## APPLICATION ON NOTIFICATION – CATEGORY 2

| | |
|---|---|
| **Development Number:** | 090/E004/18 |
| **Applicant:** | Kaufland Australia |
| **Nature of Development:** | Construction of two-storey retail development for Kaufland Supermarket including eight (8) internal supporting small tenancies, solarpanels, associated undercroft car park, offices, various signage, and landscaping. |
| **Subject Land:** | 10 Anzac Highway, Forestville SA 5034 (Front portion of former Le Cornu Site) |
| **Development Plan:** | Unley Council Development Plan |
| **Zone / Policy Area:** | Urban Corridor Zone / Transit Living (Anzac Highway) Policy Area 24 |
| **Contact Officer:** | Lauren Talbot |
| **Phone Number:** | 8402 1786 |
| **Consultation Start Date:** | 11 May 2018 |
| **Consultation Close Date:** | 25 May 2018 |
| **During the notification period, hard copies of the application documentation can be viewed at the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders St, Adelaide, during normal business hours. Application documentation may also be viewed during normal business hours at the local Council office (if identified on the public notice).** | |

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered, faxed or emailed to the State Commission Assessment Panel (SCAP). A representation form is provided as part of this document.

**Any representations received after the close date will not be considered.**

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

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

Email Address: scapreps@sa.gov.au

Fax Number: (08) 8303 0753

# DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

**COUNCIL:** CITY OF UNLEY

**APPLICANT:** KAUFLAND AUSTRALIA

Postal Address: LEVEL 2 / 100 DORLAS ST. SOUTH MELBOURNE 3205

**Owner:** AS ABOVE

Postal Address: AS ABOVE

**BUILDER:** TBA

Postal Address: –

Licence No: _____

**CONTACT PERSON FOR FURTHER INFORMATION**

Name: SAM RUSSELL-MCLEOD

Telephone: ~~0425~~ _____ [work] _____ [Ah]

Fax: 0424 043 602 [work] _____ [Ah]

**EXISTING USE:** FORMER LE CORNU RETAIL OUTLET.

**FOR OFFICE USE**

Development No: _____

Previous Development No: _____

Assessment No: _____

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

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

**DESCRIPTION OF PROPOSED DEVELOPMENT:** FREESTANDING RETAIL DEVELOPMENT

**LOCATION OF PROPOSED DEVELOPMENT:** 10 ANZAC HIGHWAY, FORESTVILLE 5035

House No: 10 Lot No: ___ Street: ANZAC HIGHWAY Town/Suburb: FORESTVILLE

Section No [full/part] – Hundred: ADELAIDE Volume: 5888 Folio: 429

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

**LAND DIVISION:**

Site Area [m²] 36,120m² Reserve Area [m²] – No of existing allotments 35

Number of additional allotments [excluding road and reserve]: – Lease: YES ☐ NO ☒

**BUILDING RULES CLASSIFICATION SOUGHT:** 6, 7a Present classification: 6

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: Male: 30 Female: 30

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

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: –

**DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?** YES ☐ NO ☒

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

**DEVELOPMENT COST** [do not include any fit-out costs]: $ 34,610,000

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

**SIGNATURE:** _____ Dated: 04 / 05 / 2018

# Kaufland, Forestville

10, Anzac Highway, Forestville,
South Australia 5035


*Artist Impression Only

## Drawing Schedule


TP-00 Cover Sheet and Drawing Schedule
TP-01 Locality Plan
TP-02 Site Plan
TP-03 First Floor Plan
TP-04 Roof Plan
TP-05 Elevations and Sections
TP-06 Streetscape and Signage
TP-07 Shadow Diagrams


# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 02.03.18 | LODGEMENT ISSUE |

| REV | DATE | DESCRIPTION |
|---|---|---|



N
North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BREIFING DOCUMENTS

Project KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.

Drawing COVER SHEET.

Job No 171111
Scale NTS @ A0
Date DEC 17.
Drawn KW/SC

Drawing No TP-00

Revision P3

Kaufland

architecture ARCHITECTS INTERIOR DESIGNERS


1 LOCALITY PLAN
SCALE 1-500

## SITE DESCRIPTION

| | |
|---|---|
| OVERALL SITE | 36,120m² approx. |
| SITE - STAGE 01 767 | 20,950m² approx. |
| SITE - REMAINING LAND | 15,170m² approx. |

## AREA ANALYSIS - FIRST FLOOR

| | |
|---|---|
| SUPERMARKET<br>EXCLUDING OFFICES / CORRIDOR = 336m2<br>EXCLUDING REFRIG. / MECH. PLANT= 183m2 | 5,808m² approx. |
| TENANCY T1 (GROUND FLOOR) | 102.7m² approx. |
| TENANCY T2 | 79.5m² approx. |
| TENANCY T3 | 79.4m² approx. |
| TENANCY T4 | 189.9m² approx. |
| TENANCY T5 | 136.8m² approx. |
| TENANCY T6 | 136.8m² approx. |
| TENANCY T7 | 136.8m² approx. |
| TENANCY T8 | 136.8m² approx. |
| **TOTAL TENANCY AREAS** | **6821.4m² approx.** |
| BALCONY | 155.9m² approx. |

## CAR PARKING SCHEDULE

| | |
|---|---|
| **STANDARD CAR PARKS** | **459 Spaces** |
| **PWD CAR PARKS** | **12 Spaces** |
| **PARENTS CAR PARKS** | **16 Spaces** |
| **OVERALL CAR PARKS** | **487 Spaces** |

## CAR PARKING RATIO

| | |
|---|---|
| **CAR PARKS PROVIDED** | **487 Spaces** |
| **CAR PARK RATIO** | **7.4/100m²** |

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 20.12.2017 | PRELODGEMENT MEETING ISSUE |
| P4 | 02.03.18 | LODGEMENT ISSUE |



North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

SCALE 0 5 10 20

Project KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.

Drawing LOCALITY PLAN.

Job No 171111 | Drawing No TP-01

Scale 1:500 @ A0

Date DEC 17.

Drawn KW/SC | Revision P4

architecture ARCHITECTS INTERIOR DESIGNERS


1 PROPOSED GROUND FLOOR PLAN
SCALE 1:250


2 KEY PLAN
SCALE 1:1000

## LEGEND

- LANDSCAPE ZONE (Refer to Landscape Architects Documentation)
- BIOSWALES (Refer to Landscape Architects Documentation)
- PAVING
- SERVICES AREAS
- GENERAL TRAFFIC CARRIAGEWAY/AISLE
- PARKING SPACE
- SUPERMARKET AREAS
- SPECIALTY RETAIL
- PUBLIC CIRCULATION
- OUTDOOR TERRACE
- ADJACENT DEVELOPMENT SITE (not part of this application)

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 20.12.2017 | PRELODGEMENT MEETING ISSUE |
| P4 | 21.12.2017 | PRELODGEMENT MEETING ISSUE |
| P5 | 23.02.18 | REVISED TO SUIT CONCEPT ISSUE DATED 5.2.18 AND CLIENT MEETING 19.2.18 |
| P6 | 28.02.18 | GENERAL UPDATE SPRINKLER TANKS ADDED |
| P7 | 02.03.18 | LODGEMENT ISSUE |



North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

Project: KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.

Drawing: SITE PLAN.

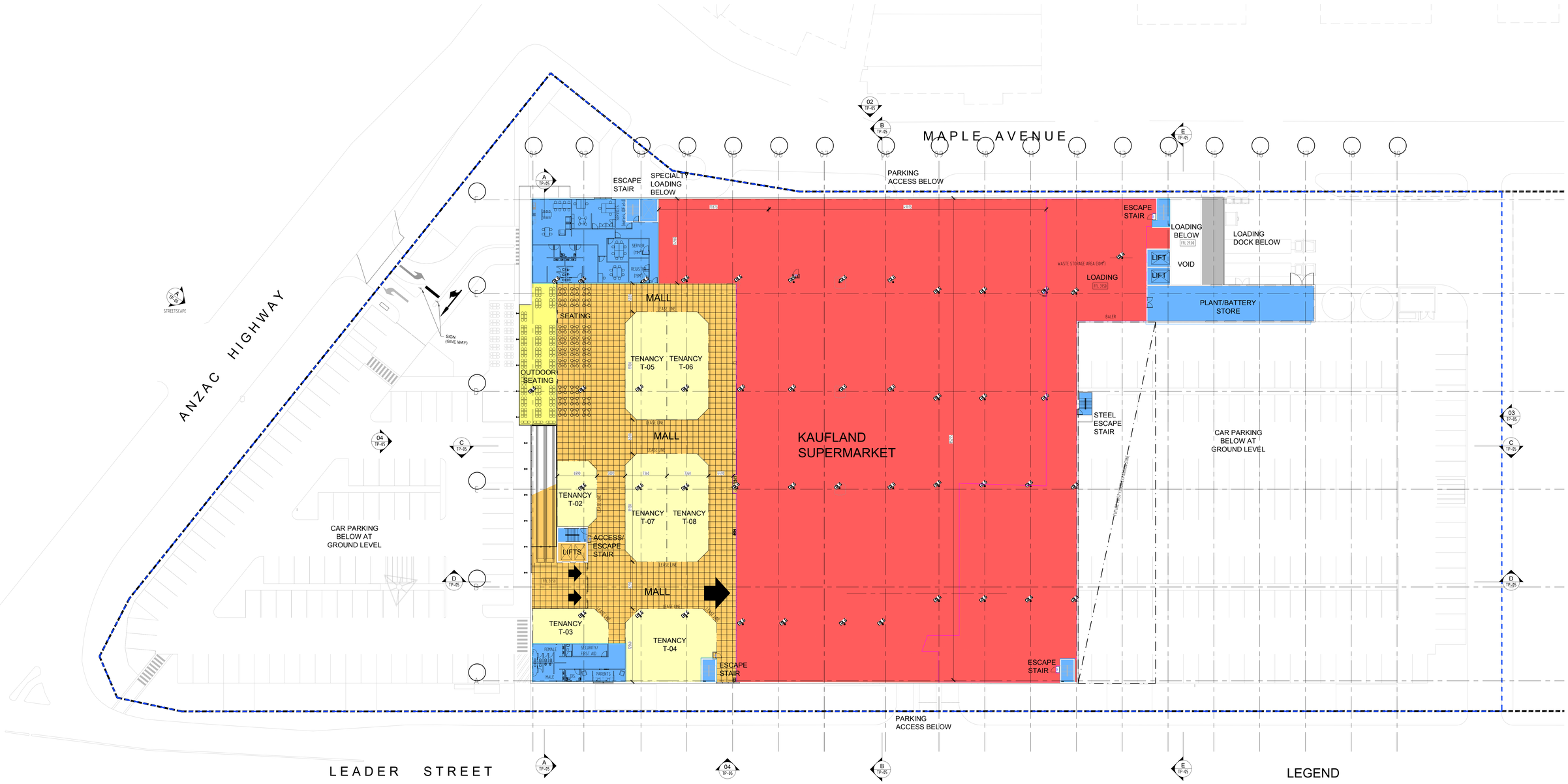
Job No 171111
Scale 1:250 @ A0
Date DEC 17.
Drawn KW/SC

Drawing No TP-02

Revision P7

KAUFLAND-LOW-RESOLUTION1X1.jpg

architecture q ARCHITECTS INTERIOR DESIGNERS




1 - PROPOSED FIRST FLOOR PLAN
SCALE 1:250

## LEGEND

- LANDSCAPE ZONE (Refer to Landscape Architects Documentation)
- BIOSWALES (Refer to Landscape Architects Documentation)
- PAVING
- SERVICES AREAS
- GENERAL TRAFFIC CARRIAGEWAY/AISLE
- PARKING SPACE
- SUPERMARKET AREAS
- SPECIALTY RETAIL
- PUBLIC CIRCULATION
- OUTDOOR TERRACE
- ADJACENT DEVELOPMENT SITE (not part of this application)

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 20.12.2017 | UPDATED INCORPORATING CLIENT'S COMMENTS |
| P4 | 21.12.2017 | UPDATED INCORPORATING CLIENT'S COMMENTS |
| P5 | 23.02.18 | REVISED TO SUIT CONCEPT ISSUE DATED 5.2.18 AND CLIENT MEETING 19.2.18 |
| P6 | 27.02.18 | KAUFLAND INTERNAL FIT OUT UPDATED |

| REV | DATE | DESCRIPTION |
|---|---|---|
| P7 | 02.03.18 | LODGEMENT ISSUE |



North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

Project KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.

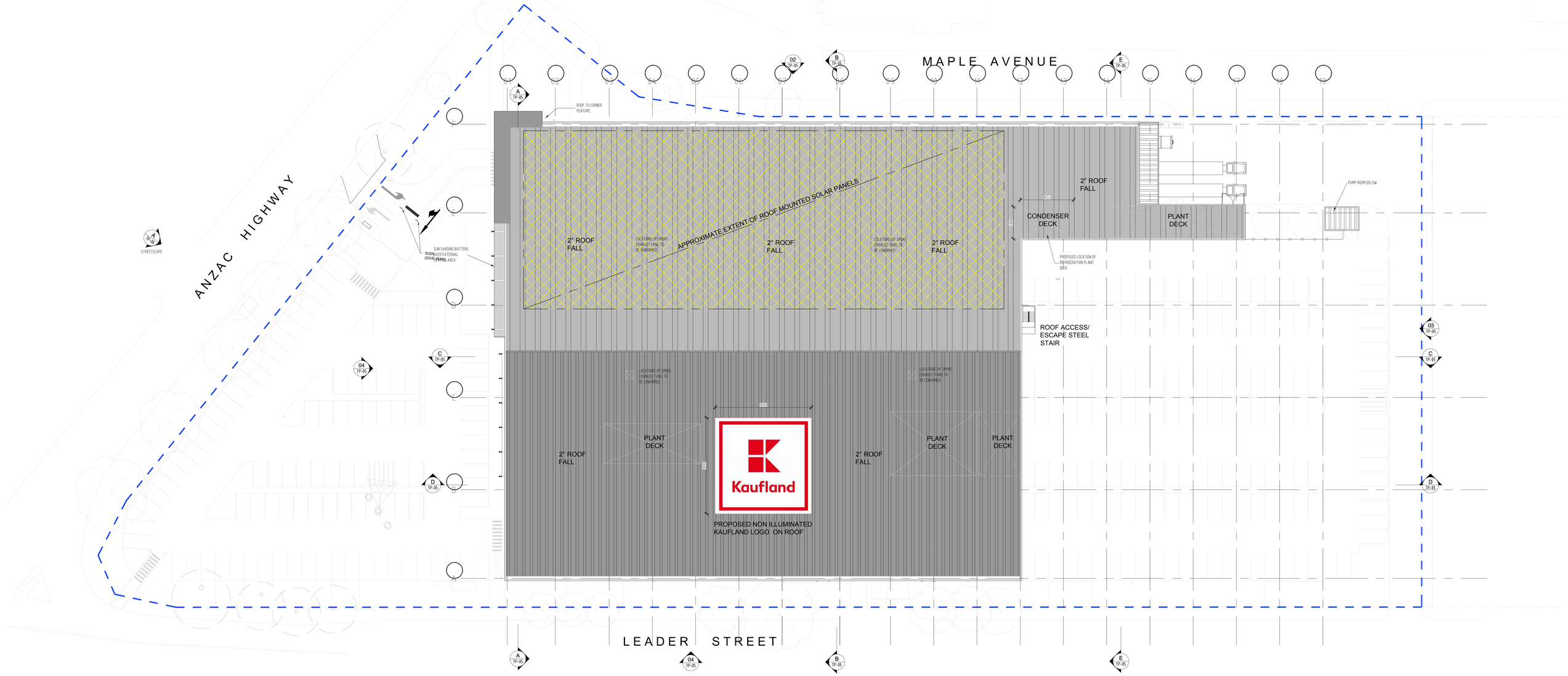
Drawing FIRST FLOOR PLAN[P7].

Job No 171111
Scale 1:250 @ A0
Date DEC 17.
Drawn KW/SC

Drawing No TP-03

Revision P7

architecture q ARCHITECTS INTERIOR DESIGNERS




1 PROPOSED ROOF PLAN
SCALE 1-250


H PROPOSED ROOF SIGNAGE
SCALE 1-250

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 23.02.18 | REVISED TO SUIT CONCEPT ISSUE DATED 5.2.18 AND CLIENT MEETING 19.2.18 |
| P4 | 02.03.18 | LODGEMENT ISSUE |



North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND ON 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

SCALE 0 5 10 20

Project KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.

Drawing ROOF PLAN[P4].

Job No 171111

Scale 1:250 @ A0

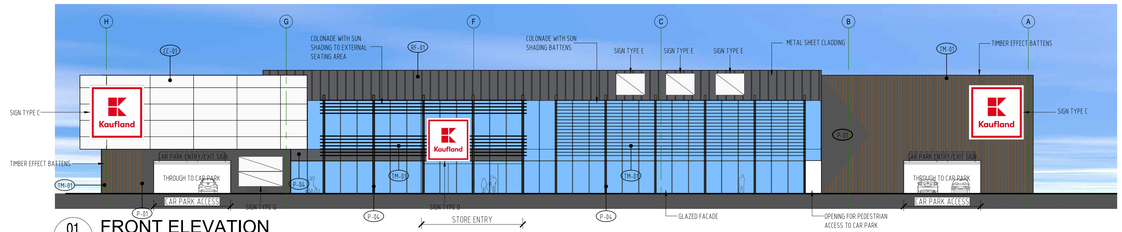
Date DEC 17.

