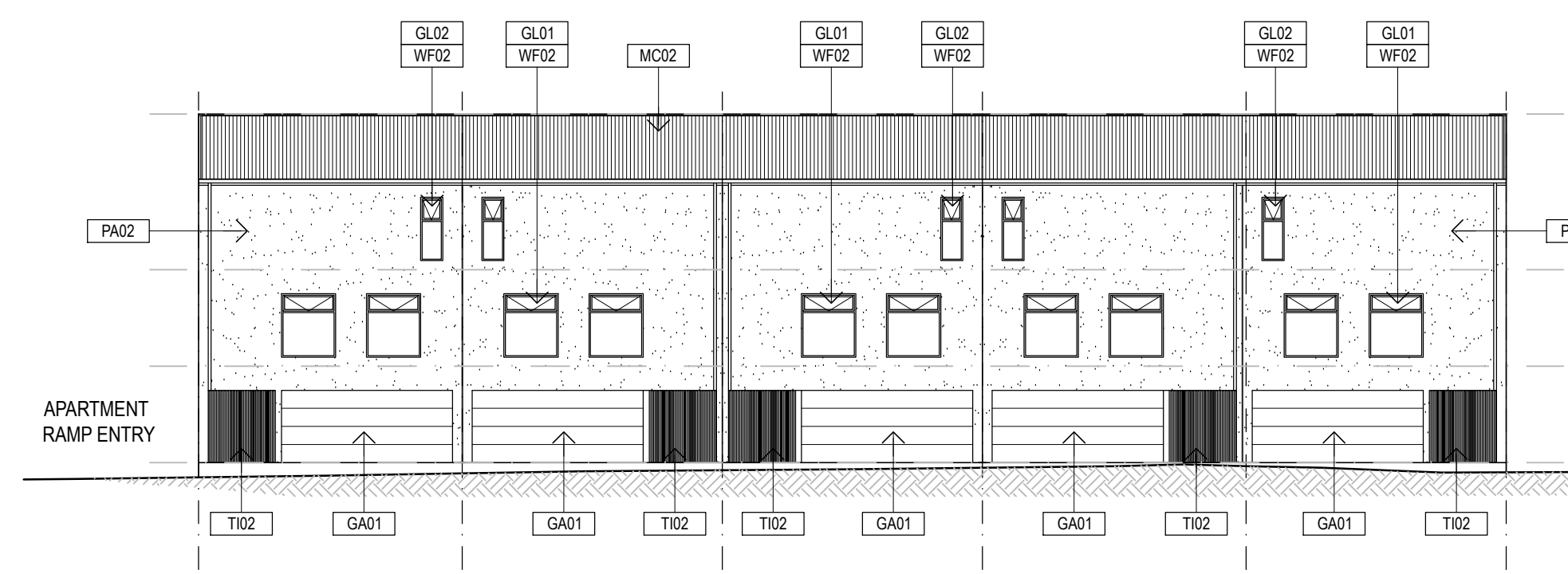
EAST ELEVATION  
1:200 @ A1



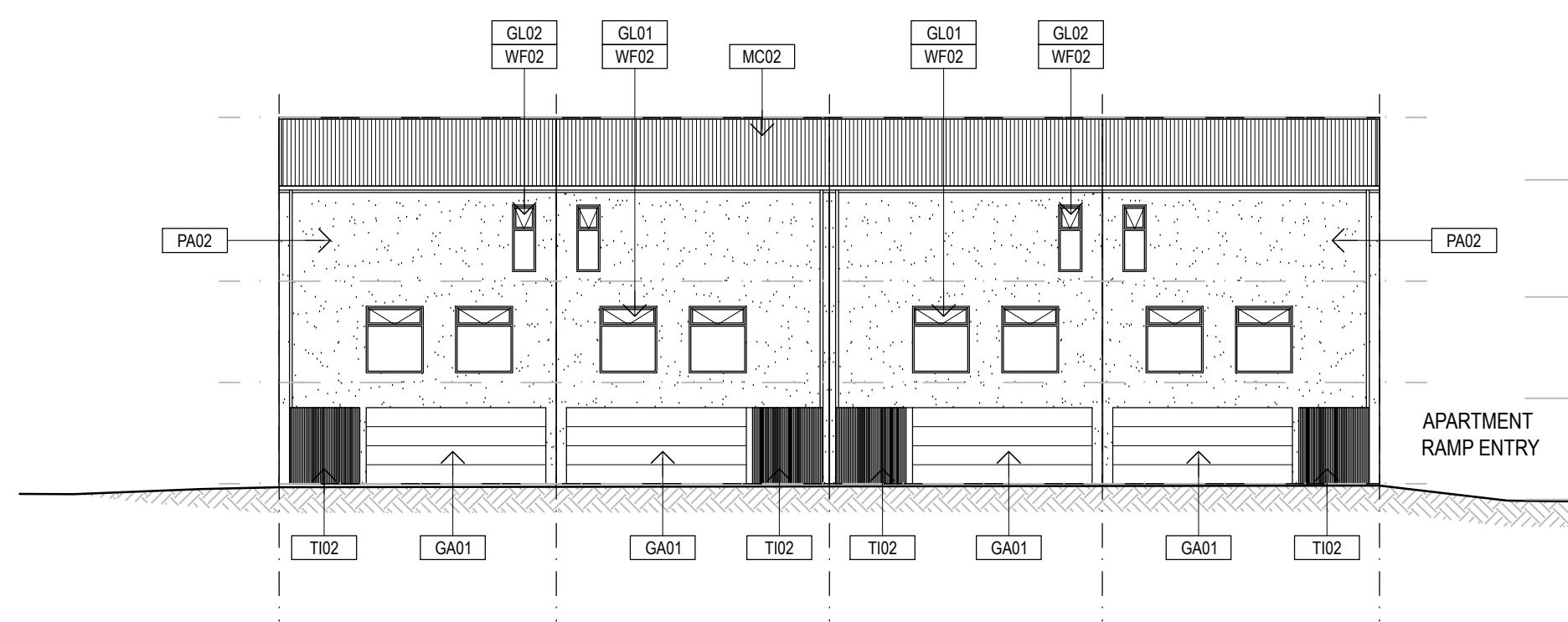
SOUTH ELEVATION (STEPHEN STREET)  
1:200 @ A1



NORTH ELEVATION  
1:200 @ A1



SOUTH INTERNAL 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 BRICK 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)