Drawn KW/SC

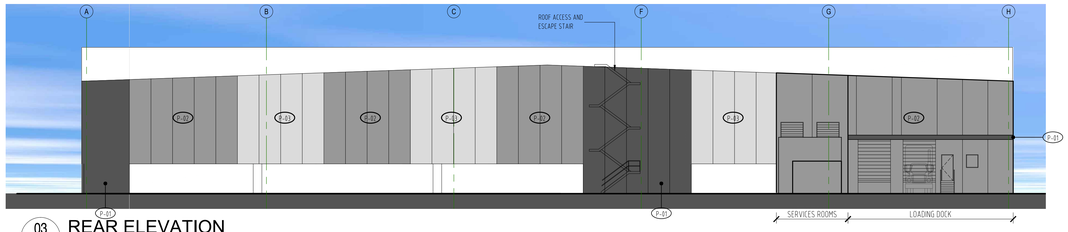
Drawing No TP-04

Revision P4

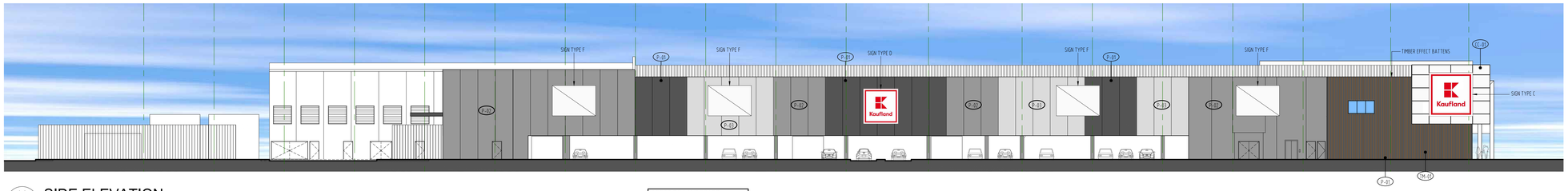
architecture ARCHITECTS INTERIOR DESIGNERS




01 SK-12 **FRONT ELEVATION**
WEST TO ANZAC HIGHWAY
SCALE 1-200

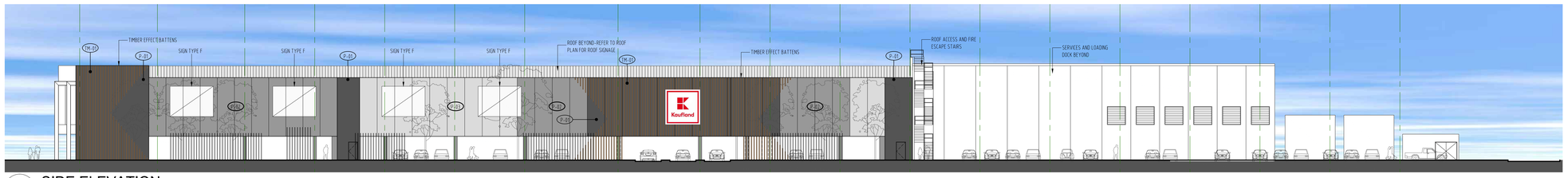



03 SK-12 **REAR ELEVATION**
EAST
SCALE 1-200




02 SK-12 **SIDE ELEVATION**
NORTH TO MAPLE AVENUE
SCALE 1-200

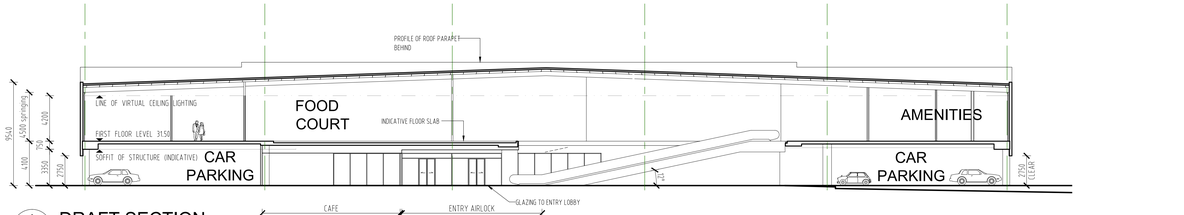
REFER TO LANDSCAPE ARCHITECTS DOCUMENTATION FOR DETAILS OF LANDSCAPING



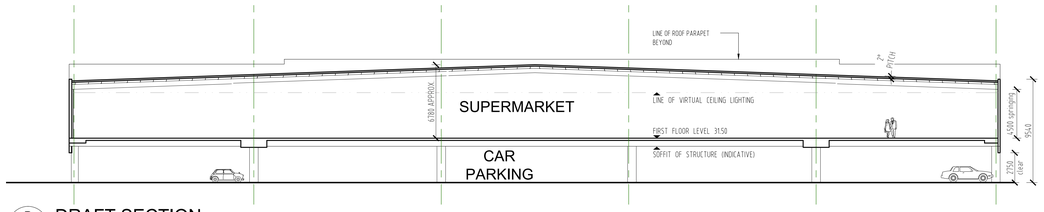

04 SK-12 **SIDE ELEVATION**
SOUTH TO LEADER STREET
SCALE 1-200

## LEGEND

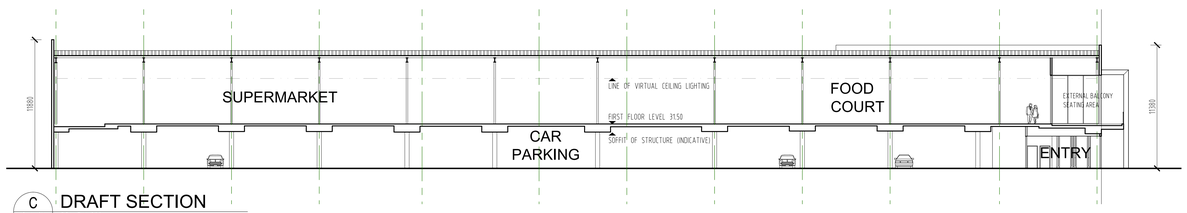
- CC-01 (composite cladding)
- RF-01 (IRONSTONE)
- P-01
- P-02
- P-03
- P-04 (TO MATCH RF-01)
- TM-01 (feature timber)



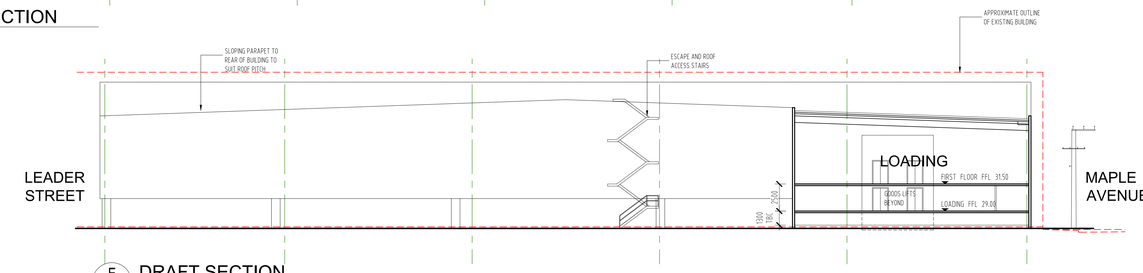

A SK-01 **DRAFT SECTION**
SCALE 1-200



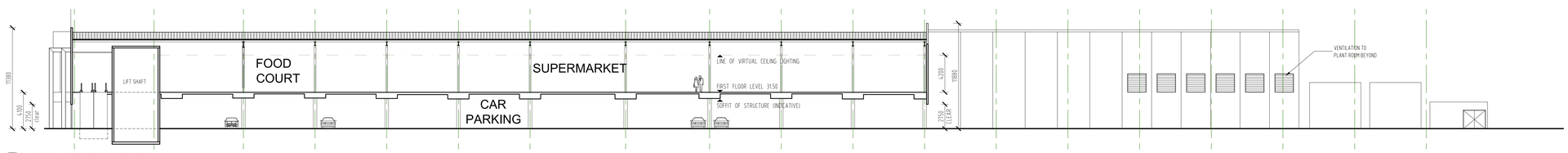

B SK-01 **DRAFT SECTION**
SCALE 1-200




C SK-01 **DRAFT SECTION**
SCALE 1-200




E SK-01 **DRAFT SECTION**
Loading Area
SCALE 1-200




D SK-01 **DRAFT SECTION**
SCALE 1-200

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 02.03.18 | LODGEMENT ISSUE |
| P4 | 02.03.18 | LODGEMENT ISSUE |



North point approx. only

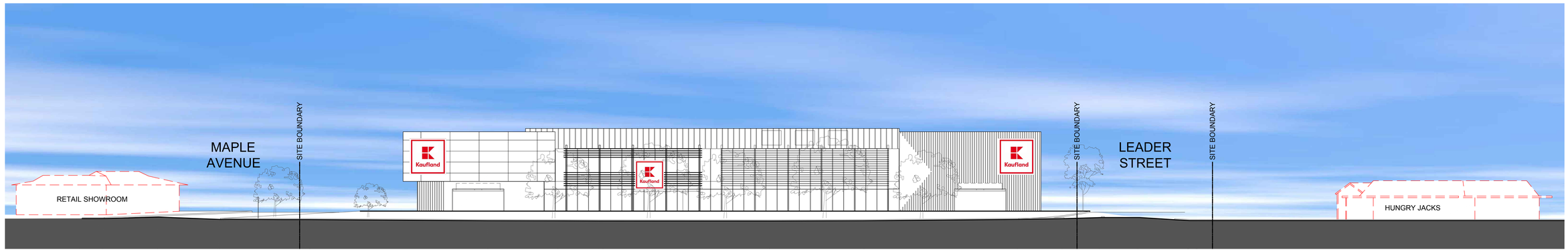
**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND TP 02.18 & ASSOCIATED BRIEFING DOCUMENTS

Project: KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.
Drawing: ELEVATIONS AND SECTIONS[P4].
Job No 171111
Scale 1:250 @ A0
Date DEC 17.
Drawn KW/SC
Drawing No TP-05
Revision P4

Kaufland

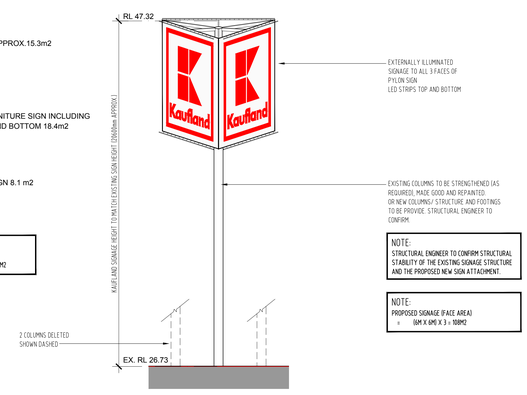
architecture ARCHITECTS INTERIOR DESIGNERS



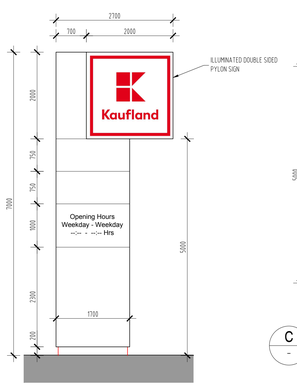

A TP-01 **Streetscape Elevation**
View fron Anzac Highway
SCALE 1:200

REFER TO LANDSCAPE ARCHITECTS FOR DETAILS OF LANDSCAPING

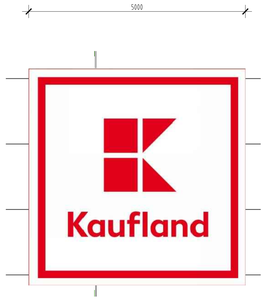

01 TP-02 **Existing Pylon Sign**
Existing Elevation
SCALE NTS (Survey from Alexander Symonds)



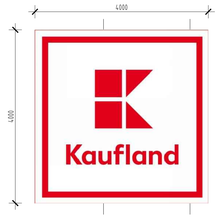

A TP-02 **Proposed Concept Sign**
Kaufland Pylon Sign Elevation
SCALE NTS



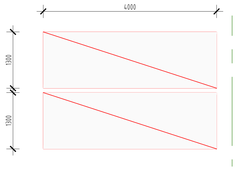

B - **Proposed Pylon Sign**
Kaufland Pylon Sign Elevation
SCALE 1:50



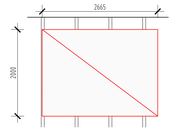

C - **Proposed Wall Mounted Sign - Type 01 (Non generic)**
Kaufland Internally Illuminated Sign
SCALE 1:50



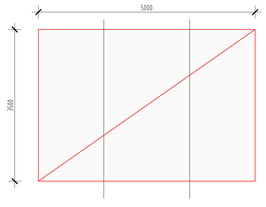

D - **Proposed Wall Mounted Sign - Type 02**
Kaufland Internally Illuminated Sign
SCALE 1:50




G - **Proposed Wall Mounted Sign - Type 05**
Internally Illuminated Specialty Tenants Signs
SCALE 1:50




E - **Proposed Wall Mounted Sign - Type 03**
Externally Illuminated
SCALE 1:50




F - **Proposed Wall Mounted Sign - Type 04**
Externally Illuminated
SCALE 1:50

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 01.12.2017 | PRELODGEMENT MEETING ISSUE |
| P3 | 02.03.18 | LODGEMENT ISSUE |



N
North point approx. only

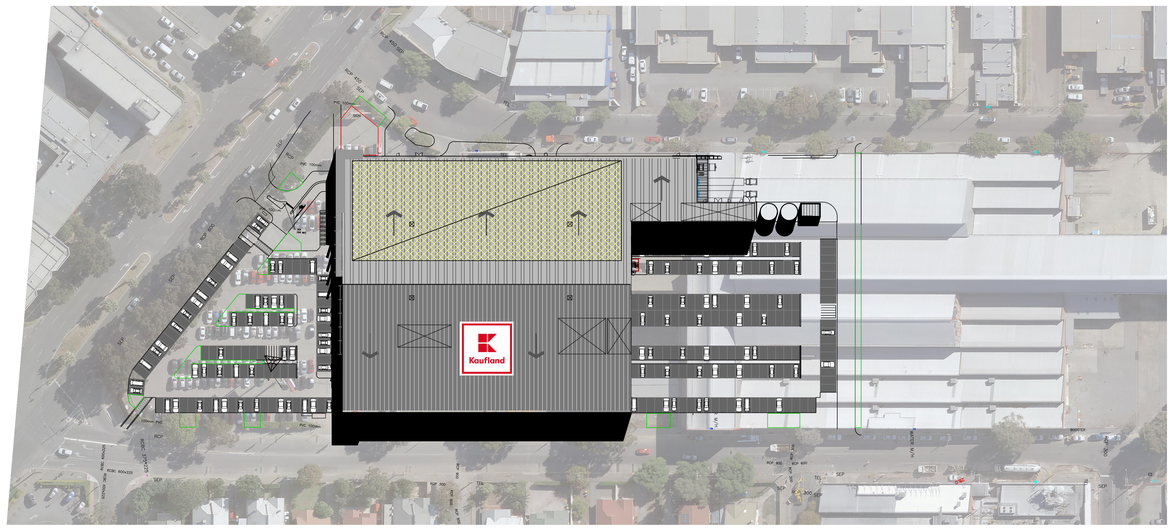
**TOWN PLANNING**
DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

Project KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.
Drawing STREETSCAPE AND SIGNAGE.
Job No 171111
Scale as shown
Date DEC 17.
Drawn KW/SC
Drawing No TP-06
Revision P3

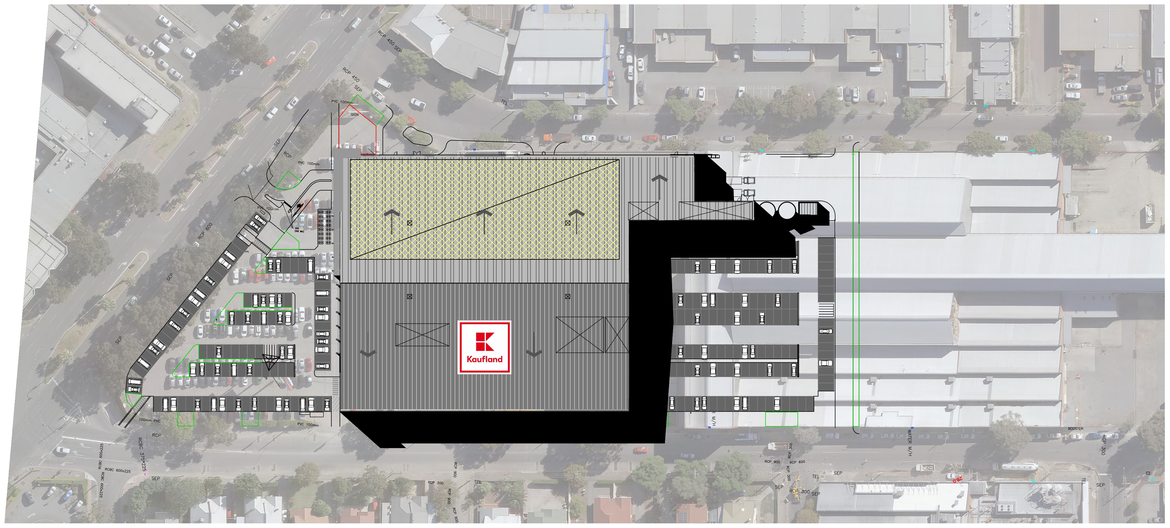
Kaufland

architecture ARCHITECTS INTERIOR DESIGNERS


-
-
PROPOSED SHADOW PLAN 9am
APPROXIMATE SHADING EXTENT, SEPTEMBER EQUINOX
SCALE NOT TO SCALE




-
-
PROPOSED SHADOW PLAN 12pm
APPROXIMATE SHADING EXTENT, SEPTEMBER EQUINOX
SCALE NOT TO SCALE




-
-
PROPOSED SHADOW PLAN 3pm
APPROXIMATE SHADING EXTENT, SEPTEMBER EQUINOX
SCALE NOT TO SCALE

# AUS1 - 10 Anzac Highway, Forestville, SA

| REV | DATE | DESCRIPTION |
|---|---|---|
| P2 | 07.12.2017 | PRELODGEMENT MEETING MINUTES |
| P3 | 02.03.18 | LODGEMENT ISSUE |

| REV | DATE | DESCRIPTION |
|---|---|---|



N
North point approx. only

**TOWN PLANNING**

DRAWING BASED ON CAD FILES RECEIVED FROM KAUFLAND 19.02.18 & ASSOCIATED BRIEFING DOCUMENTS

Project: KAUFLAND 10 ANZAC HWY FORESTVILLE S.A.
Drawing: SHADOW DIAGRAMS[P3].
Job No: 171111
Scale: 1:250 @ A0
Date: DEC 17.
Drawn: KW/SC
Drawing No: TP-07
Revision: P3

architecture ARCHITECTS INTERIOR DESIGNERS


## LEGEND:

- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED CANOPY TREE
  Lophostemon confertus
  Queensland Brush Box
- PROPOSED CANOPY TREE
  Syzygium smithii
  Lilly Pilly
- PROPOSED SCREENING TREE
  Callitris preisii
  Rottnest Island Pine
- PROPOSED SCREENING TREE
  Syzygium australe 'Pinnacle'
  Pinnacle Lilly Pilly
- PLAYGROUND ZONE
  TO FUTURE DETAIL
- PROPOSED SMALL SHRUBS /
  TUFTING PLANTS AND GROUNDCOVERS
  REFER TO PLANT SCHEDULE FOR FURTHER INFORMATION
- PROPOSED BIOSWALE
  WSUD PLANTING MIX
  TO FUTURE DETAIL
- FEATURE PAVING
  STONE / CONCRETE UNIT PAVING OR SIMILAR
  REFER TO PROPOSED MATERIAL PALETTE FOR INFO
- STANDARD PAVING
  HONED SURFACE CONCRETE PAVING
  REFER TO PROPOSED MATERIAL PALETTE FOR INFO
- FEATURE TIMBER BLADE FACADE UNITS
  ON 500MM STEEL FRAME OFFSET FROM FACADE LINE
  REFER TO TIMBER BLADE EXAMPLE IMAGERY
- TIMBER IN-SITU BENCH SEAT
  REFER TO EXAMPLE PALETTE FOR INFO
- SITE BOUNDARY

## PROPOSED PLANT SCHEDULE:

| Code | Botanical Name | Common name | Pot / Installation size | Size at maturity (HxW) | Qty |
|---|---|---|---|---|---|
| **TREES** | | | | | |
| LOP con | *Lophostemon confertus* | Queensland Brush Box | *45L pot, min 2.5m. ht, 30mm cal.* | 15m x 8m | 8 |
| SYZ smi | *Syzygium smithii* | Lilly Pilly | *45L pot, min 2.5m. ht, 30mm cal.* | 12m x 6m | 6 |
| CAL pre | *Callitris preisii* | Rottnest Island Pine | *45L pot, min 2.0m. ht, 20mm cal.* | 6m x 3m | 17 |
| SYZ Pin | *Syzygium australe 'Pinnacle'* | Pinnacle Lilly Pilly | *45L pot, min 2.0m. ht, 20mm cal.* | 6m x 2m | 34 |
| | | | | **TOTAL TREES** | **65** |
| **SHRUBS & TUFTING PLANTS** | | | | | |
| ACA aci | *Acacia acinacea* | Gold Dust Wattle | 200mm | 1m x 1m | |
| COR alb | *Correa alba* | White Correa | 200mm | 1m x 1m | |
| DIA tas | *Dianella tasmanica 'Tas Red'* | Tas Red Dianella | 200mm | 0.5m x 0.5m | |
| DIA cae | *Dianella caerulea 'Cassa Blue'* | Cassa Blue Dianella | 200mm | 0.5m x 0.5m | |
| DIA Jes | *Dianella caerulea 'Little Jess'* | Little Jess Dianella | 200mm | 0.75m x 0.75m | |
| FIC nod | *Ficinia nodosa* | Knobby Club Rush | 200mm | 1m x 1m | |
| JUN fla | *Juncus flavidus* | Yellow Rush | 200mm | 1m x 1m | |
| LOM lon | *Lomandra longifolia* | Spiny-headed Mat-rush | 200mm | 1m x 1m | |
| WES fru | *Westringia fruticosa 'Mundi'* | Mundi Westringia | 200mm | 0.5m x 1.5m | |
| **GROUNDCOVERS & CLIMBERS** | | | | | |
| ATR sem | *Atriplex semibaccata* | Berry Saltbush | 100mm | 0.3m x 1m | |
| CHR api | *Chrysocephalum apiculatum* | Common Everlasting | 100mm | 0.3m x 1.5m | |
| MYO par | *Myoporum parvifolium* | Creeping Boobialla | 100mm | 0.3m x 1.5m | |
| TRA jas | *Trachelospermum jasminoides* | Star Jasmine | tubestock | spreading/climbing | |