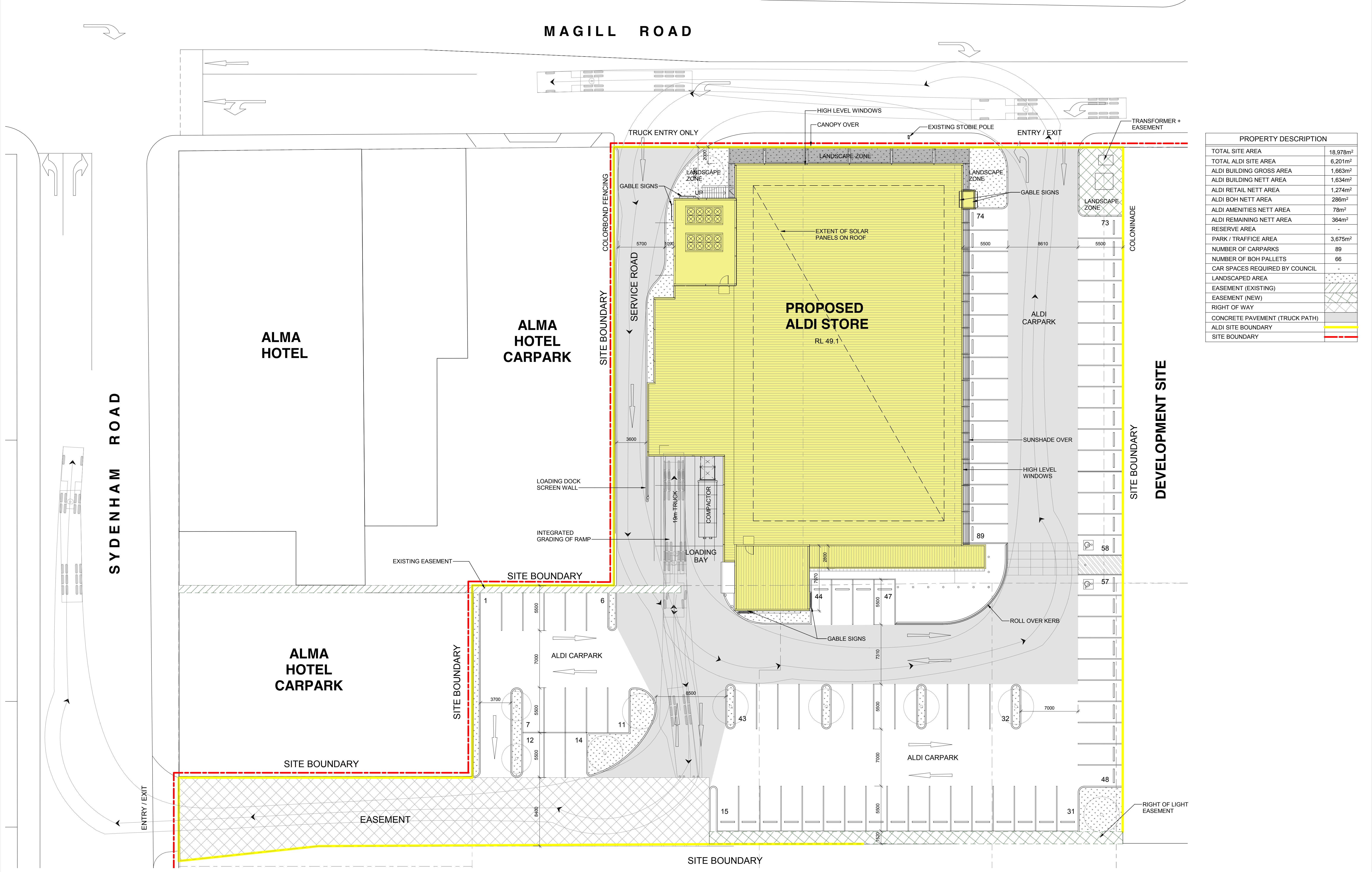




PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m <sup>2</sup>
TOTAL ALDI SITE AREA	6,201m <sup>2</sup>
ALDI BUILDING GROSS AREA	1,663m <sup>2</sup>
ALDI BUILDING NETT AREA	1,634m <sup>2</sup>
ALDI RETAIL NETT AREA	1,274m <sup>2</sup>
ALDI BOH NETT AREA	286m <sup>2</sup>
ALDI AMENITIES NETT AREA	78m <sup>2</sup>
ALDI REMAINING NETT AREA	364m <sup>2</sup>
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m <sup>2</sup>
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