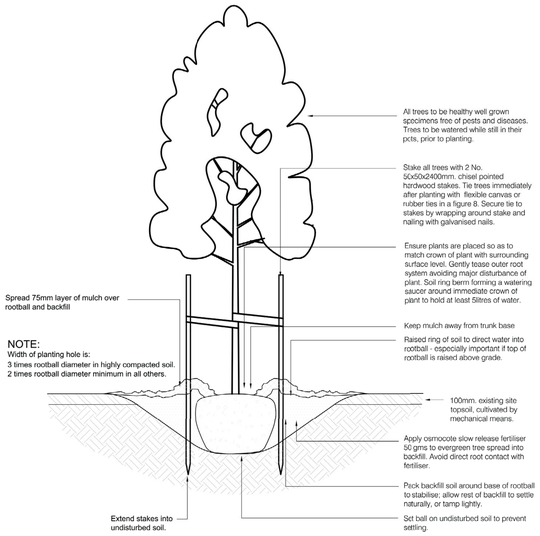
URBIS

# 10 ANZAC HIGHWAY, FORESTVILLE
## LANDSCAPE CONCEPT PLAN

**DATE:** 09.03.2018
**JOB NO:** ND2019
**DWG NO:** LCP_001
**REV:** -

1:250 @ A0

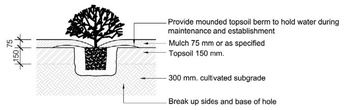
## PROPOSED LANDSCAPE DETAILS




1 LCP-02 TYPICAL TREE PLANTING DETAIL
SECTION DETAIL
1:20

**Shrub Planting Notes:**

1. Dig hole twice as deep as rootball and allow at least 200 mm. around sides for backfilling with topsoil.
2. Apply fertiliser in base of hole, cover with topsoil (type & rate as per spec). Avoid root contact.
3. Place plant in centre of hole, backfill with approved topsoil, firming progressively.
4. Water well into saucer around crown of plant.
5. Stake larger shrubs where necessary, using 50 x 50 x 1200 mm. hardwood stakes.




2 LCP-02 TYPICAL SHRUB PLANTING DETAIL
SECTION DETAIL
1:20

## PROPOSED TREE PALETTE


Syzygium smithii


Callitris preisii


Lophostemon confertus


Syzygium australe 'PINNACLE'

## PROPOSED MATERIALS PALETTE


Sandstone feature paving


Rustic brick paving


Anston Ironstone - Steel


Anston Ironstone - Ivory


Anston Ironstone - Flint


Anston Ironstone - Earth

## KERB INLET SWALE AND RAINGARDENS


Swales and raingardens


Flush pavement and integrated seating with raingarden


WSUD in carpark medians

## SOUTH ELEVATION (LEADER STREET INTERFACE)


URBIS

# 10 ANZAC HIGHWAY, FORESTVILLE
## LANDSCAPE CONCEPT IMAGES AND DETAILS

**DATE:** 09.03.2018
**JOB NO:** ND2019
**DWG NO:** LCP_002
**REV:** -

# 10 ANZAC HIGHWAY, FORESTVILLE

## TOWN PLANNING REPORT

URBIS

APRIL 2018

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

| | |
|---|---|
| Director | Jane Kelly |
| Consultant | Mietta Gleeson |
| Project Code | MA10864 |
| Report Number | Rep01 |



**urbis.com.au**

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# EXECUTIVE SUMMARY

This report has been prepared on behalf of Kaufland Australia Pty Ltd in support of a planning permit application to construct a supermarket at the former LeCornu site located at No.10 Anzac Highway, Forestville (the subject site).

The site is significant in Adelaide, having operated as LeCornu's main retail showroom for over 40 years until late 2016. The redevelopment of the site to accommodate one of Kaufland Australia's flagship stores in Australia will allow the site to reinstate its important and well established retail legacy, continuing to service the residents of Adelaide.

The proposal is best described as the demolition of an existing large format retail premises and the construction of a group of shops, including a supermarket (Kaufland Store) with associated sale of liquor, car parking, signage and landscaping. The retail development site will occupy approximately half of the overall site at 10 Anzac Highway, with the balance of the site to be subject to a separate application in the future.

Pursuant to the 'procedural matters' section of the Urban Corridor Zone, the application is neither complying nor non-complying and therefore, must be assessed on its merits against the relevant provisions of the Unley (City) Development Plan.

This planning report describes the subject site and surrounding context; details the proposed works; and provides an assessment of the proposal against the relevant planning controls and policies contained within the Unley (City) Development Plan.

The report concludes the proposed use and development is of high architectural merit and is suitable for the site and surrounding neighbourhood character. Specifically, the report determines:

- The redevelopment of an underutilised strategic site on a high frequency transport corridor for a high-quality retail development is strongly aligned with State and Local planning policy.
- The development of the site for retail premises is consistent with the site's inclusion within the Urban Corridor Zone, which encourages a mix of land uses including shops and services.
- The proposed development will not compromise the ability for an overall mixed use outcome (including residential uses) to be delivered on the site, as the retail component that is the subject of this application occupies approximately half of the total site.
- The building is appropriately resolved on site and respectful of its surrounds. This is achieved through orientating the building towards Anzac Highway; introducing substantial setbacks to the residential interfaces; the use of quality materials and finishes; and siting loading and waste collection operations away from the residential interface.
- The proposed design response is sensitive to its context and has been carefully designed to respond to each of the site's interfaces. The proposal does not result in any unreasonable off-site amenity impacts by way of visual bulk, overlooking or overshadowing.
- The development will deliver activation to Anzac Highway through the orientation of the building towards the Highway and the use of substantial glazing which will provide views into the development, and the siting of the café and outdoor spaces to the highway.
- The proposal will achieve principles of Environmentally Sustainable Design (ESD) through building design features and initiatives, and Water Sensitive Urban Design (WSUD).
- The proposal has been designed to incorporate a variety of landscaping elements including tree planting and low level shrubs and garden beds. The building and hard stand areas are setback off the boundaries to allow for tree planting and landscaping around the site's perimeter and within the car parking areas. The landscaping proposed will improve the site's appearance for customers and from the public realm and neighbouring properties, and will deliver positive WSUD outcomes.
- Car parking areas are predominantly screened from view, and sufficient car parking is provided to ensure that customers can efficiently park on site, and to minimise offsite amenity impacts upon the surrounding area.

- Anticipated traffic movements can be accommodated within the capabilities and capacity of surrounding streets, including Anzac Highway, Maple Avenue and Leader Street.
- The proposal will deliver an overall net community benefit through a high quality and accessible retail development offering a new range of essential household products not currently available to residents in Adelaide.

This report should be read in conjunction with the following:

- Current Certificate of Title
- Architectural Plans prepared by Architecture HQ, dated 2 March 2018
- Architectural Design Statement, prepared by Tony Parks of Architecture HQ
- Land Division Survey prepared by Alexander Symonds Surveying Consultants, dated 11 December 2017
- Landscape Concept Plan prepared by Urbis, dated 9 March 2018
- Traffic Assessment prepared by WGA, dated 15 March 2018
- Stormwater Management Plan prepared by WGA, dated 8 March 2018
- Acoustic Report prepared by Resonate Consultants, dated 7 March 2018
- Waste Management Plan prepared by Rawtec, dated March 2018
- Contamination Letter prepared by Greencap, dated 27 February 2018
- Further Due Diligence Assessment prepared by EP Risk, dated 7 June 2017

# KAUFLAND OVERVIEW

Headquartered in Neckarsulm Germany, Kaufland is a subsidiary of the Schwarz Group, the world's fourth largest retailer. As a grocery chain, Kaufland are committed to providing customers with access to a wide range of reasonably priced produce. Each store can stock up to 60,000 product lines, some of which are our their own attractive K-Classic brands. Kaufland operate more than 1,230 stores in Germany, the Czech Republic, Poland, Bulgaria, Croatia, Romania and Slovakia with more than 150,000 employees across Europe.

Kaufland are a growth-oriented corporation continually assessing their expansion possibilities in existing and potential markets. With this in mind, Kaufland are currently conducting a feasibility study by analysing the Australian market, with the Forestville development to be one of the first Kaufland stores in Australia.

# 1. THE PROPOSAL

The proposal can be described as a freestanding retail development comprising a full line supermarket including the sale of liquor, associated offices, a café, retail tenancies and associated car parking, landscaping and signage, as outlined below.

## 1.1. SUPERMARKET USE

The proposal is for a purpose built Kaufland supermarket, along with associated retail uses. The development will comprise:

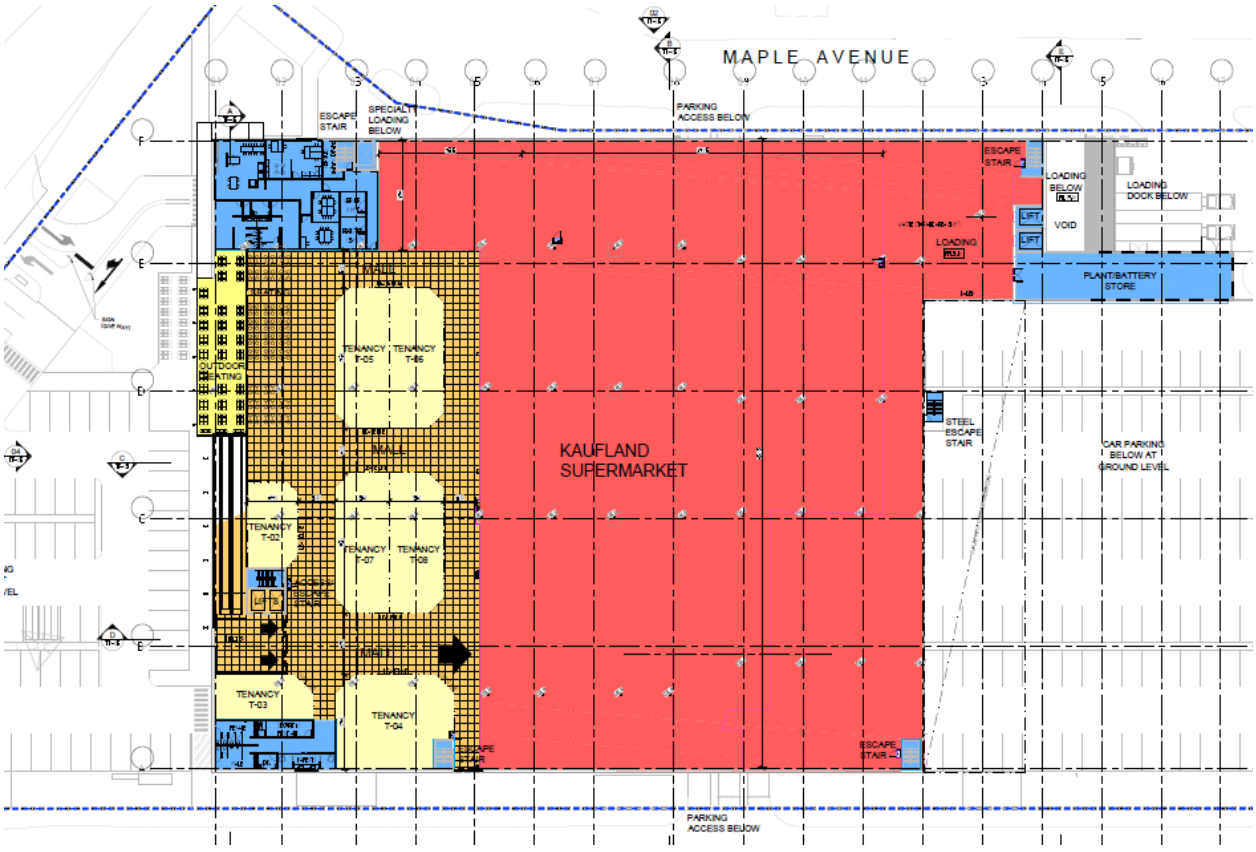
- 5,808 square metre supermarket
- 336 square metres of associated offices
- Eight retail tenancies, comprising 6821.4 square metres, broken down as follows:

| | | | |
|---|---|---|---|
| **T-01** | 102.7 square metres | **T-04** | 189.9 square metres |
| **T-02** | 79.5 square metres | **T-05 & T-06** | 136.8 square metres each |
| **T-03** | 79.4 square metres | **T-07 & T-08** | 136.8 square metres each |

Trading house for the Centre are proposed as follows:

- Weekdays: 12.00 AM – 9.00 PM
- Saturday: 12.00 AM – 5.00 PM
- Sunday: 11.00 AM – 5.00 PM

**Figure 1 – Proposed first floor layout (extract from TP-03)**



## 1.2. BUILDING LAYOUT AND FORM

The building will be of contemporary design, with siting and design responses to respect the neighbourhood character context and to minimise impacts on surrounding residences.

Key aspects of the proposal are as follows:

- A mixture of at grade and under croft car parking located across the ground level. Some car parking will be provided within the front setback of the site which is typical of a retail development, to provide some immediately visible and accessible car parking to passing traffic.
- Supermarket and retail uses located at the upper level.
- A double storey built form oriented towards Anzac Highway, with the main pedestrian entrance from this frontage.
- An overall building height of 11.88 metres at the rear parapet and a height of 11.38 metres as the building addresses Anzac Highway, tapering down to 9.45 metres to both the Leader Street and Maple Avenue interfaces.
- Setbacks to all site boundaries to facilitate landscaping at all interfaces, including a setback to Leader Street of 5 metres and 1 metre to Maple Avenue.
- Business identification signage (as detailed in Section 1.4)

## 1.3. CAR PARKING, ACCESS AND LOADING

The existing vehicle crossover located at the northern end of the Anzac Highway frontage is proposed to be retained to allow for vehicle access to the site. Direct vehicle access to the undercroft car parking area will be provided by a double width vehicle crossover to Maple Avenue and a triple width crossover to Leader Street.

A total of 487 car parking spaces are proposed across the site, with spaces located within the front site setback, the building undercroft and to the rear of the building. The undercroft parking area will comprise 12 accessible parking spaces and 16 parent parking spaces. The provision for 16 bicycle parking spaces and 8 motorbike parking spaces are proposed within the undercroft parking area. All car spaces have been designed in accordance with the relevant Australian Standards.

A full scale loading dock is proposed within the north east of the development site. Trucks will enter the loading area via Maple Avenue, with egress provided either to Maple Avenue or along the rear of the development site to Leader Street via an internal roadway.

The Traffic and Parking Assessment report by WGA dated 15 March 2018 provides further details of the proposed access and loading arrangements and car parking provision.

**Figure 2 – Proposed car parking layout (TP-02)**

# 1.4. SIGNAGE

The development proposes the provision of six advertising signs across the site. This will comprise:

- 1 x 3 sided, externally illuminated pylon sign to replace the existing 'Le Cornu' sign in the site's front setback, measuring approximately 20 metres in height, comprising the Kaufland logo.
- 1 x 2 sided, internally illuminated pylon sign located in the front setback, measuring 7 metres in height, comprising the Kaufland logo.
- 3 x internally illuminated wall mounted sign measuring 5 metres x 5 metres, located on the western and northern building façade, comprising the Kaufland logo.
- 3 x internally illuminated wall mounted signs measuring 4 metres x 4 metres, located on the northern and southern building façades, comprising the Kaufland logo.
- 8 x externally illuminated wall mounted signs measuring 3.5 x 5 metres, located on the northern and southern building façades, comprising business identification signs for future speciality tenants.
- 2 x internally illuminated wall mounted signs measuring 1.3 x 4 metres, located on the western building façade, comprising business identification signage for future speciality tenants.
- 3 x externally illuminated wall mounted signs measuring 2 x 2.665 metres, located on the western building façade, comprising business identification signage for future speciality tenants.
- 1 x non-illuminated roof mounted sign measuring 18 x 18 metres, located on the southern portion of the building's rooftop, comprising the Kaufland logo (noting that this sign will not be visible from surrounding streets/ the public realm, and only visible from the air).

# 1.5. LAND DIVISION

The application seeks land division consent to consolidate the existing land titles. The consolidation applies only to the front portion of the site, affected by this application, with the titles within balance of the site unchanged.

As detailed on the proposed Plan of Division, Allotments 94 to 105 in F216991 are proposed to be consolidated to form Allotment 501 of the Deposited Plan.

# 1.6. PROCEDURAL REQUIREMENTS

## 1.6.1. Relevant Authority

The relevant authority to determine the development application is the State Commission Assessment Panel (SCAP), with referral being made to the City of Unley. A request was made under Schedule 10, Part 20 of the Development Regulations, 2008 to the State Coordinator-General, and by letter dated 26 March 2018, the State Coordinator-General confirmed that the application would be assessed by the SCAP.

## 1.6.2. Nature of Development

As outlined above, it is considered that the proposal is best described as the demolition of an existing large format retail premises and the construction of a new retail development including a supermarket with associated car parking, signage and landscaping. Pursuant to the 'Procedural Matters' section of the Urban Corridor Zone, the application is neither complying nor non-complying and therefore, must be assessed on its merits against the relevant provisions of the Unley (City) Development Plan.

## 1.6.3. Public Notification

The 'Procedural Matters' section of the Urban Corridor Zone identifies that the proposed development is a Category 2 form of development as the site is located within the Transit Living (Anzac Highway) Policy Area 24 and proposes the development of a group of shops with a gross leasable floor area greater than 500 square metres.

# 2. SUBJECT SITE CONTEXT

As outlined in Section 1.5, this application proposes the division of the site at 10 Anzac Highway, Forestville. This site has a total area of 3.6 hectares, and is illustrated in Figure 3 below in blue shading. The section of the site that is the subject of this application relates to proposed Lot 501 only and is outlined in red in Figure 3. The rear portion, or balance of the overall site, will be subject to a separate development application in the future.

## 2.1. SUBJECT SITE

The subject site is located at 10 Anzac Highway, Forestville, on the eastern side of Anzac Highway, approximately 400 metres south of the intersection with Richmond Road/Greenhill Road and approximately 3 kilometres southwest of the Adelaide CBD.

The site is irregular in shape and features a generally flat topography. The site has a frontage to Anzac Highway of approximately 130 metres, a secondary frontage to both Maple Avenue (approximately 172 metres) and Leader Street (approximately 240 metres), comprising a total site area of approximately 2.058 hectares.

The subject site currently comprises a number of warehouse buildings and a large asphalt, at grade car park. The site has most recently been used for a large scale furniture store, Le Cornu. Vehicle access to the site is provided by a single vehicle crossover to each road frontage. Limited vegetation borders the car park and a number of street trees are located adjacent to the western site boundary.

**Figure 3 – Subject Site Aerial**


### 2.1.1. Certificate of Title

No.10 Anzac Highway, Forestville is currently located across five titles comprising 34 allotments; Lots 94-123 on FP 216991, Lot 52 & 53 on DP 2907 and Lot 18 & 19 on FP 9791.