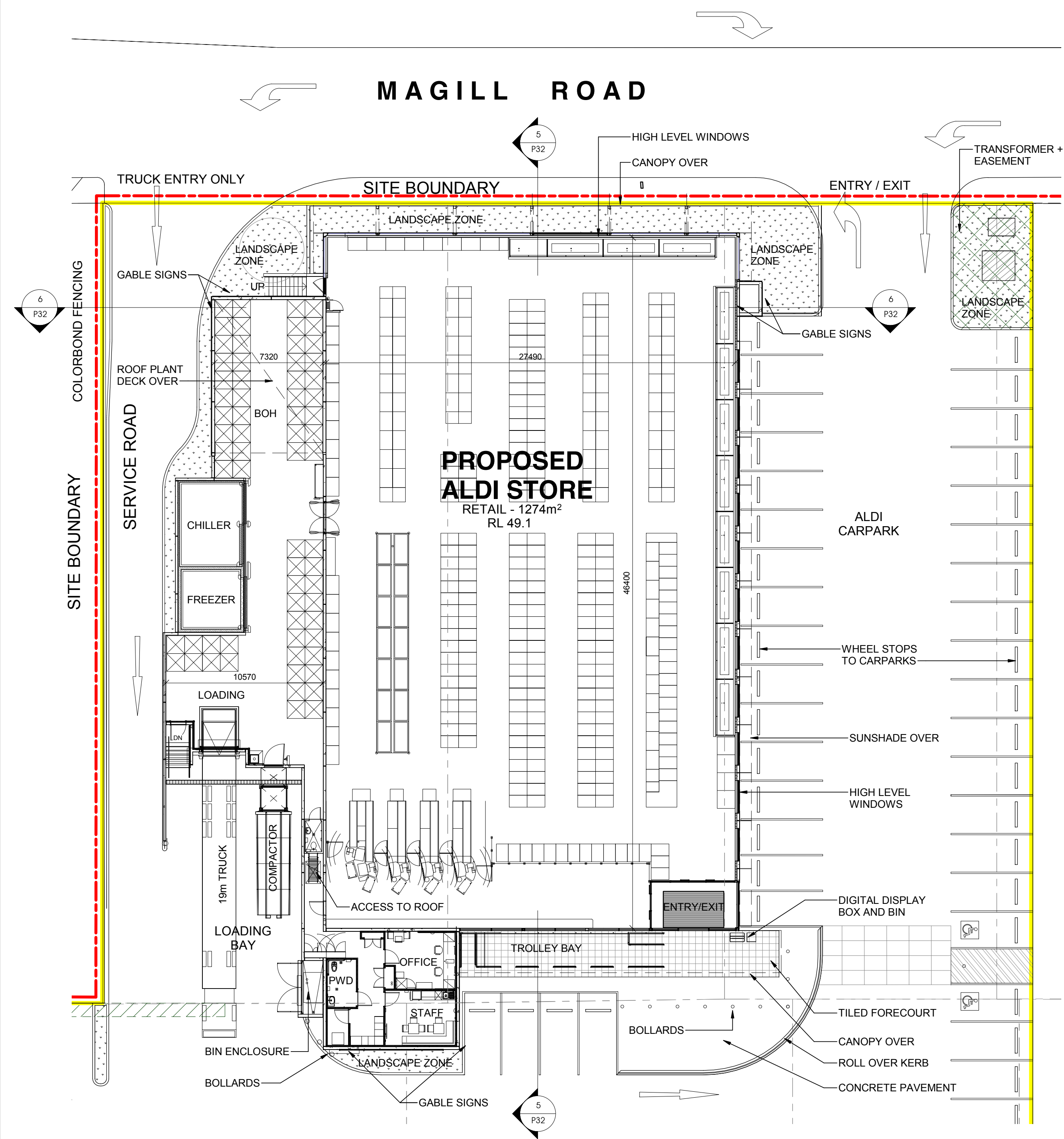




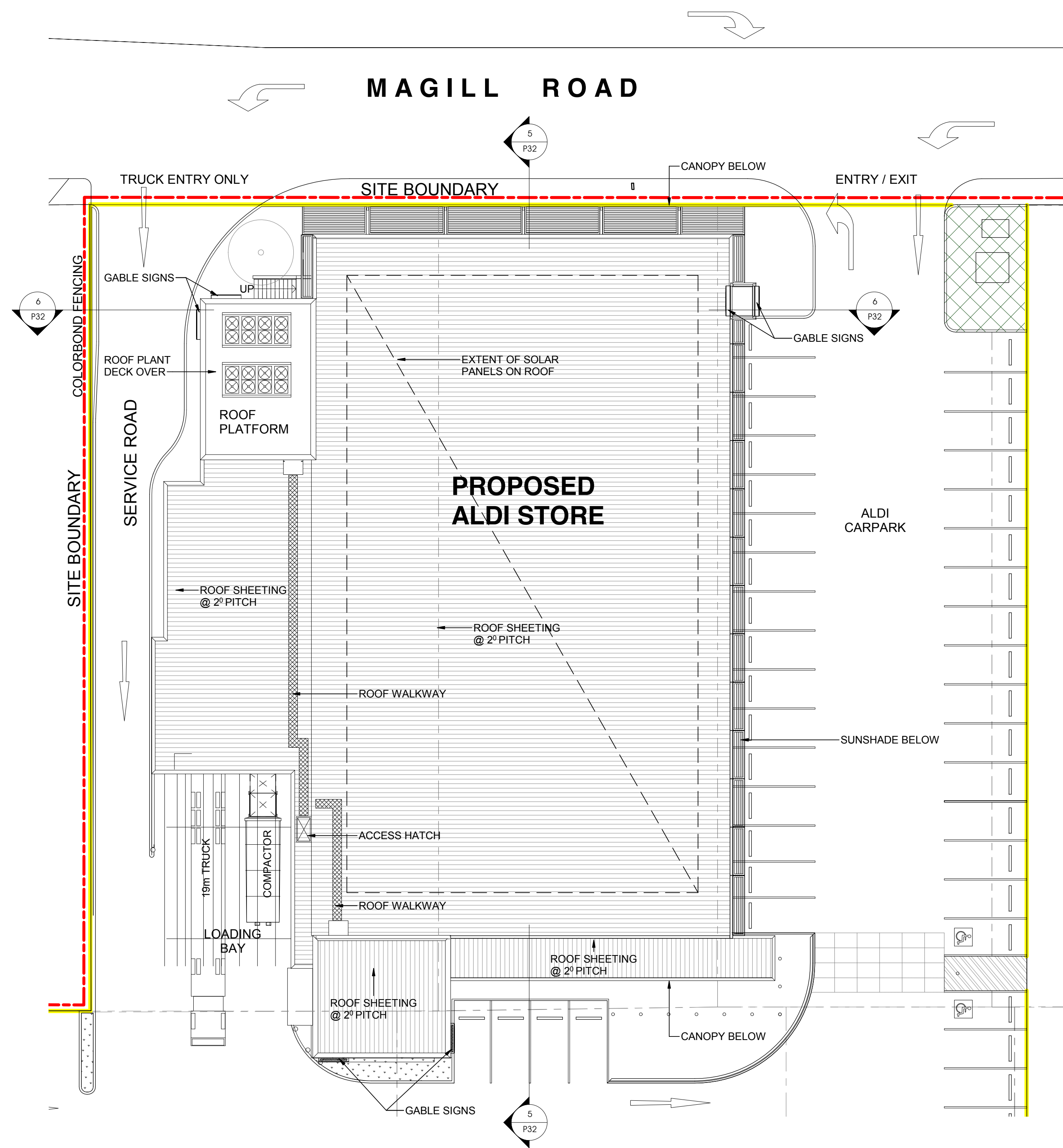
PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m <sup>2</sup>
TOTAL ALDI SITE AREA	6,201m <sup>2</sup>
ALDI BUILDING GROSS AREA	1,663m <sup>2</sup>
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ALDI BOH NETT AREA	286m <sup>2</sup>
ALDI AMENITIES NETT AREA	78m <sup>2</sup>
ALDI REMAINING NETT AREA	364m <sup>2</sup>
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m <sup>2</sup>
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





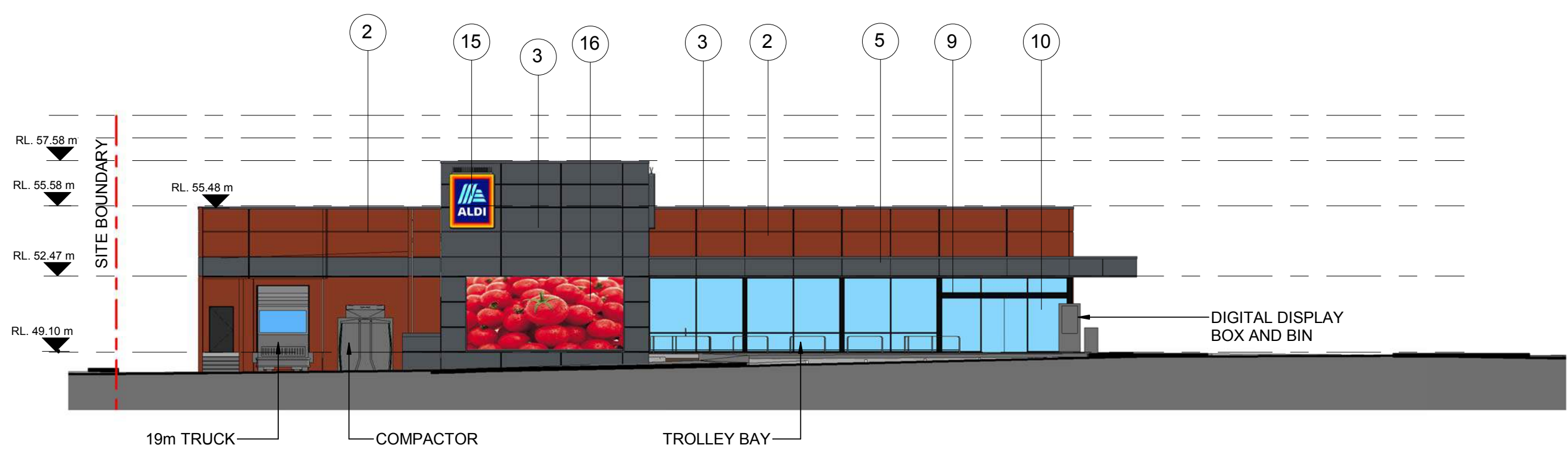
1 GROUND FLOOR PLAN  
1 : 200



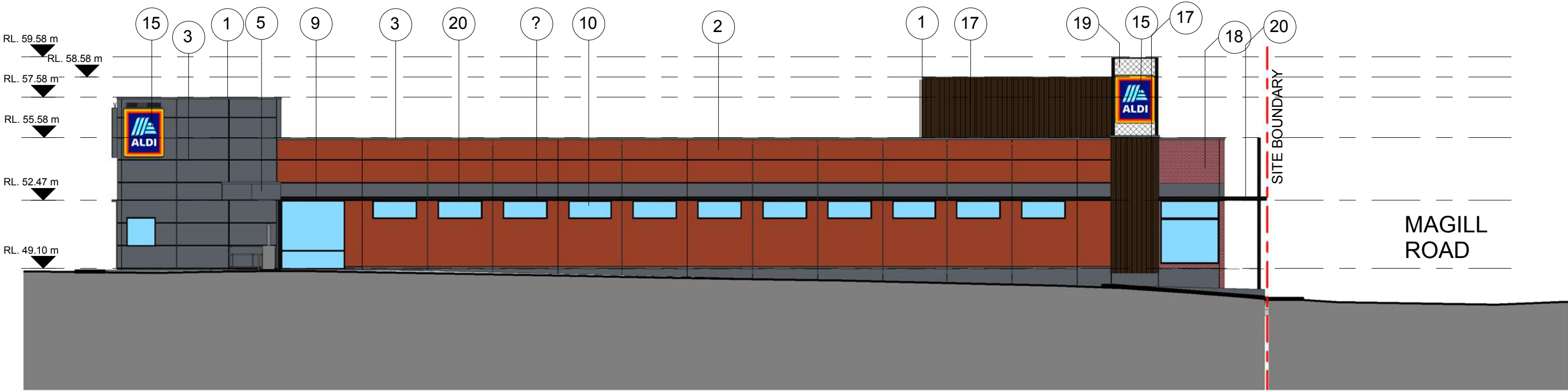
2 ROOF PLAN  
1 : 200

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m <sup>2</sup>
TOTAL ALDI SITE AREA	6,201m <sup>2</sup>
ALDI BUILDING GROSS AREA	1,663m <sup>2</sup>
ALDI BUILDING NETT AREA	1,634m <sup>2</sup>
ALDI RETAIL NETT AREA	1,274m <sup>2</sup>
ALDI BOH NETT AREA	286m <sup>2</sup>
ALDI AMENITIES NETT AREA	78m <sup>2</sup>
ALDI REMAINING NETT AREA	364m <sup>2</sup>
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m <sup>2</sup>
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	