An easement in favour of the SA Water Corporation Easement, for sewerage purposes is located on Lot 19 FP 9791 and a Right of Way and Easement to the Crown, for the purpose of laying and maintaining pipes, runs north-south down the centre of Lot 108 on 216991 from Leader Street.


**Picture 1 – Subject site, existing conditions viewed east from Anzac Highway**


**Picture 2 – Existing car parking within front setback**


**Picture 3 – Existing undercover car parking on site**

**Picture 4 – Existing site, viewed west from Maple Avenue**

**Picture 5 – Existing site, viewed west on Leader Street**

## 2.1.2. Site History

The site has considerable history in Adelaide. The site was originally used for industrial and commercial uses including the manufacturing of military vehicles, aircraft and ammunition during WWII and car manufacturing including the Chrysler Factory. Since 1973 the site was used for the iconic Le Cornu store, a large scale self-service furniture warehouse, until the showroom closed in late 2016.

A preliminary Site Contamination Report has been prepared by ES Risk, with the initial assessment highlighting the following:

- No significantly elevated volatile compounds (the key contaminants of concern identified from the Site history) were identified at any of the grid based or targeted MiHPT investigation locations.
- No extensive hydrocarbon contamination is present that would likely impede future proposed use of the site.
- Asbestos, synthetic mineral fibers (SMF), polychlorinated biphenyls (PCB), lead and oxygen depleting substances (ODS) were all identified, or presumed to be present at the site. Qualified professionals should be engaged to ensure the proper removal, management and disposal of any suspected for confirmed hazardous materials.
- The results do not indicate that site conditions would prohibit the future development of the site for low or high density residential use (pg. 16).

In addition, Greencap undertook a soil investigation to assess the contamination status of soils at the site, and to provide information relating to offsite soil disposal requirements.

To the best of Greencap's knowledge, no groundwater investigations or direct soil vapour measurements have previously been undertaken at the site, however, there are unlikely to be complete pathways that result in an unacceptable risk to human health to on-site occupants (of the retail development) on the basis of the following:

- Groundwater is located at depth (available information suggests groundwater underlying the site is likely to be at depths greater than 10 metres below ground level). Proposed construction works and any future works at the site would not extend to these depths. Furthermore, groundwater will not be used for any purpose (i.e. irrigation, etc) following development.
- Previous reports (mentioned above) indicated there was considered to be a low likelihood of significant soil vapour impacts being present at the site in terms of the proposed future commercial redevelopment.
- The proposed development, which incorporates a carpark at grade under the majority of the proposed commercial building, with open sides, reduces the likelihood of any accumulation of vapours that may pose any risk to human health through inhalation.

In light of the above, there is considered to be a low risk to the health of future site occupants (of the retail development) from exposure to any impacted soils that might remain on site, or from inhalation from vapours that may potentially be present under the site. The site is deemed to be suitable to accommodate the proposed retail development from an environmental impacts perspective.

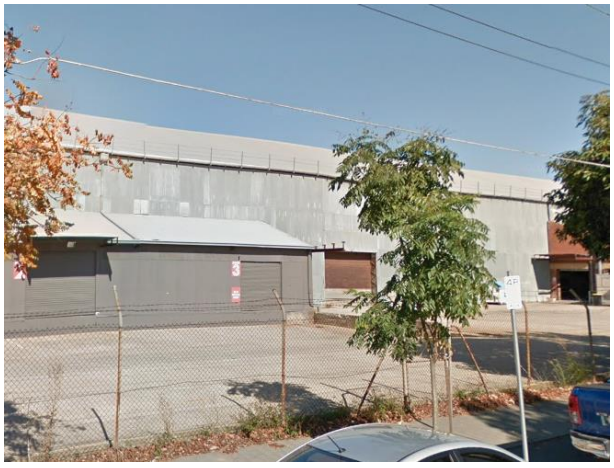
## 2.2. IMMEDIATE SURROUNDS

### East

Immediately to the east of the subject site is the rear or balance of No. 10 Anzac Highway. As outlined within Section 1.5 of this report, the proposal seeks to consolidate the land at No.10 Anzac Highway affected by this proposal into 1 lot. As such, abutting the site to the east will be the rear portion of No.10 Anzac Highway.

This land currently comprises a number of large, double storey light industrial/warehouse buildings.

Further east, land comprises small industrial and warehouse buildings, and a train line connecting Adelaide City with the southern suburbs of Adelaide. The Adelaide Showgrounds is located on the eastern side of the train line.



**Picture 6 – Rear of No.10 Anzac Highway, Forestville (viewed from Maple Avenue)**


**Picture 7 – Rear of No.10 Anzac Highway, Forestville (viewed from Leader Street)**

### North

Maple Avenue forms the subject site's northern boundary, providing access from Anzac Highway through to the railway line to the east. Maple Avenue accommodates one lane of traffic in each direction and on-street parallel car parking. A range of small industrial and warehouse uses are located on the northern side of Maple Avenue, predominantly comprising single or double storey brick buildings.

Further north is the Keswick Army Barracks, which is earmarked as a future high density mixed use precinct.


**Picture 8 – Double storey commercial use fronting Maple Avenue**


**Picture 9 – Double storey commercial use fronting Maple Avenue**

## South

Leader Street forms the subject site's southern boundary, providing connection between Anzac Highway and Goodwood Road to the east. Leader Street accommodates one lane of traffic in each direction and on-street parallel car parking. A number of single storey dwellings front the southern side of Leader Street, as well as a set of double storey units. A large double storey brick factory building operating as a bakery fronts Leader Street between First Avenue and Leah Street. It is understood that the bakery is to be relocated in the near future and replaced by residences.

Further south, land predominantly comprises residential land uses, featuring single storey detach dwellings on large lots.


**Picture 10 – Brick factory (bakery) fronting Leader Street**

**Picture 11 – Single storey dwellings on the southern side of Leader Street**

## West

The subject site abuts Anzac Highway to the west. Anzac Highway is a main arterial road running southwest from the Adelaide CBD, providing three lanes of traffic in each direction. A pedestrian footpath, bus stop and eight established street trees are located within the nature strip between the subject site and Anzac Highway.

Further west, across Anzac Highway is the Ashford Hospital. The hospital and associated buildings range in height from single storey up to five storeys. The hospital presents as a five storey form to the corner of Anzac Highway and Reid Avenue and is built to both site boundaries.

**Picture 12 – Ashford Hospital, Forestville**

**Picture 13 – Anzac Highway, viewed north**

## 2.3. WIDER AREA

The subject site is located on the boundary of an established residential area to the south, and a commercial/light industrial to the north. The site is within close proximity to a variety of amenities and services including public transport, recreation and community facilities. These include:

- Ashford Hospital is located opposite the subject site on Anzac Highway.
- Adelaide Showgrounds are located directly east of the subject site, across the railway line.
- Goodwood Railway Station (approximately 500 metres south east).
- Adelaide Showgrounds Railway Station (approximately 550 metres north east).
- Tram route running between the CBD and Glenelg (approximately 500 metres south).
- Eleven bus routes utilise Anzac Highway, with a bus stop is located directly adjacent to the site (245, 248, 263, 265, 719, 721, 722, 723. AO31, M44, N262 & N721).
- Two bus routes utilise Leader Street, with a bus stop located adjacent to the site, between Leah Street and Charles Street (W90 & W91).

Figure 4 illustrates the location of the above surrounding services and facilities.

**Figure 4 – Locality Map**

# 3. PLANNING ASSESSMENT

The planning assessment addresses the following key matters:

- Planning policy support for the proposal
- Appropriateness of the proposed land use
- Built form outcomes
- External amenity considerations
- Building services and performance

Details of the planning controls and policy are included within Appendix A.

# 4. RESPONSE TO PLANNING POLICY FRAMEWORK

The proposed development of the subject site is considered to meet the objectives of the Planning Strategy (*The 30-Year Plan for Greater Adelaide, 2017 update*) and the Unley (City) Development Plan. A summary of the relevant State and Local Planning policies is contained within Appendix A, with the key points outlined below:

## 4.1. THE 30-YEAR PLAN FOR GREATER ADELAIDE

The proposal reflects the objectives of the *30-Year Plan for Greater Adelaide, 2017 update*, as follows:

- The proposal facilitates the revitalisation of a large vacant and underutilised strategic inner suburban with a quality commercial development, supporting employment and economic growth within the local area.
- The proposal will reinstate the site's historic and well established retail use, for a contemporary development, which will service the convenience shopping needs of local residents and passing commuters.
- The proposal achieves the locational requirements for retail development outside of a designated activity centre, and will support the principles of accessibility, high quality urban design and economic growth and competitiveness.
- The proposed development provides an appropriate response to the site and surrounding context, including a transition in scale to the nearby residential properties and the provision of landscaping to soften the appearance of the built form and contribute to the presentation of the development to the streetscape.
- The development contributes to 'the new urban form' of compact mixed use communities through the provision of a supermarket use within an established community, and within an area identified for renewal and intensification. The development will provide for day-to-day shopping needs of local residents, and commuters returning home, on a highly accessible site and within immediate proximity to public transport services and walking and cycling distance of surrounding residential areas.
- The development has been designed to incorporate measures to promote energy efficiency and water security, including the installation of solar panels and water sensitive urban design and stormwater management measures such as rainwater storage and bioswales for runoff filtration.

## 4.2. RESPONSE TO THE CITY OF UNLEY DEVELOPMENT PLAN

### 4.2.1. Council Wide Policy

The Unley (City) Development Plan outlines strategic and policy objectives to guide the preferred development outcomes of the municipality. The proposed development aligns with the General Policy section of the Development Plan, with the key points outlined below:

- The proposed retail development is considered an appropriate development outcome outside of a business, centre or shopping zone given the site's established retail use and identification for a future mixed use outcome including retail uses (Transit Living Policy Area 24); the existing mixed use nature of the surrounding area; the site's location on a main transport corridor and the ability of the road network to accommodate future traffic generated by the proposal; the site's proximity to public transport options; the site's substantial size to ensure all customer car parking and loading activities occur on site; the ability to minimise amenity impacts upon nearby residences along Leader Street through setbacks, design, landscaping and the siting of loading and waste collection operations on Maple Avenue. *(Centres and Shops PDC 10 & 11).*
- The development promotes safety of users of the site and security of the property through appropriate design outcomes including the provision of clearly defined public and private spaces, active uses at the street frontage overlooking Anzac Highway and adequate lighting and signage. (*Crime Prevention PDC 1 & 2).*
- Landscaping forms an integral part of the overall design of the development, fostering a human scale and to enhance the visual amenity of the area. The proposed plant and tree species have been selected

to ensure sight lines are available throughout the development, and to avoid concealment opportunities. *(Crime Prevention PDC 1 & 2).*

- The proposed development is of high design quality and appropriately responds to the context of the site and surrounds. As further detailed in Section 7, the built form responds to the immediate surrounds to limit external amenity impacts including visual bulk, overshadowing, overlooking and noise *(Design and Appearance PDC 1, 9 & 10).*

- Solar panels are proposed to be installed on the roof of the building to provide for on-site power generation. In addition, the built form has been designed to ensure efficient solar access is maintained to all surrounding properties *(Energy Efficiency PDC 2 & 3).*

- The development has been appropriately sited and designed to minimise adverse impact on the existing residential properties to the south, located within the Residential Streetscape Zone. This includes locating the loading bay and mechanical services to the north of the site, limiting the potential for noise sources to the more sensitive residential interface along Leader Street. *(Interface between Land Uses PDC).*

- Landscaping is incorporated into the design to enhance the overall appearance of the development, and to provide opportunities for WSUD. The landscaping concept for the site will be further developed with environmental officers from the City of Unley Council. (*Landscaping PCD 1 & 2).*

### 4.2.2. Urban Corridor Zone

The Urban Corridor Zone contemplates the inclusion of a mix of uses, at varying densities, and with active street frontage, while ensuring the metropolitan transport movement function is preserved. The proposed development responds to the objectives of the Urban Corridor Zone in the following ways:

- The proposal is for a retail development at a medium density scale, which is oriented towards Anzac Highway. The supermarket and complementary retail tenancies are a compatible non-residential use in this location, that will provide for the day-to-day shopping needs of the local community and support the economic vitality of the area *(Objective 1 & 3).*

- The proposed development incorporates variation in the roof form across the development, including the provision of skylights at the upper level to add visual interest to the skyline when viewed from the streetscape and afar.

- The building has been designed to transition down in scale to the north and south to appropriately respond to the surrounding context of lower built form that currently exists along Maple Avenue and Leader Street *(Objective 5).*

- The incorporation of a ground level café with alfresco seating encourages activation of the site frontage at a human scale and ensures the development contributes to an appealing street environment for pedestrians along Anzac Highway *(Objective 2).*

- The development, including the car parking areas across the site, has been designed to provide a comfortable and safe experience for customers, through the provision of pedestrian paths, pedestrian crossings and external lighting *(Objective 6).*

- The development has been designed in consultation with an acoustic consultant who has provided advice on the fencing and screening, to limit the impact of noise sources on the amenity of residential properties along Leader Street *(Objective 7).*

- The proposal will contribute to the desired character of the zone through the redevelopment of a currently vacant and underutilised key strategic site, with a quality retail anchor that will serve as a catalyst for new development in the precinct. The site is of a substantial size, which will ensure the offsite amenity impacts can be appropriately controlled through generous building setbacks and the transition of building height across the site, and the siting of loading and waste collection on Maple Avenue, and away from residences along Leader Street. The new retail development will occupy approximately half of the overall former LeCornu site, and the balance of the site will be subject to a future development application. The retail proposal will not prejudice the overall site from achieving a mixed use outcome, as desired by the zone (*Objective 8*).

## 4.3. APPROPRIATNESS OF THE PROPOSED LAND USE IN THE UCZ

As outlined previously, the proposed development incorporates a Kaufland Supermarket (Shop), including the sale of liquor, and eight retail tenancies (shop). A 'shop or group of shops' is an envisaged form of development in the Urban Corridor Zone.

Similarly, the desired character statements of the Urban Corridor Zone and Transit Living Policy Area encourage the development of the site for a mixed use development, with an emphasis on commercial uses that support the day to day needs of the local population.

*PDC 1* of the Transit Living Policy Area states:

> *"Shops or groups of shops contained in a single building should have a gross leasable area of less than 500 square metres, except for sites located north of Leader Street."*

Given the subject site is situated to the north of Leader Street, the proposed leasable floor area of the group of shops located within the proposed development, in excess of 500 square metres, is considered an appropriate land use outcome in this location and consistent with the Urban Corridor Zone.

Consistent with *PDC* 2 of the Transit Living Policy Area, the development incorporates a number of smaller integrated tenancies, which will complement the predominate supermarket use, including a café space.

As outlined above, the retail proposal will occupy approximately half of the site at 10 Anzac Highway, and will not compromise the ability for the balance of the site to be developed for residential purposes in the future, and for an overall mixed use outcome to be achieved for the site.

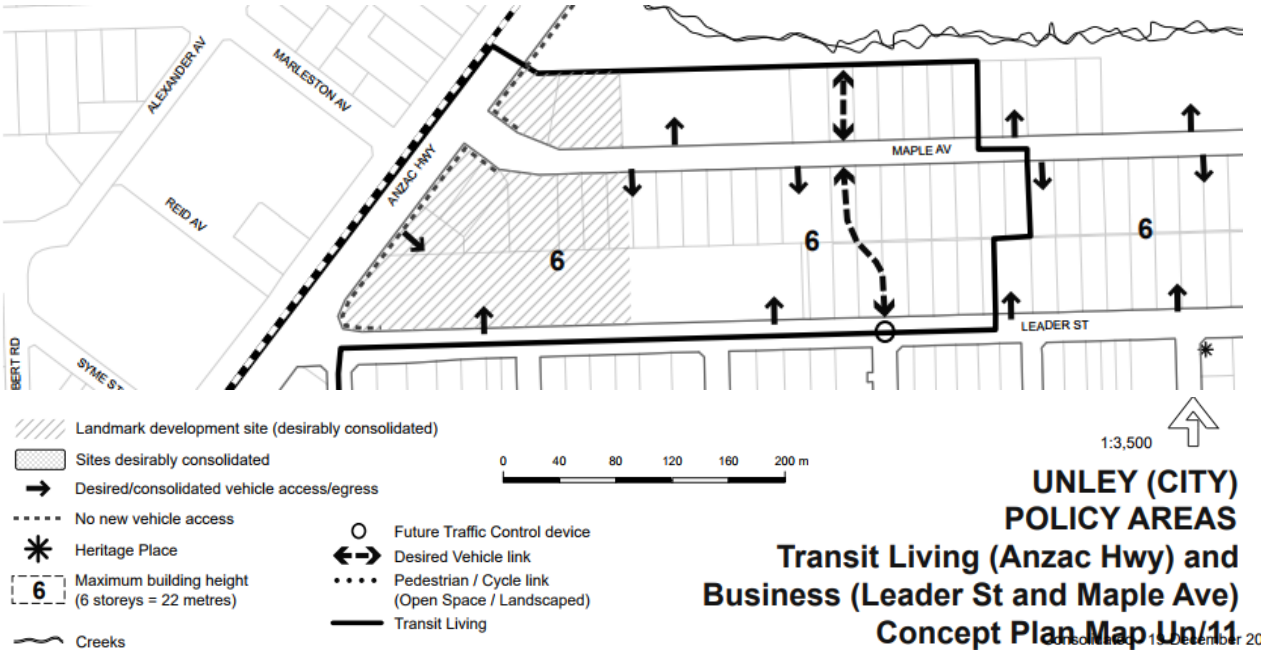
# 5. BUILDING DESIGN

## 5.1. BUILDING RESPONSE TO THE DESIRED CHARACTER

The development has been designed to reflect the existing and emerging character of the surrounding area. It is considered that the proposed development is consistent with the desired character of the Urban Corridor Zone and the Transit Living Policy Area, as follows:

- Consistent with the desired character for land within the Transit Living Zone north of Leader Street, the development proposes a quality retail development, which capitalises on direct access to public transport and supports the daily needs of residents and local workers.
- The development has been designed to respond to the adjoining residential properties located on the southern side of Leader Street, by lowering the scale of the development through a transition in height in the building and roof form.
- The development has been carefully designed to minimise overshadowing and overlooking amenity impacts to adjoining residential properties on the southern side of Leader Street.
- Well designed landscaping is proposed across the site, assisting in integrating the development with the streetscape. The landscape concept plan proposes planting around the perimeter of the site, with a particular emphasis on tree planting within the front site setback to visually soften the appearance of the built form and hard surface area of the car park.
- The design of the development proposes appropriate screening of the undercroft car parking area to minimise impacts on adjoining residential properties. This includes timber screens on the building, as well as a landscape buffer between the wall of the car parking areas and the site boundary.
- The development includes WSUD and ESD measures to appropriately contribute to the reuse and treatment of stormwater and provide for a reduction in energy consumption and the urban heat island effect.
- Vehicle access is proposed from each site frontage, with predominate access from Leader Street and Maple Avenue, while the existing vehicle crossing to Anzac Highway will be retained to allow for left-in and left-out access only.
- The general layout of the development has been designed in accordance with Concept Plan Map Un/11, including the consolidation of the site for a landmark development and the provision of appropriate vehicle links and vehicle access points.

Figure 5 – Extract of Concept Plan Map Un/11



# 5.2. APPROPRIATENESS OF THE PROPOSED BUILT FORM

The proposed development has been designed to reflect the Principles of Development Control of the Urban Corridor Zone and Transit Living Policy, ensuring an appropriate built form outcome on the site. It is noted that Kaufland stores have specific design requirements in terms of the operation and function of their supermarkets, which have sought to be replicated wherever possible. The development responds to the *PDC*'s as detailed below and within Section 6 of this report.