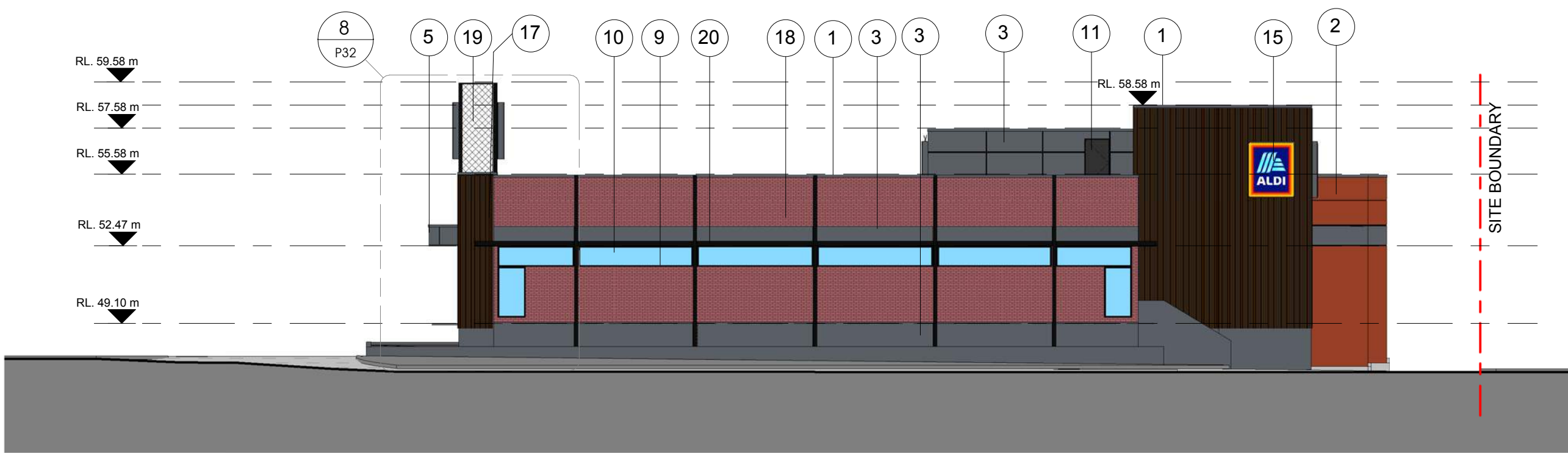




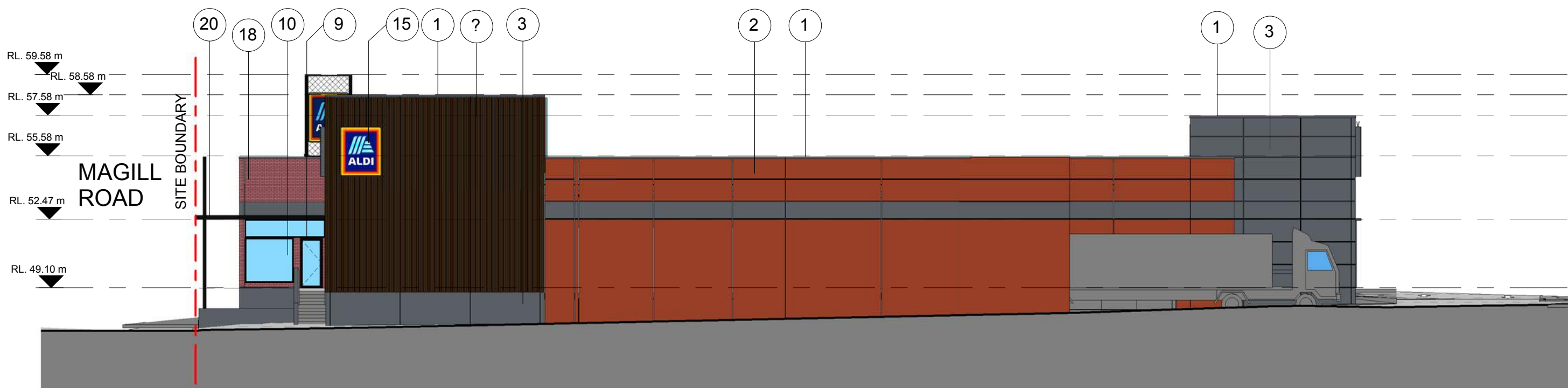
1 SOUTH ELEVATION  
1 : 200



2 EAST ELEVATION  
1 : 200

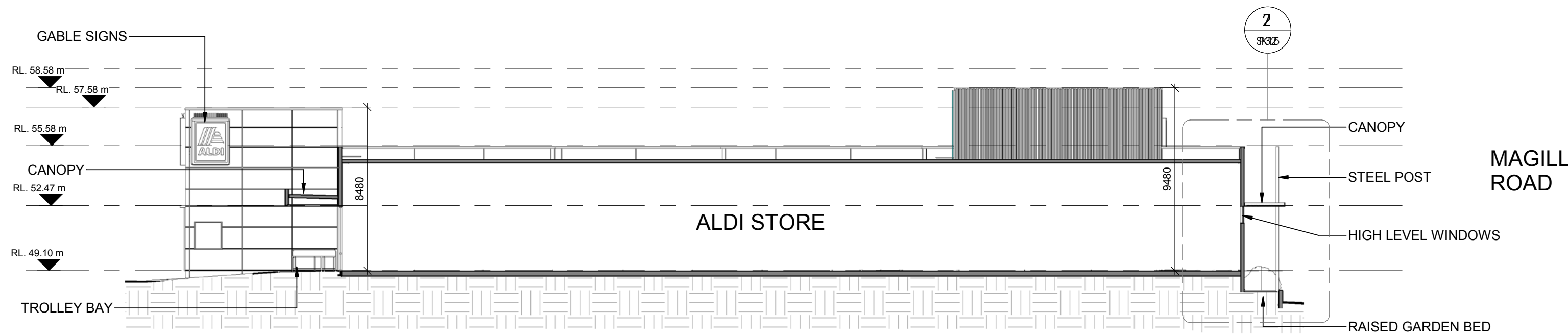


3 NORTH ELEVATION  
1 : 200

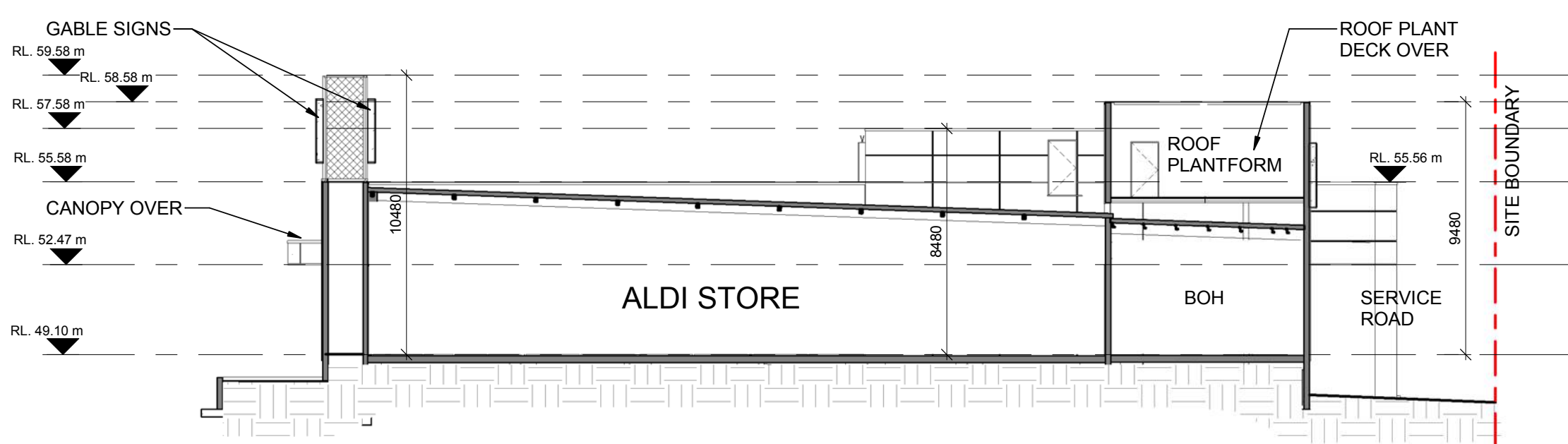


4 WEST ELEVATION  
1 : 200

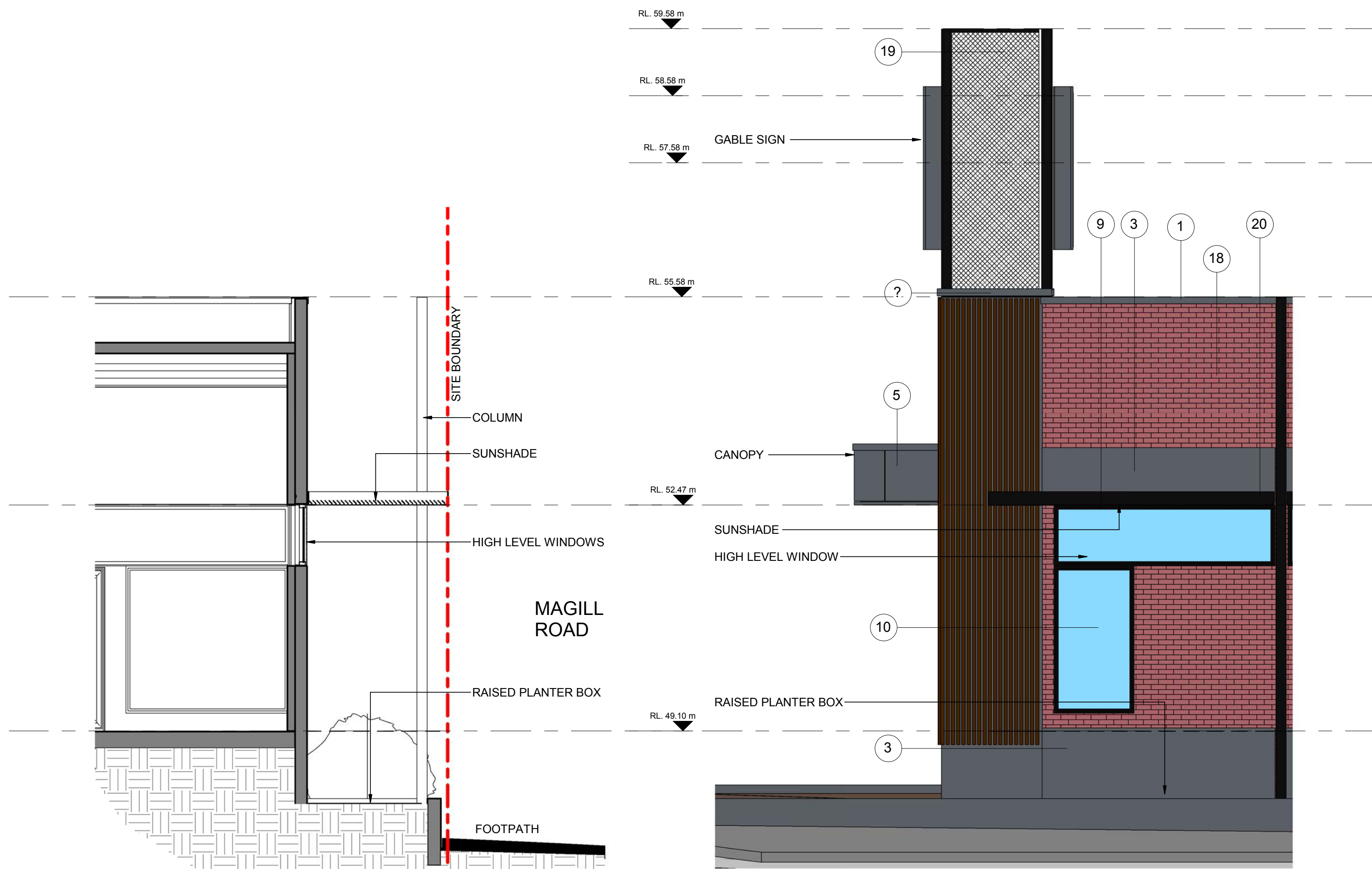
REFER TO SHEET P34 FOR MATERIALS SCHEDULE



5 SECTION A - A  