Table 1 – Quantitative Provisions of the Urban Corridor Zone

| | DEVELOPMENT PLAN GUIDELINE | PROPOSED |
|---|---|---|
| **MIN. BUILDING HEIGHT (PDC 12)** | 3 storeys or no less than 11.5 metres (Anzac Hwy) or 2 storeys or no less than 8 metres (Leader St or Maple Ave) | Anzac Hwy: 2 storeys & 11.38 metres, Maple Ave: 9.54 metres, Leader St: 9.54 metres |
| **MAX. BUILDING HEIGHT (PDC 12)** | 6 storeys or 22 metres | 2 storeys & 11.88 metres |
| **MIN. PRIMARY ROAD SETBACK (PDC 14)** | 3 metres from Anzac Highway | More than 3 metres from Anzac Highway |
| **MIN. SECONDARY ROAD SETBACK (PDC 15)** | 2 metres from Leader St and Maple Ave | 5 metres from Leader Street and 1 metre from Maple Avenue |

In addition to the provisions outlined above and the amenity considerations discussed in Section 6, the development presents an appropriate design outcome as follows:

- At least 50 percent of the frontage of the development to Anzac Highway is visually permeable, including large sections of glazing at both the ground and upper level. In combination with the ground level café and upper level outdoor seating area, this promotes activation of the street frontage and maximises passive surveillance *(Transit Living Policy Area PDC 6).*
- In response to *Urban Corridor Zone PDC 6* and *Transit Living Policy Area PDC 7* the provision of some car parking within the site frontage is considered an appropriate response given the existing site conditions, with car parking provided in this location. This site layout is typical of retail developments, which require some visible and accessible car parking for passing customers. The design and layout of the car park, including the provision of landscaped areas and tree planting to provide shade and soften the appearance of the hard surface, results in an improved design outcome.
- The proposed location of the loading bay to the north east of the site, ensures loading operations will predominantly occur via Maple Avenue, with opportunity for vehicles to exit the site via the rear lane to Leader Street where required. (*Transit Living Policy Area PDC 8).*
- No solid fencing is to be proposed around the development. Where fencing is proposed, this is to be constructed of aluminium battens allowing for visual permeability to improve site lines and allow for passive surveillance to Maple Avenue and Leader Street *Urban Corridor Zone PDC* 9.

## 5.2.1. Leader Street Setback

The Urban Corridor Zone specifies that development involving the following is non-complying:

'*Any development or portion thereof within 5 metres of the Leader Street road boundary that exceeds 2 storeys, or 9 metres in height above natural ground level within the Transit Living Policy Area and Business Policy Area north of Leader Street.'*

To ensure the development is not assessed as being 'non-complying', and on the basis that the proposed maximum height of the development is required to exceed 9 metres for operational reasons, the building has been setback a minimum of 5 metres from the southern site boundary adjacent to Leader Street.

# 6. EXTERNAL AMENITY CONSIDERATIONS

The site is within an area of transition, earmarked for substantial change. The light industrial and former large format retail uses on the subject site and to the north of Leader Street are set to be replaced by more intensive mixed use development, with a predominantly residential focus. The existing residences to the south of Leader Street are also identified for change, and are expected to be replaced by town houses or apartment developments over time.

As outlined in the Architect's statement, the proposed large format supermarket has specific design requirements which influence the site layout and built form. The proposed development has been designed to respond to the desired character of the area, whilst also being respectful to the existing residences along Leader Street. The design has given particular consideration to the three key measures of amenity impact – visual bulk, overlooking and overshadowing.

The design response in relation to these factors is outlined below, reflecting the relevant Principles of Development Control of the General Section and the Urban Corridor Zone of the City of Unley Development Plan, while also representing a design outcome that reflects the overarching commercial nature of the development.

## 6.1. VISUAL BULK

The design response seeks to minimise visual bulk through a range of design elements, including the following:

- Large windows and the provision of an outdoor seating area with a canopy at the upper level provides visual interest and breaks up the scale of the development when viewed from Anzac Highway *(Urban Corridor Zone PDC 7).*
- The varied construction materials across each street frontage provide articulation in the built form, which assists with reducing the perceived bulk of the development when viewed from the streetscape *(Design and Appearance PDC 1).*
- The bulk of the development when viewed from Anzac Highway is broken up through variation in light and dark elements, recessive built form elements and the provision of architectural features including a permeable timber canopy *(Design and Appearance PDC 1)*.
- The raised parapet heights at the site frontage, as well as the varied roof heights provide articulation across the development, while also ensuring that roof top services are screened from view within the public realm ((*Design and Appearance PDC 4)*.
- Landscaping is proposed across the site, providing an attractive environment for customers, while also softening the appearance of the built form from the public realm.
- The proposed visually permeable fencing to the Leader Street frontage will provide additional visual interest and assists with reducing the mass of the development when viewed from these interfaces.

**Figure 6 - Perspective of the proposed development from Anzac Highway**

## 6.2. VISUAL PRIVACY

The development has been designed to avoid direct views to the habitable room windows and areas of secluded private open space of adjoining properties, consistent with *Design and Appearance PDC 10*. The development does not include any windows along the southern façade, ensuring no opportunity for overlooking to the residential properties situated along Leader Street.

Views from the development at the upper level will be contained to the west, across the car parking area and to Anzac Highway.

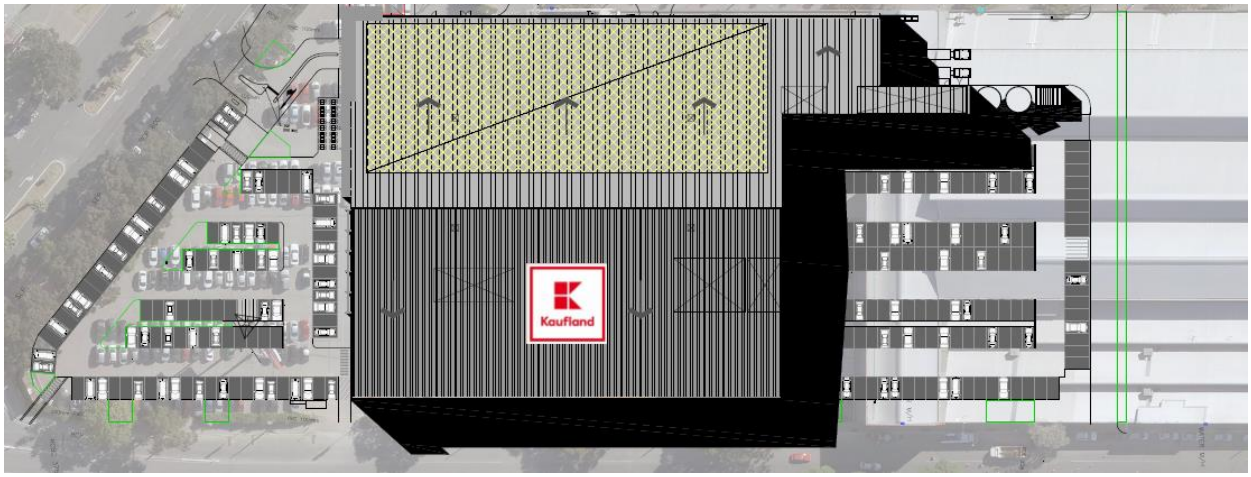
## 6.3. OVERSHADOWING

Having considered the orientation, layout and scale of the proposed building, shadows created by the development will primarily fall within the subject site and to the south within Leader Street.

Shadow diagrams for the proposed development have been prepared for at 9am, 12pm and 3pm on the September equinox and are included within the Architectural Plans. The shadow diagrams illustrate that the additional shadowing created by the proposal will not impact on the existing conditions for daylight access to the neighbouring residential properties to the south, in accordance with *Design and Appearance PDC 9*.

Similarly, the development will not impact upon the efficient solar access or open space of the properties to the south in accordance with *Energy Efficiency PDC 1 and 2*.

**Figure 7 – Proposed additional overshadowing at 3pm on the September equinox**




## 6.4. NOISE

The principal anticipated noise sources from the proposed development will be from vehicles within the car park, delivery trucks and from the fixed mechanical services plant.

The desired character statement of the Urban Corridor Zone acknowledges the mixed nature of the site's locality, and states, *'Overlooking, overshadowing and emission impacts will be moderated through good design and mitigation techniques, however it is noted noise and air amenity cannot be expected to be equivalent to a purely residential area*.' (our emphasis).

The proposed development has been designed to mitigate noise emissions as best as possible, however given the nature of the development being a large scale retail development, some noise generation throughout the day is inevitable.

The development has been designed in consultation with an acoustic consultant who has provided advice on the fencing and screening around the perimeter of the development.

The siting of the loading operations for the development on Maple Avenue will minimise noise impacts associated with the development upon existing Leader Street residents.

Consistent with *Interface Between Land Uses PDC's 7 & 10*, the development and proposed noise attenuation measures proposed by the development, achieve the relevant criteria of the *Environment Protection (Noise) Policy 2007*, as follows:

- The predicted noise levels are expected to be a minimum of 5 dB less than the existing ambient noise levels during the daytime period on Leader Street, satisfying the intern of the Noise EPP.
- Noise emissions from the loading dock are predicted to exceed the day time criterion on maple Avenue by 2 dB. However, it is noted that Maple Avenue has a high volume of commercial vehicles servicing the commercial and industrial developments in this area, as such noise emissions from the loading dock is expected to be less than the existing noise levels from adjacent commercial loading areas and accordingly, is not considered a significant impact.
- The noise levels during the night time period are predicted to achieve the relevant criterion for both the car park area and is compliant with the requirements of Noise EPP.

Given the above, the proposed development is considered to be acceptable regarding noise emissions at the nearest proposed residential premises.

A detailed assessment of the noise emissions of the proposed development are provided within the Acoustic Report prepared by Resonate Consultants.

## 6.5. CRIME PREVENTION MEAURES

The Development Plan contains a number of provisions which seek to ensure that development provides a safe environment where the risk of crime is minimised. The proposed development has been designed to reflect *Crime Prevention PDC 1 and 2*, and provide a safe environment for future users and surrounding residents as follows:

- The proposed development is set back from Anzac Highway behind an open car park area, and will comprise an active frontage through extensive glazing, and a ground floor café. These features will provide activity within the site's frontage and casual surveillance of the customer car park at the front of the store from both Anzac Highway and within the development itself.
- The risk of vandalism and graffiti will be minimised through the use of a variety of building materials and colours, and through the opportunities for casual surveillance which have been built in to the design of the development.
- The car parking area will include lighting to Australian Standards and signage will be provided to assist with wayfinding and to highlight the entrances and pathways to and within the site.
- The proposed landscaping will maintain view-lines to entrances and exits as well as allowing clear views to areas where people may gather, this will also assist in ensuring potential entrapment spots will be avoided and provide choice for pedestrian for movement options.
- Clearly defined entrances to the building will assist shoppers to orient themselves and gain an understanding of their surroundings.
- Where proposed, the development incorporates visually permeable fencing to allow for casual surveillance and limit concealed areas.

## 6.6. APPROPRIATENESS OF PROPOSED OUTDOOR ADVERTISING SIGNAGE

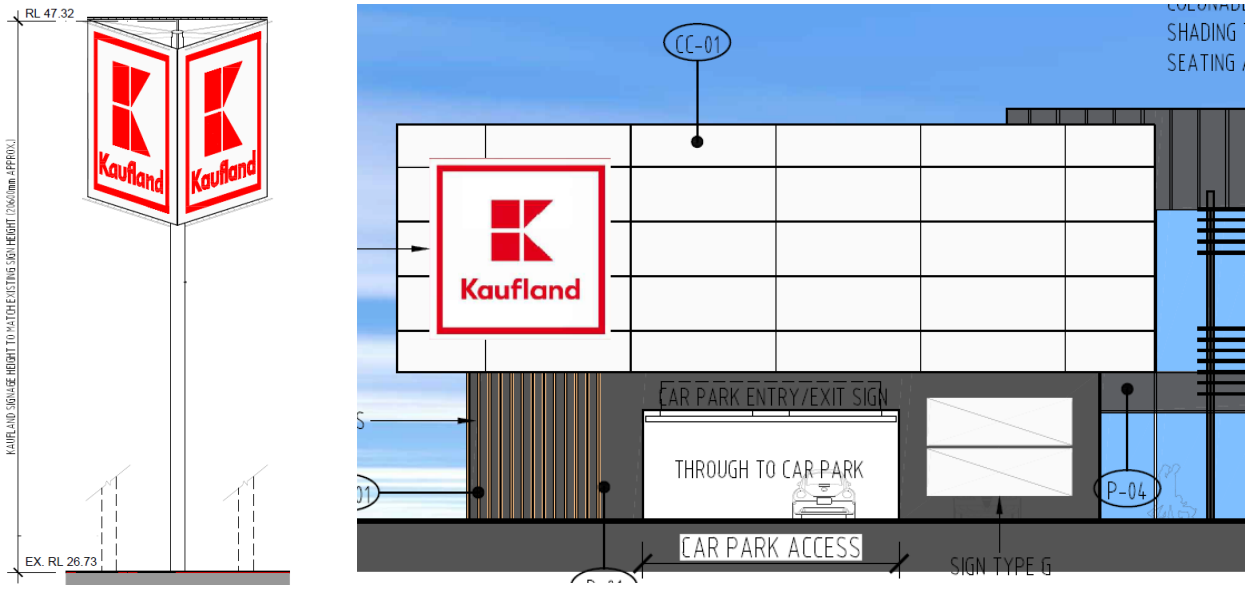
The Development Plan contains a number of provisions for outdoor advertisements which seek to ensure that advertising signage is sensitively designed and is integrated with the associated building design while avoiding visual clutter.

In terms of the proposal's consistency with the *Outdoor Advertisements PDC*'s, it is noted that:

- The lettering and colouring of the proposed signage is consistent across the proposed development and directly aligns with the Kaufland supermarket use and Kaufland branding *(PDC 1).*
- The proposed wall mounted signs will be affixed to the building to prevent entry of birds or other pests *(PDC 4)*.
- The proposed signs do not extend above the silhouette of the building, with the design ensuring that the location, siting, design, materials and shape of the proposed signs are coordinated with, and complimentary to, the architectural form and design of the proposed building *(PDC 5 & 7).*

- Advertising displays are contained within the boundaries of the subject land and have been designed and located to clearly identify the retail activity to passing traffic and clearly identify the access points into the site to facilitate safe traffic movements, without any flashing or animations *(PDC 17 & 21).*
- The illumination of the proposed advertisements will not impact on an approaching driver or create difficulty in the driver's perception of the road or persons or objects on the road due to their location and height above ground level *(PDC 19).*


**Picture 14 – Existing pylon sign within the front setbacks and fixed wall signs fronting Anzac Highway**




**Picture 15 – Proposed advertising signage (replacement pylon sign and fixed wall sign western elevation)**

*PDC* 6 relates to complying advertisement signs as outlined in Table Un/1. With regard to free-standing advertisements (pylon signs) Table Un/1 states:

*(a) Overall height of advertisements not to exceed six metres.*

*(b) Only one free-standing advertisement on each site.*

The proposed freestanding advertising signs are considered appropriate for the following reasons:

- Proposed Pylon Sign A will utilise the existing Le Cornu signage structure located on the site and has been designed to reflect the existing height. The replacement sign is deemed a 'like for like replacement' in terms of height and scale.
- Whilst the proposed pylon (freestanding) signs exceed the preferred overall height of 6 metres for freestanding advertisements, one of the signs is a replacement of the existing freestanding sign.
- It is considered the substantial size of the site, its location on an arterial road, and the scale and nature of the proposed development supports the scale and quantum of the signage proposed. It is considered

that the signage will not detrimentally impact of the appearance of the surrounding area and are considered an appropriate response in the Urban Corridor Zone.

- While there will be two pylon (freestanding) signs, they will be appropriately separated across the front car parking area and will provide an important directional role for customers to identify the site. Given the size of the site and the scale of development, the provision of two pylon signs is considered an appropriate outcome.
- The proposed sign to be horizontally mounted onto the roof top will not be visible from the public realm, or neighbouring properties. It will only be visible from the air, for passing aeroplanes. The proposed rooftop sign is a creative way to brand the site and to raise awareness of Kaufland's entry into Australia. It is considered that the sign will not will not impact upon the public realm, or the amenity of the area, and is appropriate.

# 7. BUILDING SERVICES AND PERFORMANCE

## 7.1. PARKING, TRAFFIC AND ACCESS

The Development Plan contains numerous provisions which seek to ensure that traffic can move efficiently and safely while also ensuring that an appropriate amount of car parking is provided to meet the demands generated by the development.

A detailed assessment of the proposed traffic, parking and access arrangements of the proposed development are provided within the Traffic Impact Assessment Report prepared by WGA. The analysis presented in the report concludes that the traffic generation and parking requirements associated with the proposed development can be satisfactorily accommodated by the proposal.

The proposed development is in accordance with the relevant Council Wide and Urban Corridor specific *PDC*'s as detailed below:

- Parking provision and disabled parking provisions exceeds Development Plan requirements (*Transportation PDC 19 & Urban Corridor Zone PDC 20).*
- The existing signalised Anzac Highway/Leader Street has sufficient capacity to accommodate the anticipated trip generation based on existing traffic volumes (*Transportation PDC 4).*
- The development does not propose to increase the number of access points to Anzac or alter the function of the existing function of the existing access point, limiting traffic hazards and the function of the surrounding road network *(Transportation PDC 4).*
- Access for delivery and service vehicles to the proposed development will be via Maple Avenue and is anticipated to have a minimal impact on surrounding road networks. *(Transportation PDC 16 & Transit Living Policy Area PDC 8).*
- The provision of some car parking within the site frontage is considered an appropriate response given the existing site conditions, with car parking provided in this location. The design and layout of the car park, including the provision of landscaped areas and tree planting to provide shade and soften the appearance of the hard surface, results in an improved design outcome *(Urban Corridor Zone PDC 6 & Transit Living Policy Area PDC 7).*

## 7.2. WASTE MANAGEMENT

A Waste Management Plan has been prepared by Rawtec Pty Ltd and details the provision and location of waste facilities, as well as the access and collection requirements.

The development proposes waste be stored in two separate locations, with one area servicing the Ancillary Tenancies (referred to as the Bin Room) and the other capturing the waste produced by the Supermarket operations.

Waste collection is to be conducted by a commercial waste collector. Collection is to take place from two locations, as follows:

- Ancillary tenancies - collection would be direct from the Bin Room. The loading dock can be accessed from Maple Avenue allowing the forward entry and exit of the collection vehicle.
- Supermarket - collection will be direct from the loading dock, entering the premises in a forward direction from Maple Avenue. Collection would take place direct from the designated waste area.

The proposed landscaping design is consistent Council Wide *PDC*'s for Waste as follows:

- The development has been designed to minimise the generation of waste through the inclusion of efficient recycling measures, with the development estimated to generate more than 30,000 litres of co-mingled recycling, organics (food) recycling and cardboard recycling per week (*PDC 1*).
- Waste will be stored within designates waste storage areas within the development and once full with be transferred to collection areas on the Ground Level loading dock area. This will ensure that waste is

separated from adjoining areas, limiting odour within the development as well as limiting any detrimental impact on the surrounding area *(PDC 6*).

- The waste storage areas proposed by the development are of an appropriate size to allow for the efficient recycling of waste. This includes the likely installation of an organics compactor to manage supermarket organics waste, facilitating efficiency onsite, reducing daily traffic movements and achieving best practice waste management *(PDC 5).*

## 7.3. LANDSCAPING

A Landscape Plan has been prepared by Urbis and highlights the proposed landscaping throughout the site.