1 : 200



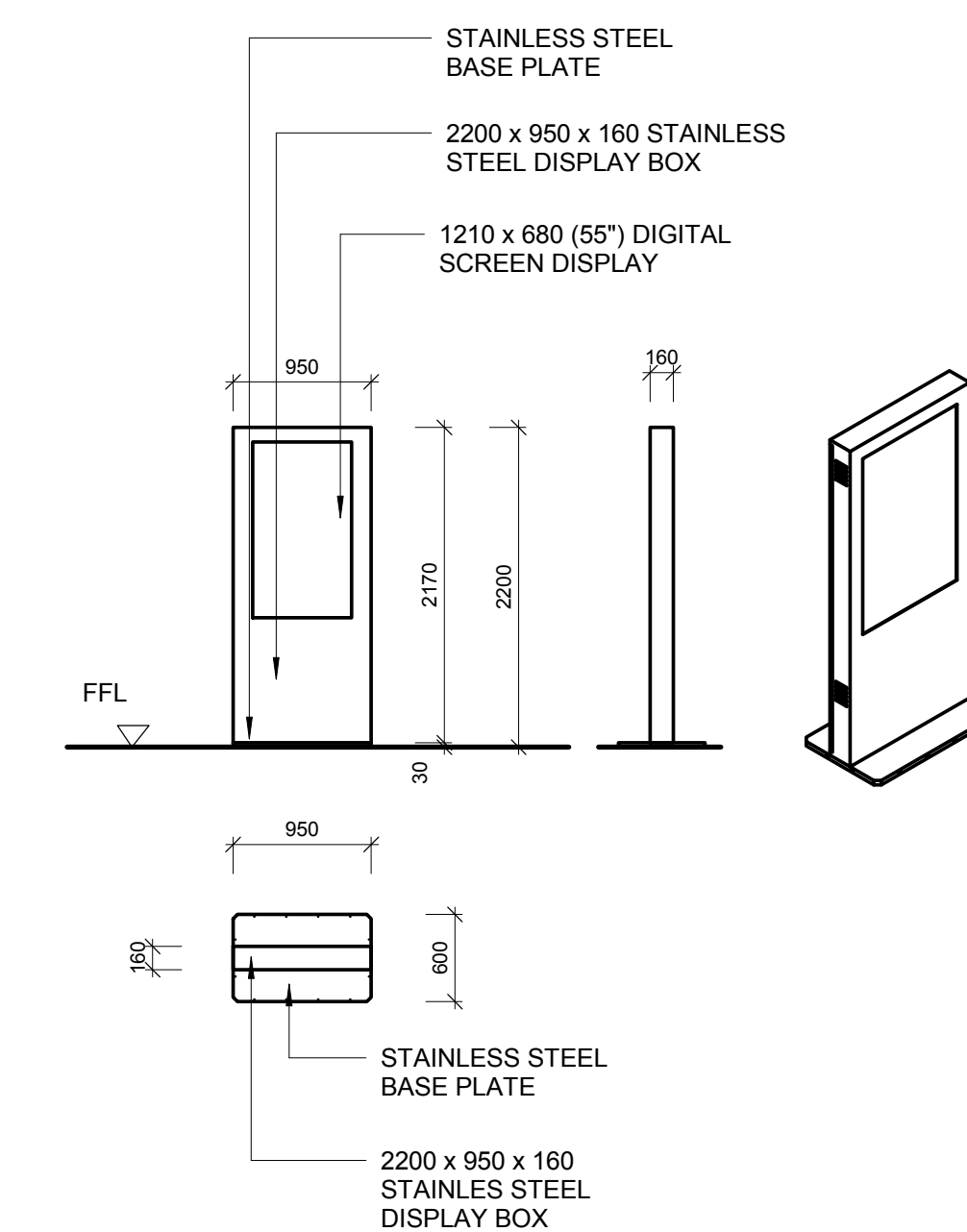
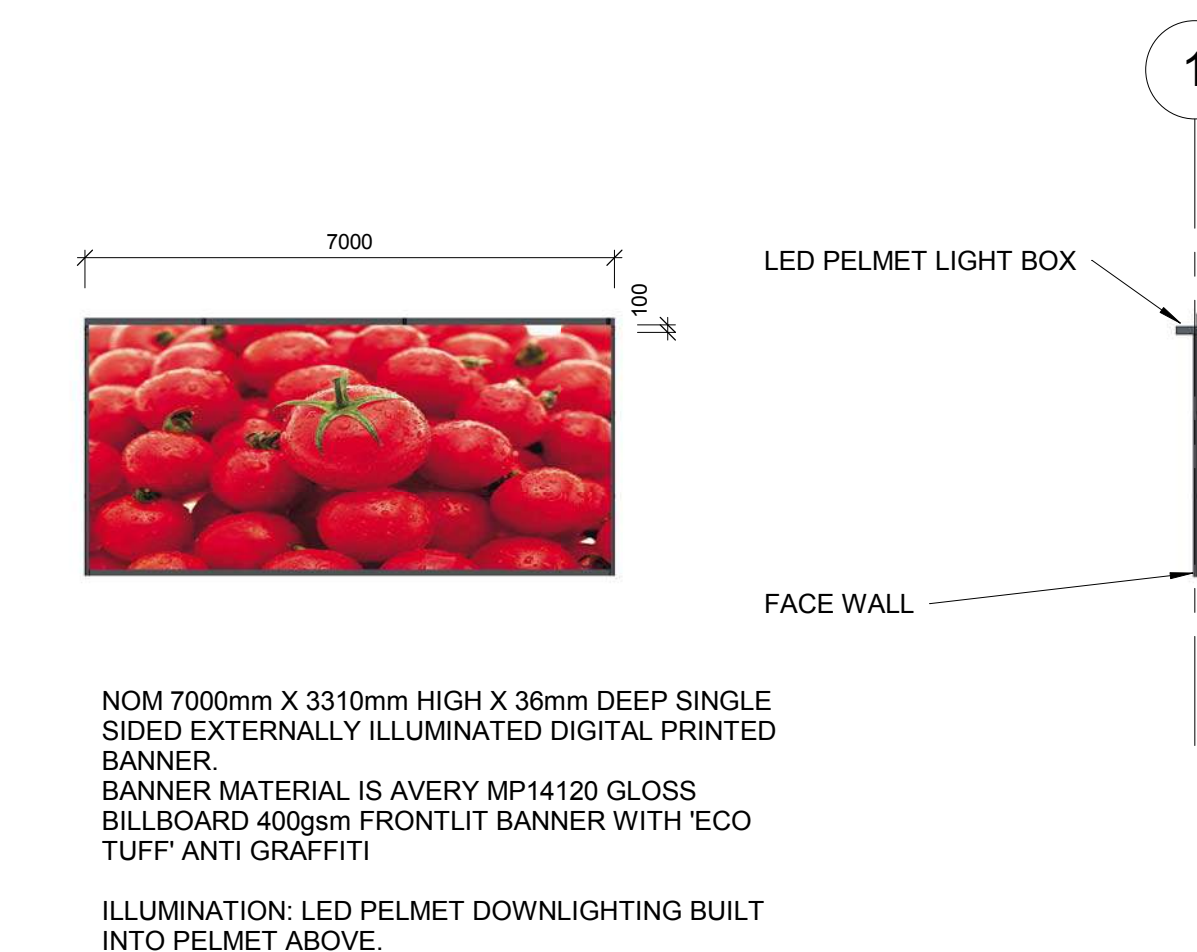
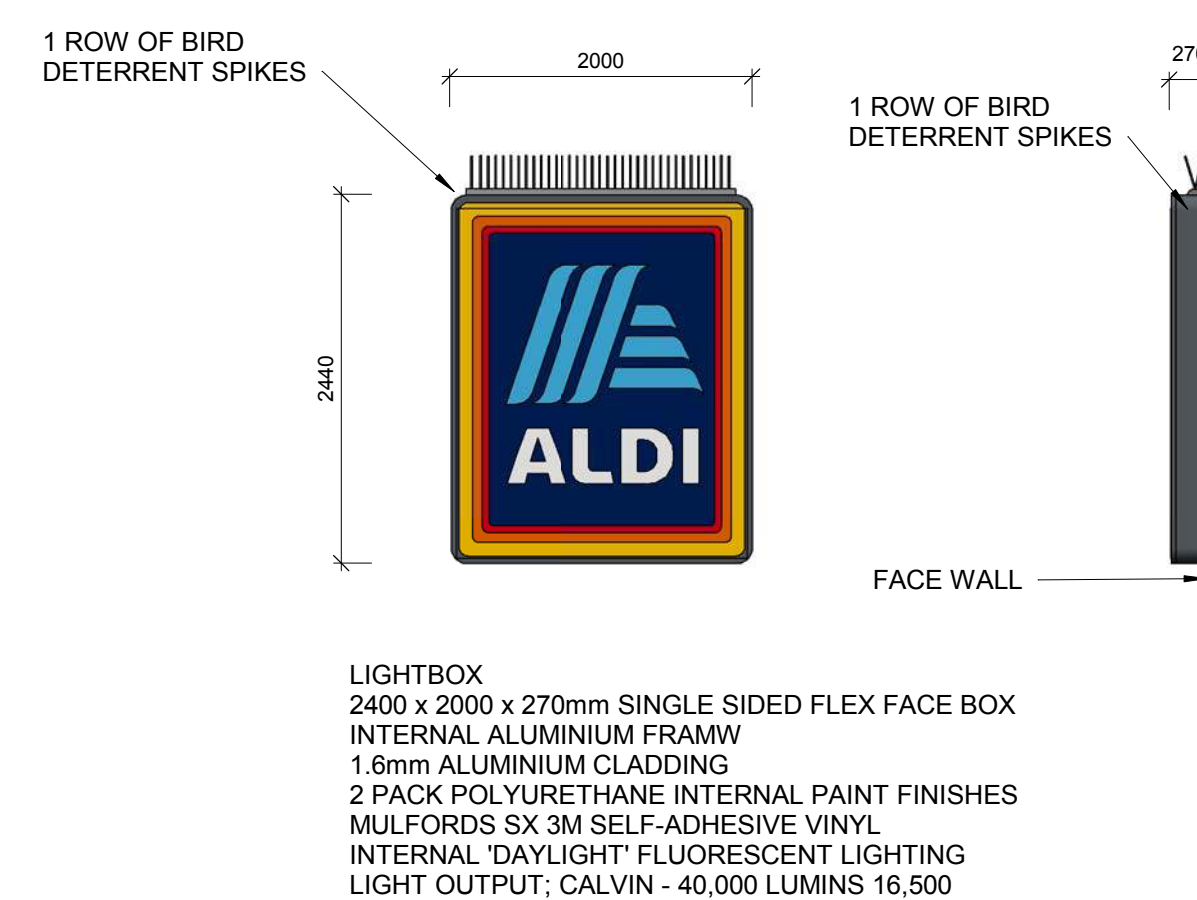
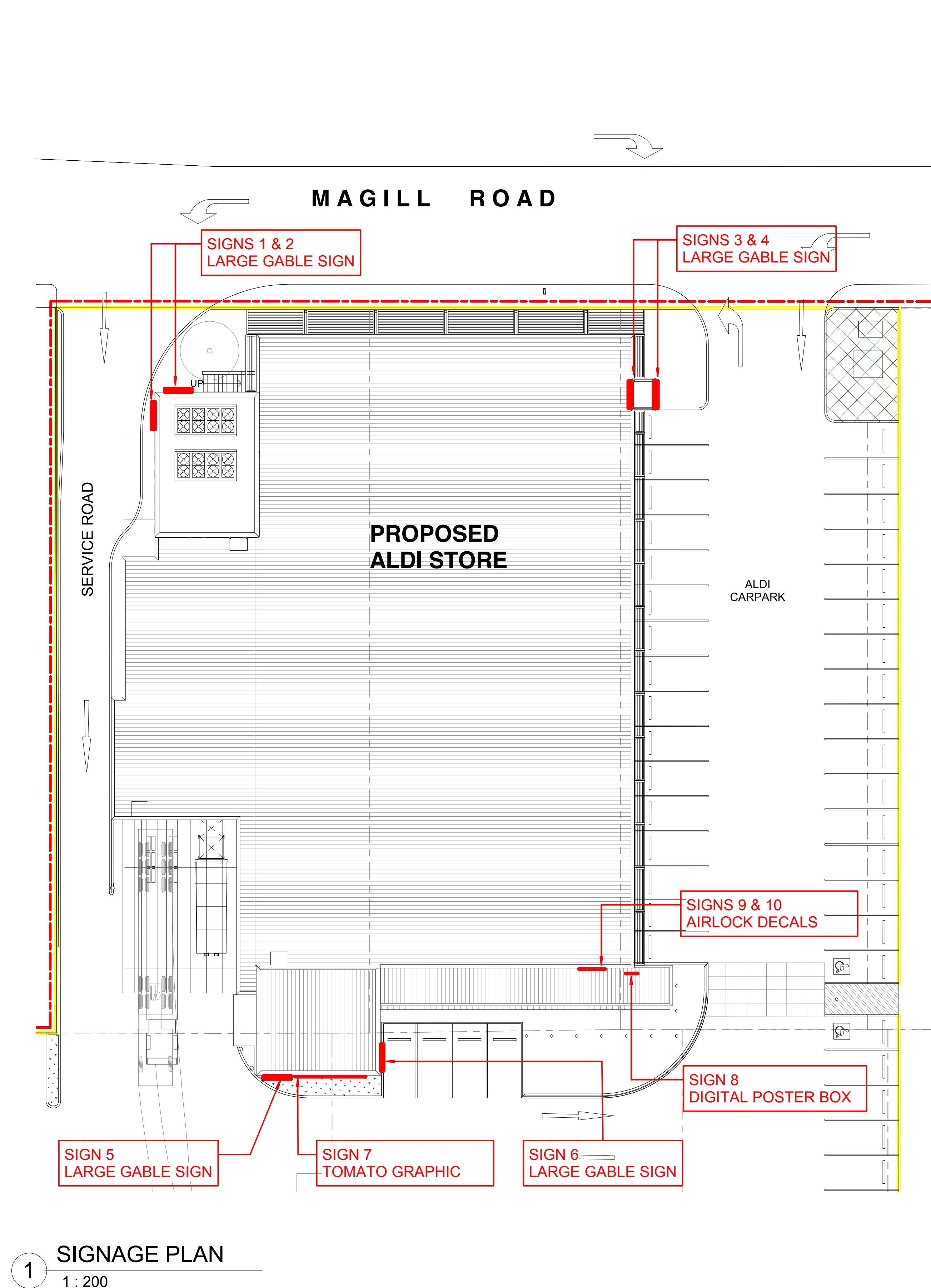
6 SECTION B - B  
1 : 200



7 SECTION DETAIL  
1 : 50

8 ELEVATION DETAIL  
1 : 50









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 - ZINCALUME 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'