The proposed landscaping design is consistent with Council Wide *PDC*'s for Landscaping as follows:

- The proposed landscaping scheme has been carefully designed to complement the scale of the site and the proposed built form. This is achieved through the retention of existing established trees around the site's perimeter and the provision of a range of additional tress, particularly within the side setbacks, which will reach varying heights at maturity *(PDC 1).*
- The landscaping proposed within the front setback includes defined spaces including seating areas and a playground, which provide gathering spaces for customers, while also defining edges between the areas for pedestrian movement and the car parking area *(PDC 1).*
- Tree and shrub planting is provided around the perimeter of the site to define the edge between public and private space, while also establishing a visual buffer to the adjoining interfaces. Particular emphasis has been placed on providing a landscaped setback/buffer along the Leader Street frontage to provide screening to the ground level car parking area and improve the amenity of the adjoining residential interface *(PDC 1).*
- The provision of low-level landscaping throughout the front car parking area breaks softens the appearance of the hard surfaces and ensures that passive surveillance to and from the site remains unrestricted *(PDC 1 & 2).*

Figure 8 – Overview of proposed landscaping concept


Figure 9 – Landscaping concept viewed from Leader Street

# 7.4. ENVIRONMENTALLY SUSTAINABLE DESIGN & STORMWATER MANAGEMENT

The proposed development has been designed to incorporate energy efficient and water management initiatives in accordance with the relevant Council wide PDC's as outlined below:

- The development incorporates includes the provision of PV solar panels across the building's rooftop to provide for on-site energy generation. The panels are located toward the northern section of the building's rooftop to ensure maximum exposure to direct sunlight *(Energy Efficiency PDC 3).*
- The building has been designed and sited to ensure that the main activity area at the frontage of the building is provided with adequate daylight access throughout the year *(Energy Efficiency PDC 2)*.
- The development includes the provision of rainwater collection tanks for the capture and re-use of stormwater on the site and manage stormwater flows during peak flooding events *(Natural Resources PDC 7 & 11)*.
- The development incorporates integrated bios wales, tree pits and raingardens across the hard surfaces areas, including the front and rear car parking areas, to provide for appropriate water capture and re-use, while also ensuring that water flows from the site are appropriately filtered to minimise pollutant transport to the stormwater system *(Natural Resources PDC 7, 8, & 11)*.

Figure 10 – Examples of proposed kerb inlet swales and raingardens


A Stormwater Management Plan has been prepared by WGA and highlights the locations of water flows and catchment on the site. The development includes three rainwater tanks with a total volume of 85kL for rainwater reuse, as well as two onsite detention tanks with a total capacity for 40kL for slow release of stormwater to the bio swales/raingardens.

# 8. CONCLUSION

The proposed development will deliver an exciting new format of supermarket shopping to the residents of Adelaide. The proposal at No.10 Anzac Highway, Forestville represents a considered design response for a strategic main road site, as expressed in the enclosed documentation. The proposed development is aligned with state and local planning policy and is worthy of support noting:

- The proposal will reinstate an underutilised and currently vacant strategic site, and deliver a quality retail development generating new employment opportunities and essential goods and services to local residents.
- The proposal will facilitate the regeneration of the site and broader precinct to a vibrant mixed use area, as desired by the objectives of the Urban Corridor Zone.
- The proposed retail development will not compromise the ability for the balance of the site to be developed for residential purposes in the future, and for an overall mixed use outcome to be achieved for the site.
- The proposed design responds to the existing and desired character of the area, through a substantial setback to the sensitive residential interface along Leader Street; variations in building scale across the site; the use of a variety of quality materials and finishes, and landscaping along site boundaries and within car parking areas.
- The proposed development seeks to minimise offsite amenity impacts for existing residents through the siting of loading operations on Maple Avenue, away from Leader Street; the provision of an appropriate supply of on-site car parking; and a scale of development that will not cause any overshadowing or overlooking impacts upon existing residents.

For the above mentioned reasons, it is respectfully submitted that the proposal is worthy of planning support.

# DISCLAIMER

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# APPENDIX A PLANNING POLICY AND CONTROLS

# CITY OF UNLEY DEVELOPMENT PLAN

## COUNCIL WIDE

### Centres and Shops

**OBJECTIVES**

**Objective 1:** Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational, facilities located in integrated centres which are distributed rationally.

**Objective 2:** 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 3:** A hierarchy of centres located in centre zones or areas.

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.

The identification of each zone in a hierarchy of centres should be such as to:

(a) cater for the existing and future population's shopping and community needs;

(b) provide a degree of choice in the location of centre facilities;

(c) be safely and readily accessible to the population to be served, particularly by public transport, and obviate the need for unscheduled large-scale traffic and transport works;

(d) have minimal adverse impact on residential areas;

(e) concentrate development on one side of an arterial road, or one quadrant of an arterial road, intersection and have minimal adverse impact on traffic movement on arterial roads. Linear extension of centre zones or areas along arterial, roads is to be minimised;

(f) reflect the potential to rehabilitate or extend centre zones or areas, and make effective use of existing investment in public infrastructure, utilities and transport, any costs involved being offset by benefits to the population being served;

(g) be of a size and shape suitable for their functions, and provide car parking facilities:

(h) have regard to the maintenance of retail employment levels in the area; and

(i) have regard to the degree to which existing centres satisfy the above objectives.

The development of new centres may be staged, and specific areas may be set aside for community and other non-retail uses, with the total integrated development producing a character desired for that particular centre.

**Objective 4:** The central business area to provide the principal focus for the economic, social and political life of metropolitan Adelaide, and the State.

The central business area is located in the City of Adelaide.

**Objective 5:** Regional centres to function as the main centres outside the central business area for a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, as public transport interchanges and focus of public transport networks and public and private office development.

Regional centres are shown in the Development Plans for the relevant council areas, at Elizabeth, Modbury, Marion, Noarlunga and Port Adelaide.

In some instances the distribution of existing shopping development will be such that some centres, which provide a full range of other regional facilities, will be unable to develop the full range of shopping facilities envisaged for a regional centre.

**Objective 6:** District centres served by public transport and including shopping facilities that provide mainly 'convenience' goods and a sufficient range of 'comparison' goods to serve the major weekly shopping trips, as well as a comparable range of other community facilities.

The size of a district centre and the range of facilities within it, may vary throughout the area of metropolitan Adelaide but should be related to the size and characteristics of the population it serves. The largest district centres should serve a population in the order of 60 000 people.

The following list indicates those facilities which are appropriate in a fully developed district centre:

Ambulance Station Bank
Child Minding/Child Care Centre
Church
Cinema Civic
Centre
Club/Meeting Hall Commercial
Development
Library
Offices (general, professional,
governmental)
Park
Personal Service Establishments
Playing Field
Police Station
Pre-school
Primary School Restaurant
Secondary School Service
Station Special School
Specialty Shop Supermarket
Swimming Pool
Community Health Centre
Consulting Room
Day Care Centre
Discount Department Store
Further Education
Hospital Hotel/Tavern
Indoor Recreation Centre

**Objective 7:** Neighbourhood centres to include shopping facilities that provide mainly 'convenience' goods to serve the day-to-day needs of the neighbourhood, and a limited range of more frequently required 'comparison' goods as well as a narrow range of facilities. There are not likely to be administrative facilities in neighbourhood centres.

The size of a neighbourhood centre and the range of facilities within it may vary within the area of metropolitan Adelaide but it should be related to the size and characteristics of the population it serves. The

largest neighbourhood centres should serve a population in the order of 10 000 people.

The following list indicates those facilities which are appropriate in a fully developed neighbourhood centre:

Bank
Branch Library
Child Minding/Child Care Centre
Church
Club/Meeting Hall Commercial
Development
Community Welfare Local Office
Consulting Room
Local Health Centre
Office (to serve nearby residents)
Park
Personal Service Establishment Playing
Field
Pre-school Primary
School Restaurant
Service Station
Specialty Shop
Squash Court
Supermarket

**Objective 8:** Local centres to include shopping and local community facilities to serve day-to- day needs of the local community.

Local centres on arterial roads should comply with the same criteria as those for other local centres.

**Objective 9:** Retail showroom development should only be allowed outside of designated centres if it can be clearly demonstrated that it could be undesirable or impractical to locate them in the vicinity of designated centres.

Retail showrooms, trading in furniture, floor coverings, household appliances and other similar articles of bulky merchandise, require expensive indoor areas for the display of products and exhibit a lower parking demand than convenience shops. Retail showrooms complement the overall provision of facilities in centres and should be located on the periphery of those centres.

In inner areas, the designation of service retail zones for retail showroom development may be appropriate in the event that a centre location cannot be achieved. Such a zone should not be created in a linear fashion along arterial roads.

**Objective 10:** Retailing not consistent with facilities envisaged in a centre located and operated so as not to adversely affect any designated centre, commercial, business or residential, zones, or areas, and traffic movements on local, primary, and primary arterial roads.

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.

Retail development of this kind should be evaluated having regard to:

(a) its locational and operational compatibility with existing shopping, business, commercial zones, or areas, including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site;

(b) its effect on adjacent residential development;

(c) the increased use of local and arterial roads;

(d) the adequacy of vehicular access and car parking; and

(e) the maintenance of building and site development standards required for centres.

**PRINCIPLES OF DEVELOPMENT CONTROL**

## General

1 Development or redevelopment within centre and mixed use 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.

(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.

2 Centres should have minimal adverse impacts on residential areas.

3 Centres should be so located as to make effective use of existing investment in public infrastructure, utilities, transport and other facilities, and any costs involved should be off-set by benefits to the population being served.

4 Centres should be located consistent with policies pertaining to adjoining council areas.

5 The development of centres should not result in the physical deterioration of any designated centre.

## Location and Design

6 Shopping development should be located as follows:

(a) A shop or group of shops with a total floor area of greater than 250 square metres should be located in a centre or mixed use zone, or area.

(b) A shop or group of shops with a gross leasable floor area of 250 square metres or less should not be located on an arterial road as shown on Map Un/1 (Overlay 1) unless located in a centre or mixed use zone, or area.

(c) A shop or group of shops with a gross leasable floor area of 250 square metres or less located outside a centre or mixed use zone, or area should not hinder the development or function of any centre or mixed use zone, or area, and should conform with the design, access, car parking and design principles for centre or mixed use zones or areas set out in principle of development control numbered 11 below.

7 The total floor area of shops in a Local Centre Zone should not exceed 450 square metres.

8 Development within centre zones should conform with the following design and location 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) Within zones which straddle arterial roads or intersections of arterial roads, the major shopping focus, defined by the total floor area and associated car parking, should be restricted to one side of the road or one quadrant of the intersection.

(c) Development should not:

(i) 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; and

(ii) involve utilization of land, including car parking and landscaping, which is required for road widening.

(d) Development within centre zones should avoid significant vertical separation between the public footway and ground floor level, or separation of the public footway and ground floor level by voids to undercroft parking areas.

(e) Where necessary, development should:

(i) provide access and facilities for the disabled and parking in accordance with principles of development control numbered 24 and 25 under the heading Transport (Movement of People and Goods);

(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, infant changing facilities for parents, seating, telephones and community information boards;

(v) provide access for public transport and sheltered waiting areas for passengers;

(vi) provide lighting for buildings and ancillary areas, with no light spill causing nuisance or hazard;

(vii) provide facilities for the parking and securing of bicycles; and

(viii) provide facilities for the storage and collection of shopping trolleys.

(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; and

(iv) screen service yards, loading areas and outdoor storage areas.

9 Centres should develop on one side of an arterial road, or one quadrant of an arterial road intersection. Where centre facilities, already straddle an arterial road, or the intersection of two arterial roads, development within them should:

(a) concentrate on one side of the arterial, road or one quadrant of the arterial road intersection; and

(b) minimise the need for pedestrian and vehicular movement across the arterial road, from one part of the centre to another.

10 Centre type development located outside centre zones should of a size and type which would not hinder the development or function of any centre zone, in accordance with the objectives for centres and shops and the objectives for the appropriate zones and should conform with the access, car parking and design principles for centre zones set out below.

11 Shopping development which is more appropriately located outside business, centre or shopping, zones, or areas, should:

(a) be of a size and type which would not hinder the development or function of any business, centre, or shopping, zone or area, in accordance with the objectives and principles of development control for centres and shops, and the objectives and principles of development control for the appropriate zones, or areas;

(b) conform to the criteria above, and the design, access, and car parking requirements for business, centre, and shopping, zones, or areas, set out in other principles of development control;

(c) result in the expansion of the total range of retail goods and services presently available to the community;

(d) result in a maintenance of retail employment in the area; and

(e) not demonstrably lead to the physical deterioration of any designated centre.

12 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.

**Transport, Access and Parking**

13 Centres should be highly accessible to the population to be served, especially by public transport, where that applies.

14 Centres should have a minimal adverse impact on traffic movements on arterial roads.

15 Access points for the development should be determined by Transport SA in consultation with the Planning Authority.

16 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.

17 Centre type development should make adequate provision on the site to enable the loading, unloading and manoeuvring of vehicles without the necessity to use public roads, and in a manner which results in minimal conflict between service vehicles and customer vehicles, pedestrians and cyclists.

18 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 in requests of cyclists; and

(vii) the availability of appropriate on-street parking.

(Also see Principles 21 and 22 under the heading Transport (Movement of People and Goods) and Table Un/5 for Off Street Vehicle Parking Requirements).

## Crime Prevention

### OBJECTIVES

Objective 1: A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

### PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should promote the personal safety of people by:

(a) enabling them to be seen, to see and to interpret their surrounds, through:

(i) adequate lighting;clear sightlines;

(ii) the elimination of entrapment spots;

(iii) the design of buildings to overlook public space;

(iv) the mixing of activities which facilitate more constant public use;

(v) appropriate use and design of landscaping and fencing;

(b) enabling them to leave an area or seek assistance when in danger, through legible design and comprehensive signage.

2 Development should promote the security of property by:

(a) clearly defining ownership and legitimate use of private, public and community space

(b) minimising access between roofs, balconies and windows of adjacent buildings;

(c) avoiding the use of materials which are likely to be susceptible to damage and vandalism;

(d) avoiding landscaping and fencing which may present a security risk by providing concealment opportunities;

(e) screen planting and use of prickly plant species in areas susceptible to vandalism.

## Design and Appearance

**OBJECTIVES**

**Objective 1:** Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

**Objective 2**: Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:

(a) building height, mass, proportion and siting;

(b) external materials, patterns, colours and decorative elements;

(c) roof form and pitch;

(d) façade articulation and detailing;

(e) verandahs, eaves, parapets and window screens.

2 Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:

(a) the visual impact of the building as viewed from adjoining properties;

(b) overshadowing of adjoining properties and allow adequate sunlight access to neighbouring buildings.

(c) The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.

3 Structures located on the roofs of buildings to house plant and equipment should be screened from view to the street and adjacent building viewing points (existing or envisaged) and should form an integral part of the building and roof top design in relation to creating an attractive appearance, external finishes and colours.

4 Balconies should:

(a) be integrated with the overall form and detail of the building;

(b) include balustrade detailing that enables line of sight to the street;

(c) be recessed where wind would otherwise make the space unusable;

(d) be self-draining and plumbed to minimise runoff.

5 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building, and the use of verandahs, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.

**Overshadowing**

6 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:

(a) windows of habitable rooms;

(b) upper-level private balconies that provide the primary open space area for a dwelling;

(c) solar collectors (such as solar hot water systems and photovoltaic cells).

**Visual Privacy**

7 Development should minimise direct overlooking of the habitable rooms and private open spaces of dwellings through measures such as:

(a) appropriate site layout and building orientation;

(b) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight;

(c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms;

(d) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.

8 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

**Relationship to the Street and Public Realm**

9 Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.

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

11 Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.

12 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

13 In mixed use and medium and high density residential areas, development facing the street should be designed to provide interesting and pedestrian friendly street frontages by:

(a) including features such as frequent doors and display windows, retail shopfronts and/or outdoor

eating or dining areas;

(b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;

(c) avoiding undercroft, semi-basement or ground floor vehicle parking that is visible from the primary street frontage;

(d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduce massing; and

(e) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.

14 Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

**Outdoor Storage and Service Areas**

15 Outdoor storage, loading and service areas should be:

(a) screened from public view by a combination of built form, solid fencing and/or landscaping;

(b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles;

(c) sited away from sensitive land uses.

**Building Setbacks from Road Boundaries**

16 Except in areas where a new character is desired, the setback of buildings from public roads should:

(a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality;

(b) contribute positively to the function, appearance and/or desired character of the locality.

17 Except where specified in a particular zone, policy area or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in Table Un/2

Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

18 Except in areas where a new character is desired or where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.

19 All setbacks from the road frontage should be additional to the road widening setback established under the *Metropolitan Adelaide Road Widening Plan Act 1972*.

## Energy Efficiency

**OBJECTIVES**

**Objective 1:** Development designed and sited to conserve energy.

**Objective 2:** Development that provides for on-site power generation including photovoltaic cells and wind power.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Development should provide for efficient solar access to buildings and open space all year around.

2 Buildings should be sited and designed:

(a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings;

(b) so that open spaces associated with the main activity areas face north for exposure to winter sun;

(c) to allow for cross ventilation and natural cooling of buildings and zoning of building layouts to enable main living room areas to be separately heated and cooled;

(d) to incorporate roof top gardens and green 'living' walls, particularly for multi-storey and large developments, to reduce the 'urban heat island effect';

(e) to use energy efficient building materials or the re-use of existing materials (embodied energy).

**On-site Energy Generation**

3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

(a) taking into account overshadowing from neighbouring buildings;

(b) designing roof orientation and pitches to maximise exposure to direct sunlight.

4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

## Form of Development

**OBJECTIVES**

**Objective 1:** Orderly and economic development.

**Objective 2**: The development of Adelaide as an international and national centre for cooperative research and innovation in science, technology, environmental management, education and the arts.

**Objective 3**: The establishment of urban development which provides models in the conservation and management of resources and the natural environment and the enhancement of natural site features, in urban planning and the provision of physical and social infrastructure.

A concept that encapsulates the vision of Adelaide as an international city where a wide variety of social and economic activities can occur and which provides models, through research, innovation and the application of technology, in the conservation and management of resources, the natural environment, urban planning community development and the provision of physical and social infrastructure.

The Adelaide economy built on research, education and advanced industries, serviced by advanced infrastructure and be export oriented. The principal industries identified for Adelaide are education, information technology and environmental management. Other important industries are media, leisure, tourism and health.

**Objective 4:** A proper distribution and segregation of living, working and recreational activities by the allocation of suitable areas of land for those purposes.

In the 21st Century Adelaide's growth will be accommodated through higher densities within the present urban area and development within the Willunga Basin and northern Adelaide Plains. The future form and nature of the existing metropolitan area will be influenced by meeting housing choice in the metropolitan area. Current and anticipated demographic trends in the metropolitan area indicate population growth but a changing population structure, with falling dwelling occupancy rates and declining population in many areas, particularly in the inner and middle suburbs, will necessitate increasing dwelling density to maintain population levels.

While taking these trends into account, there are social, environmental and economic benefits to be gained from higher residential densities within the metropolitan area and in turn this Plan promotes and seeks to implement a policy of housing choice.

It is an essential element in the future development of Adelaide, to address concerns about increased housing demand, efficient use of urban infrastructure and population change. This can be achieved by increasing the number of dwellings that can be accommodated within the existing boundary of the metropolitan area, and arresting and perhaps reversing the decline in population which has been evident in many parts of the metropolitan area.
While these aims are applicable across the metropolitan area, implementation must recognise the particular requirements of residential character and amenity, environmentally sensitive areas, water catchment areas, and other land which is subject to specific hazard or constraint.

**Objective 5:** Maintenance of the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport and Parafield Airport.

**Objective 6:** Adequate public parks and recreation areas conveniently located.

Open spaces are needed in a city for outdoor recreation, and all age groups must be catered for. The size of the open spaces must be adequate, and they must be located conveniently for the people who use them.

**Objective 7:** The City of Unley will be a City that offers its citizens the best of living and working environments.

In the next decade, the City of Unley will be recognised for community spirit, desirable character, and business success in a sustainable and safe environment.

New people and investment growth will bring vibrancy to the City's tapestry of local communities supporting their environment and each other. Unley will be recognised for its social and economic innovations. Citizens will be proud of their environment, their successes and their strength of community well being.

Development will primarily occur on individual sites as compatible, complementary and reinforcing elements within the existing desirable form and character of localities and the City.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**General**

1 Development should be in accordance with the Unley Plan, Map Un/1 (Overlay 1) primarily by:

(a) concentrating comprehensive redevelopment and renewal for more intensive mixed activity and housing development along major transport corridors and within/adjacent to key centres and activity hubs;

(b) replacing existing buildings and land uses not contributing to a locality's character within areas of historic and valued streetscape character where revitalisation is warranted;

(c) restoring and conserving valued buildings and streetscape character, including the visual rhythms and patterns created by physical elements in a streetscape including the valued buildings, site proportions, building curtilage, fencing, mature trees and private gardens.

2 Development should be orderly and economic.

3 New housing and other urban development should create a safe, convenient and pleasant environment in which to live.

4 No development, other than residential development and advertisements, should be erected, added to or altered on any land so that any portion of it is constructed nearer to the existing boundary of a road, or to the boundary of any land shown as being required for road widening on the plan deposited under the provisions of the *Metropolitan Adelaide Road Widening Plan Act,* , than the distance prescribed for each road or portion thereof in Column 3 of Table Un/2.

5 Landfill facilities should not be located in existing or future urban, township, living, 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.

## Interface Between Land Uses

**OBJECTIVES**

**Objective 1:** Development located and designed to minimise adverse impact and conflict between land uses.

**Objective 2:** Protect community health and amenity from adverse impacts of development.

**Objective 3:** Protect desired land uses from the encroachment of incompatible development.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 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

(h) traffic impacts.

2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

3 Development adjacent to a Residential Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.

4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.

5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.

6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

**Noise Generating Activities**

7 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.

8 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.

9 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.

10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

| Noise level assessment location | Desired noise level |
|---|---|
| Adjacent existing *noise sensitive development* property boundary | Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum<br>and<br>Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level |
| *Adjacent land* property boundary | Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum<br>or<br>Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and<br>5 dB(A) overall (sum of all octave bands) A-weighted level |

**Air Quality**

11 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.

12 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

(b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

## Land Division

**OBJECTIVES**

**Objective 1:** Land in appropriate localities divided into allotments in an orderly and economic manner

**Objective 2:** Land division to provide for development opportunities appropriate to the desired character.

**Objective 3:** Public open space providing diverse recreational opportunities.

**Objective 4:** Encouragement of walking, cycling and public transport usage.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Land should not be divided:

(a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;

(b) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the land or land in the vicinity thereof;

(c) unless wastes produced by the proposed use of the land, or any use permitted by the principles of development control, can be managed so as to prevent pollution of a public water supply or any

surface or underground water resources;

(d) if the size, shape and location of, and the slope and nature of the land contained in each allotment resulting from the division is unsuitable for the purpose for which the allotment is to be used;

(e) if any part of the land is likely to be inundated by floodwaters and the proposed allotments are to be used for a purpose which would be detrimentally affected when the land is inundated;

(f) where community facilities or public utilities are lacking or inadequate;

(g) where the proposed use of the land is the same as the proposed use of other existing allotments in the vicinity, and a substantial number of the existing allotments have not been used for that purpose;

(h) if it would cause an infringement of any provisions relating to building work contained in the *Development Act 1993* or any by-law or regulation made thereunder;

(i) if the division and subsequent use is likely to lead to clearance of or damage to one or more significant trees.

2 When land is divided:

(a) any reserves or easements necessary for the provision of public utility services should be provided;

(b) stormwater not used or disposed of on the subject land should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in a satisfactory manner;

(c) a water supply sufficient for the purpose for which the allotment is to be used should be made available to each allotment;

(d) provision should be made for the disposal of waste waters, sewage and other effluent from each allotment without risk to health;

(e) roads or thoroughfares should be provided where necessary for safe and convenient communication with adjoining land and neighbouring localities;

(f) each allotment resulting from the division should have safe and convenient access to the carriageway of an existing or proposed road or thoroughfare;

(g) proposed roads should be graded, or be capable of being graded to connect safely and conveniently with an existing road or thoroughfare;

(h) at the intersection of two or more roads, an appropriate corner cut-off is provided to ensure adequate sight lines are maintained for motorists and pedestrians.

## Landscaping

### OBJECTIVES

**Objective 1:** The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.

### PRINCIPLES OF DEVELOPMENT CONTROL

1 Landscaping of development should:

(a) be provided to soften the appearance of built form;

(b) complement the scale of the built form;

(c) be consistent with any particular desired character or important contextual features of the landscape setting in the locality;

(d) define spaces and edges;

(e) provide microclimate benefits such as shade and shelter;

(f) retain existing landscaping, where practicable;

(g) use species and techniques that require low water use and support and enhance local biodiversity;

(h) enhance the appearance of development, establish visual buffers to adjacent development and screen service, loading, outdoor storage and parking areas.

2 Landscaping should not:

(a) unreasonably restrict solar access to habitable rooms and solar collection areas in adjoining development;

(b) be likely to cause structural damage or impact upon adjoining development through root damage and canopy drop;

(c) remove opportunities for passive surveillance to public areas;

(d) promote concealment and the potential for criminal activities adjacent to footpaths and public activity areas;

(e) introduce environmental weeds to sensitive environmental areas.

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

**OBJECTIVES**

**Objective 1:** Medium and high rise development that provides housing choice and employment opportunities.

**Objective 2:** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

**Objective 3:** 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 4:** Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.

**Objective 5:** 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 6:** 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 7:** 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**

1 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.

2 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.

3 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.

4 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.

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

6 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.

7 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**

8 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 multi- storey 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.

9 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.

10 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.

11 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.

12 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.

13 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**

14 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.

15 Living rooms should have a satisfactory short range visual outlook to public, communal or private open space.

**Dwelling Configuration**

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

17 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.

18 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

**Adaptability**

19 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**

20 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).

21 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.

22 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.

23 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$^2$ | 10m$^2$ | 1.5 metres | 1 small tree/10m$^2$ deep soil |
| 300-1500m$^2$ | 7% site area | 3 metres | 1 medium tree/30m$^2$ deep soil |
| >1500m$^2$ | 7% site area | 6 metres | 1 large or medium tree/60m$^2$ deep soil |
| Tree size and site area definitions | | | |
| Small tree: | < 6 metres mature height and < less than 4 metres canopy spread | | |
| Medium tree: | 6-12 metres mature height and 4-8 metres canopy spread | | |
| Large tree: | 12 metres mature height and > 8 metres canopy spread | | |
| Site area: | The total area for development site, not average area per dwelling | | |

24 Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

**Site Facilities and Storage**

25 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.

26 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not to detract from the visual appearance of the ground floor.

27 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.

28 The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

**Zone Interface**

29 Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1 to 2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.

One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

## Natural Resources

**OBJECTIVES**

**Objective 1:** Retention, protection and restoration of the natural resources and environment.

**Objective 2:** Protection of the quality and quantity of South Australia's surface waters, including inland, and underground waters.

**Objective 3:** The ecologically sustainable use of natural resources including water resources, ground water, surface water and watercourses.

**Objective 4:** Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.

**Objective 5:** Development consistent with the principles of water sensitive design.

**Objective 6:** Development sited and designed to:

(a) protect natural ecological systems;

(b) achieve the sustainable use of water;

(c) protect water quality, including receiving waters;

(d) reduce runoff and peak flows and prevent the risk of downstream flooding;

(e) minimise demand on reticulated water supplies;

(f) maximise the harvest and use of stormwater;

(g) protect stormwater from pollution sources.

**Objective 7:** Storage and use of stormwater which avoids adverse impact on public health and safety.

**Objective 8:** Native flora, fauna and ecosystems protected, retained, conserved and restored.

**Objective 9:** Restoration, expansion and linking of existing native vegetation to facilitate habitacorridors for ease of movement of fauna.

**Objective 10:** Minimal disturbance and modification of the natural landform.

**Objective 11:** Protection of the physical, chemical and biological quality of soil resources.

**Objective 12**: Protection of areas prone to erosion or other land degradation processes from inappropriate development.

**Objective 13:** Protection of the scenic qualities of natural and rural landscapes.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.

2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks or wetlands.

4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

**Water Sensitive Design**

5 Development should be designed to maximise conservation, minimise consumption and encourage reuse of water resources.

6 Development should not take place if it results in unsustainable use of surface or underground water resources.

7 Development should be sited and designed to:

(a) capture and re-use stormwater, where practical;

(b) minimise surface water runoff;

(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;

(f) not contribute to an increase in salinity levels;

(g) avoid the water logging of soil or the release of toxic elements;

(h) maintain natural hydrological systems and not adversely affect:

(i) the quantity and quality of groundwater;

(ii) the depth and directional flow of groundwater;

(iii) the quality and function of natural springs.

8 Water discharged from a development site should:

(a) be of a physical, chemical and biological condition equivalent to or better than its pre- developed state;

(b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.

10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

14 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;

(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 discharge to open space, landscaping or garden areas, including strips adjacent to car parks;

(iii) the incorporation of detention and retention facilities;

(iv) aquifer recharge.

15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

(a) ensure public health and safety is protected;

(b) minimise potential public health risks arising from the breeding of mosquitoes.

**Water Catchment Areas**

17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.

19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.

20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.

21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:

(a) fenced to exclude livestock;

(b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land;

(c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter runoff so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

22 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:

(a) adversely affect the migration of aquatic biota;

(b) adversely affect the natural flow regime;

(c) cause or contribute to water pollution;

(d) result in watercourse or bank erosion;

(e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.

23 The location and construction of dams, water tanks and diversion drains should:

(a) occur off watercourse;

(b) not take place in ecologically sensitive areas or on erosion prone sites;

(c) proSvide for low flow by-pass mechanisms to allow for migration of aquatic biota;

(d) not negatively affect downstream users;

(e) minimise in-stream or riparian vegetation loss;

(f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities);

(g) protect ecosystems dependent on water resources.

24 Irrigated horticulture and pasture should not increase groundwater induced salinity.

25 Development should comply with the current *Environment Protection (Water Quality) Policy*.

**Biodiversity and Native Vegetation**

26 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.

27 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna.

28 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:

(a) provides an important habitat for wildlife or shade and shelter for livestock;

(b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities;

(c) provides an important seed bank for locally indigenous vegetation;

(d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views;

(e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture;

(f) is growing in, or is characteristically associated with a wetland environment.

29 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:

(a) erosion or sediment within water catchments;

(b) decreased soil stability;

(c) soil or land slip;

(d) deterioration in the quality of water in a watercourse or surface water runoff;

(e) a local or regional salinity problem;

(f) the occurrence or intensity of local or regional flooding.

30 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:

(a) provision for linkages and wildlife corridors between significant areas of native vegetation;

(b) erosion along watercourses and the filtering of suspended solids and nutrients from runoff;

(c) the amenity of the locality;

(d) bushfire safety;

(e) the net loss of native vegetation and other biodiversity.

31 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.

32 Development should be located and occur in a manner which:

(a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any nonindigenous plants into areas of native vegetation or a conservation zone;

(b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels;

(c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.

33 Development should promote the long-term conservation of vegetation by:

(a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies;

(b) minimising impervious surfaces beneath the canopies of trees;

(c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.

34 Horticulture involving the growing of olives should be located at least:

(a) 500 metres from:

(i) a national park;

(ii) a conservation park;

(iii) a wilderness protection area;

(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area;

(b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.

35 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

**Soil Conservation**

36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.

37 Development should be designed and sited to prevent erosion.

38 Development should take place in a manner that will minimise alteration to the existing landform.

39 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

## Outdoor Advertisements

**OBJECTIVES**

**Objective 1:** An urban environment not disfigured by advertisements.

**Objective 2:** Advertisements in retail, commercial and industrial urban areas, and centre zones, designed to enhance the appearance of those areas.

**Objective 3:** Advertisements not hazardous to any person.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**General**

1 Lettering, colouring and other design work on any advertisement should be carried out in a competent manner, and relate to the activity carried out upon the site on which it is erected.

2 Advertisements should be simple in form and provide for instant recognition and should not dominate or obscure other advertisements or result in visual clutter.

3 In residential zones advertisements should only be erected upon non-residential premises.

4 Advertisements affixed to a building should be affixed as closely as possible to the building to prevent the entry of birds and vermin behind the advertisement.

5 Advertisements should not be erected upon:

(a) public footways, verandah posts or public utility poles located on public footways;

(b) a vehicle carriageway, dividing strip or traffic island;

(c) a vehicle adapted and exhibited primarily as an advertisement;

(d) a building so as to extend above the silhouette of the building; and

(e) residential land unless erected to fulfil a statutory requirement associated with the residential use of the land.

6 Advertisements not complying with Column 2 of the section of Table Un/1 relating to Advertisements should, however, comply with the relevant conditions specified in Column 3 of that section of Table Un/1.

**Amenity and Character**

7 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 or rural landscape; or

(c) in harmony with any building or site of historic significance or heritage value in the locality.

8 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of areas, zones, or localities, in which they are situated.

9 Advertisements should not impair the amenity of areas, zones, or localities, in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

10 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees.

11 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.

12 Advertisements wholly or partly consisting of bunting, streamers, flags, windvanes, and the like should not

detrimentally affect the amenity of areas, zones or localities in which they are situated.

13 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements to identify the tenants and their types of businesses.

14 Structural supports of any advertisement should be designed wherever possible to be concealed from public view.

15 Advertisements should be located so as not to require the lopping of street and site vegetation.

16 Illuminated advertisements should not be erected in residential zones.

**Safety**

17 Advertisements should not create a hazard to persons travelling by any means.

18 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.

19 Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in their perception of the road, or of persons or objects on it.

20 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.

21 Advertisements should not detract drivers from the primary driving task at a location where the demands on driver concentration are high.

22 Advertisements should not be erected in positions close to existing electricity mains so that potentially hazardous situations are created.

**Advertising in Mixed Use, Corridor and District Centre Zones**

23 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;

(b) where located below canopy level, flush with the wall or projecting horizontally;

(c) where located at canopy level, in the form of a facia sign;

(d) where located above the canopy, flush with the wall and within the height of the parapet.

24 Advertisements or advertising hoardings should not exceed 25 percent of the ground floor wall area on the façade the sign is placed.

## Waste

**OBJECTIVES**

**Objective 1:** Development that, in order of priority, avoids the production of waste, minimises the production of waste, re-uses waste, recycles waste for re-use, treats waste and disposes of waste in an environmentally sound manner.

**Objective 2:** Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

(a) avoiding the production of waste;

(b) minimising waste production;

(c) reusing waste;

(d) recycling waste;

(e) recovering part of the waste for re-use;

(f) treating waste to reduce the potentially degrading impacts;

(g) disposing of waste in an environmentally sound manner.

2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).

4 Untreated waste should not be discharged to the environment, and in particular to any water body.

5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.

6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

(a) screened and separated from adjoining areas;

(b) located to avoid impacting on adjoining sensitive environments or land uses;

(c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;

(d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;

(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours;

(f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

**Wastewater**

7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.

8 Wastewater lagoons should not be sited in any of the following areas:

(a) within land subject to a 1-in-100 year average return interval flood event;

(b) within 50 metres of the top of the bank of a watercourse;

(c) where the base of the lagoon would be below any seasonal water table.

9 Artificial wetland systems for the storage of treated wastewater, such as wastewater lagoons, should be:

(a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts

(b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

**Waste Treatment Systems**

10 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.

11 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:

(a) the quality of surface and groundwater resources;

(b) public health;

(c) the amenity of a locality;

(d) sensitive land uses.

12 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.

13 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.

14 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.

15 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works, waste or recycling depots and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:

(a) into any waters;

(b) onto land in a place where it is reasonably likely to enter any waters by processes such as:

(i) seepage;

(ii) infiltration;

(iii) carriage by wind, rain, sea spray, or stormwater;

(iv) the rising of the watertable.

# ZONE

## URBAN CORRIDOR ZONE

Refer to Maps Un/3, 4, 5 and 9 that relate to this zone.

### OBJECTIVES

**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

This zone supports mixed use development on major road corridors and comprises non-residential development in association with medium to high density residential living, including more than 15 percent of dwellings as affordable housing. Development will create a linear corridor that will focus and frame the main road and create active street frontages. Buildings of 3 or more storeys will be the predominant built form, with key strategic sites developed with landmark buildings that will feature prominent, attractive and activating road facades.

The siting and design of buildings will achieve high quality urban design outcomes. Development will be undertaken within defined building envelopes. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.
Contextual qualities, including the setting and juxtaposition of heritage places/character items with new or refurbished development, will be respected.

Heritage buildings will be adapted, maintaining their heritage qualities with development encouraged to the rear and behind the front façades. Buildings adjacent to heritage buildings will be sympathetic to the heritage nature in their design.

The urban corridor roads function as major metropolitan transport movement systems as well as for local movement, access and parking. Restricted and consolidated vehicle access points will be available and access will be mainly from secondary road frontages, limited rear access lanes and through-site integrated and shared rights-of-way. Controlled pedestrian and cycle crossing points will be focused and consolidated at key locations. Development design and function will be people orientated with safe and convenient accessibility to and through buildings from roads and parking.

Parking areas will be consolidated and shared and screened from public view. Access and parking are to be sited and designed to minimise negative impacts on adjoining residential areas, including appropriate separation and

screen and buffer landscaping. Road treatments are to be provided at the interface of the zone that correspond with the likely associated uses and discourage non-related traffic in residential streets.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations and the Parkland fringe.

Overlooking, overshadowing and emission impacts will be moderated through good design and mitigation techniques, however, it is noted noise and air amenity cannot be expected to be equivalent to a purely residential area. Impacts on adjoining zones will be minimised through appropriate land uses, building envelopes, transition of building heights, design and location of on-site activities/windows/balconies, and use of landscaping.

Well-designed landscaping will assist to visually soften large building façades, screen and buffer parking/service areas/zone interface areas, and provide amenity, biodiversity and micro-climate benefits.

Water sensitive urban design (WSUD) for the harvest, treatment, storage and reuse of stormwater, and environmentally sustainable design (ESD) for reduction in energy consumption through passive design, construction and operation is envisaged with development. Green (vegetated) places will assist urban heat island effects and roof top gardens will provide opportunities for private and communal open space.

Given the distinctly different land use mixes, urban design features and street character intended for the various sites to which the zone is applied, four different policy areas have been designated as follows:

(a) Boulevard Policy Area – where taller, mixed use buildings of predominantly office uses at ground and low building levels and residential apartments above are intended along the Greenhill Road and Glen Osmond Road frontage with its premium Park Land interface where grand buildings and strong landscape settings are appropriate.

(b) High Street Policy Area – where more moderate scaled buildings of mixed use are intended along Unley Road with predominantly small scale shops, mixed business services and hospitality uses at ground and low building levels and upper level comprising residential apartments.

(c) Business Policy Area – where development will be varied in focus on commercial and business land uses at street level with dwellings located above along the more commercially oriented parts of Leader Street.

(d) Transit Living Policy Area – where taller, mixed use buildings are intended for predominantly residential development together with low impact, generally commercial uses that support the daily needs of the local population (such as offices, consulting rooms, shops, cafés and restaurants) located at ground level. Upper levels are intended to provide residential apartments to take advantage of high frequency public transport corridors upon which such developments are located.

Detailed concept plans are prepared for distinct sections of the roads, detailing matters including desired accessways/road links, excluded property frontage access, variations to prescribed building heights, consolidated sites, heritage sites and any particular intended urban design element or feature.

The potential for buildings within the zone to penetrate the Adelaide International Airport Obstacle Surface Limitation exists. It is essential that development within the zone not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport.

**PRINCIPLES OF DEVELOPMENT CONTROL**

### Land Use

1 The following types of development, or combination thereof, are envisaged in the zone: Affordable

housing
Aged persons accommodation
Community centre Consulting
room Dwelling
Educational establishment
Entertainment venue Licensed

premises
Office
Pre-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 Maps Un/1 to 7 and 11.

5 Residential development should achieve a minimum net residential site density in accordance with the following:

| Policy Area | Minimum net residential site density |
|---|---|
| Boulevard (Greenhill Road) Policy Area 19 | 75 dwellings per hectare net (except within the southern half of the Annesley Campus Area fronting Rose Terrace 35 dwellings per hectare net) |
| High Street (Unley Road) Policy Area 20 | 60 dwellings per hectare net |
| Transit Living (Anzac Highway) Policy Area 24 | 45 dwellings per hectare net |
| Business (Leader Street and Maple Avenue) Policy Area 25 | No minimum |

6 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**

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

8 Buildings should be designed and sited to address the primary public road and to face other public thoroughfares (other than rear laneways) and open spaces and to enable suitable sunlight access to public and common private open space as well as good daylighting of habitable room windows of dwellings.

# OVERLAYS

## Overlay – Affordable Housing

Refer to Maps Un/1 (Overlay 5a and 5b) that relates to this overlay. The following policies apply to the 'designated area' marked on the relevant Overlay Map.

**INTERPRETATION**

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

**OBJECTIVES**

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

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

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing (as defined by the *South Australian Housing Trust Regulations 2010* as amended).

## Overlay – Strategic Transport Routes

Refer to Maps Un/1 (Overlay 4a and 4b) that relates to this overlay. The following policies apply to the 'designated area' marked on the relevant Overlay Map.

**INTERPRETATION**

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

**OBJECTIVES**

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

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Development adjacent to a strategic transport route should:

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

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

(i) parking off the main carriageway;

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

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

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

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

## Overlay – Noise and Air Emissions

Refer to Maps Un/1 (Overlay 3a, 3b and 3c) that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant Overlay Map.

**INTERPRETATION**

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

**OBJECTIVES**

**Objective 1:** Protect community health and amenity from adverse impacts of noise and air emissions.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:

(a) shield sensitive uses and areas through one or more of the following measures:

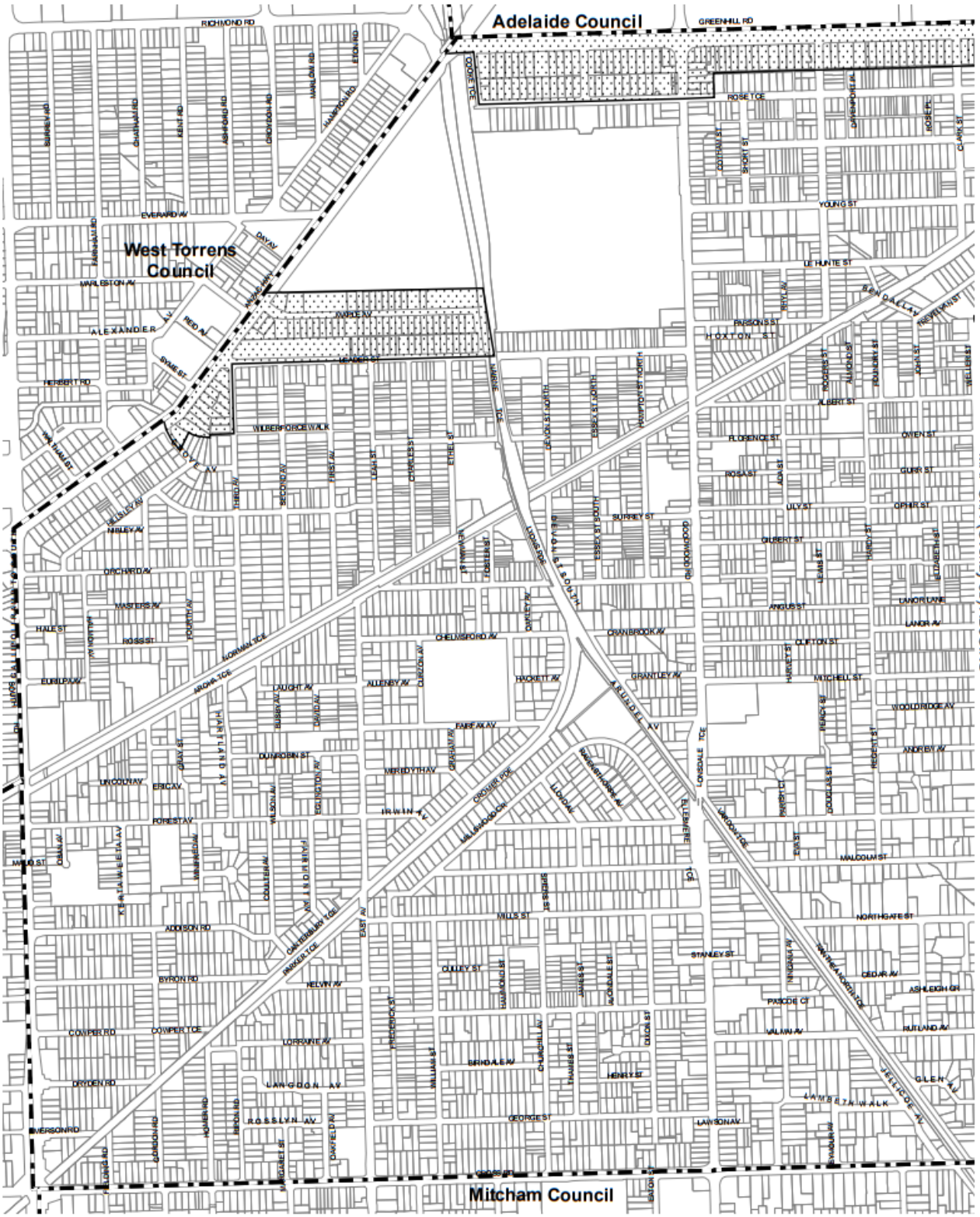
(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas;

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source;

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met;

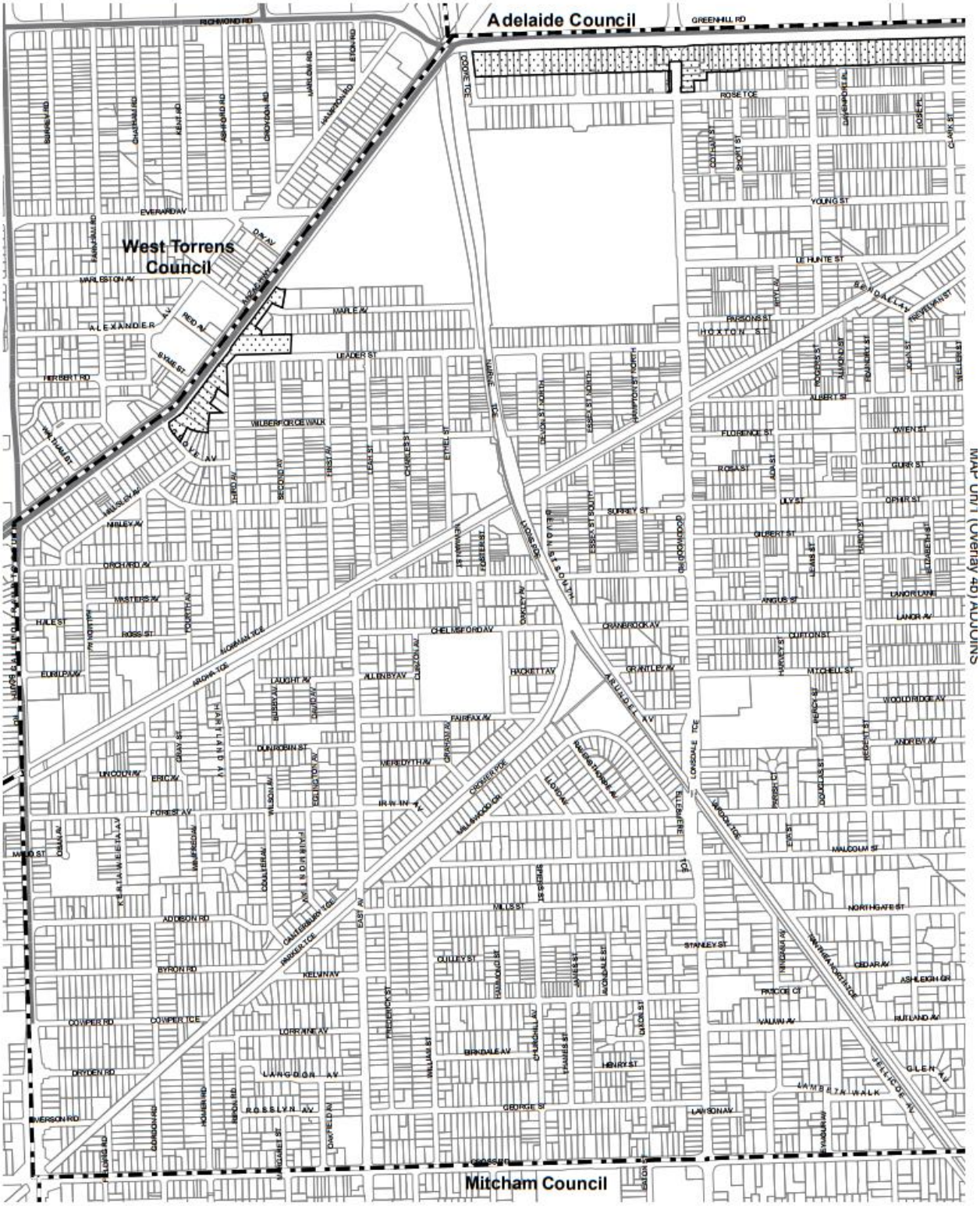
(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable;

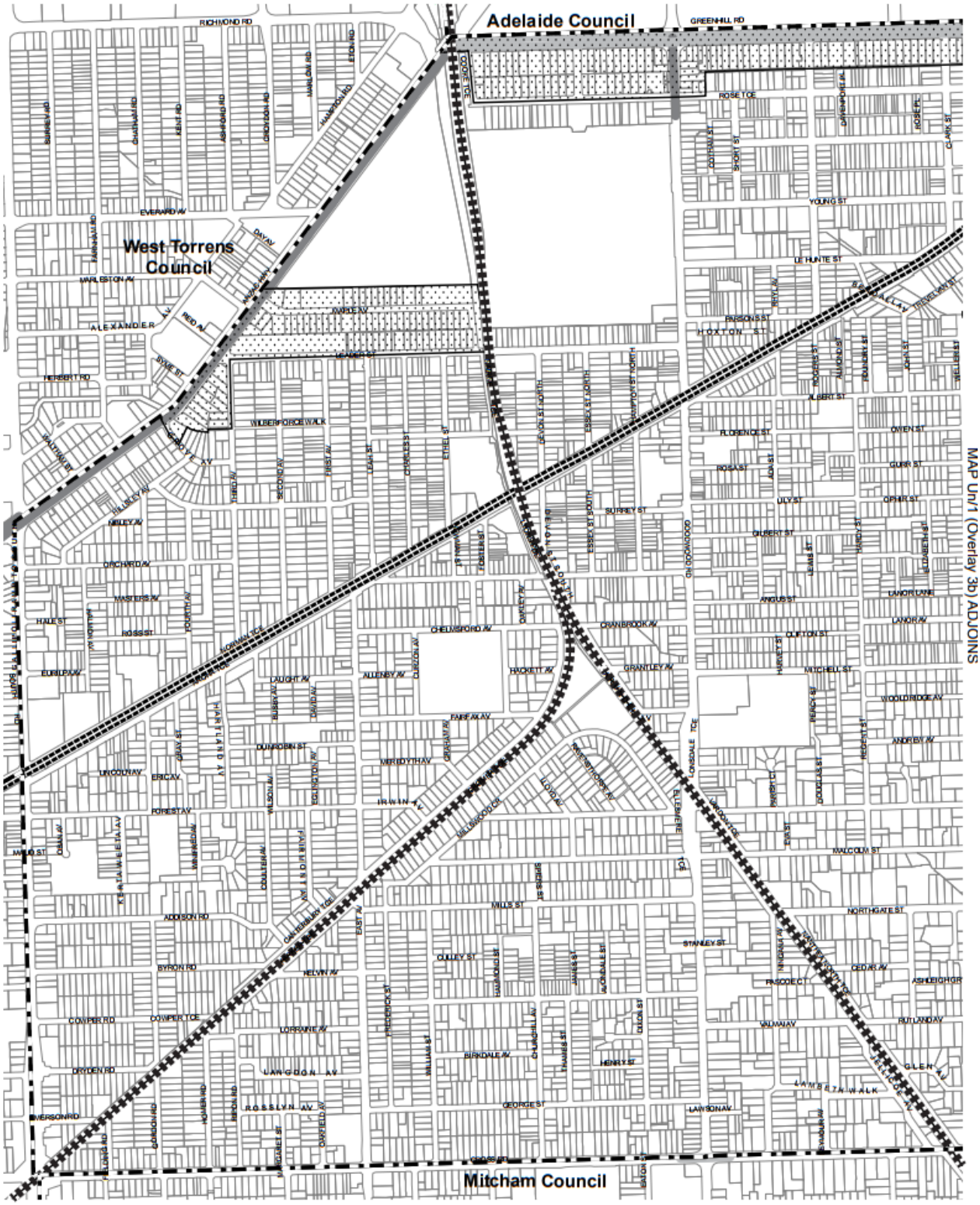
(c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

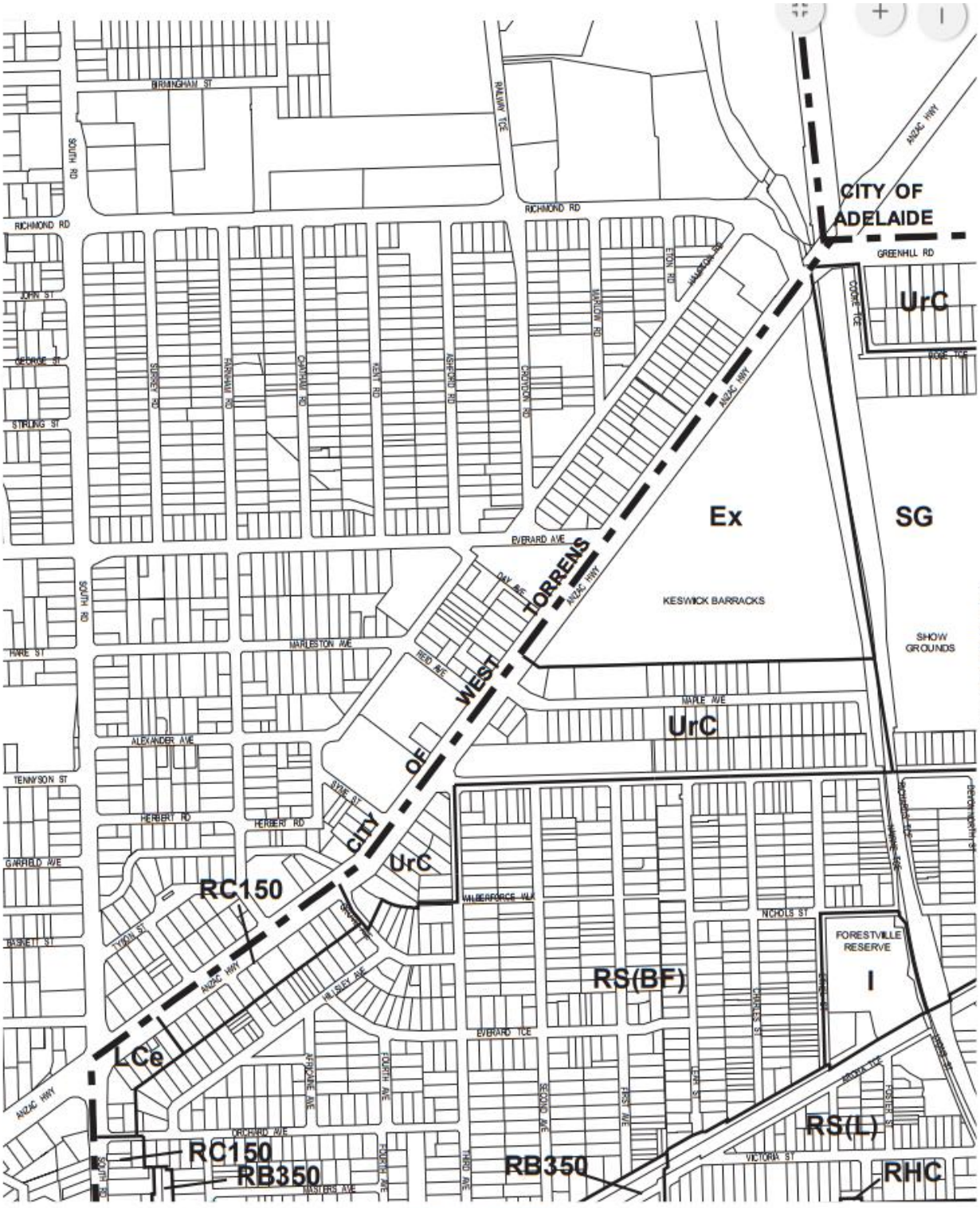



# UNLEY (CITY)
# AFFORDABLE HOUSING
# MAP Un/1 (Overlay 5a)

Consolidated - 19 December 2017


Adelaide Council
West Torrens Council
Mitcham Council
MAP Un/1 (Overlay 4a) ADJOINS
1:12,500
0 100 200 300 400 500 m
N
Designated Area
Strategic Roads Network
Development Plan Boundary
UNLEY (CITY)
STRATEGIC TRANSPORT ROUTES
MAP Un/1 (Overlay 4a)
Consolidated - 19 December 2017


Adelaide Council
West Torrens Council
Mitcham Council
MAP Un/1 (Overlay 3b) ADJOINS
N
1:12,500
0 100 200 300 400 500 m
Train Corridor
Tram Corridor
Designated Road: Type A road
Designated Road: Type B road
Designated Area
Development Plan Boundary
UNLEY (CITY)
NOISE AND AIR EMISSIONS
MAP Un/1 (Overlay 3a)
Consolidated - 14 December 2017




MAP Un/4 ADJOINS

MAP Un/7 ADJOINS

**Note: For Policy Areas See Map Un/12**

| | |
|---|---|
| **Ex** | Excluded |
| **I** | Institutional |
| **LCe** | Local Centre |
| **RB350** | Residential B350 |
| **RC150** | Residential C150 |
| **RHC** | Residential Historic Conservation |
| **RS(BF)** | Residential Streetscape (Built Form) |
| **RS(L)** | Residential Streetscape (Landscape) |
| **SG** | Showground |
| **UrC** | Urban Corridor |

Zone Boundary
Development Plan Boundary

Scale 1:8000

0 500metres

# UNLEY (CITY) ZONES MAP Un/3


**BRISBANE**
Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

**MELBOURNE**
Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

**PERTH**
Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

**SYDNEY**
Level 23, Darling Park Tower 2
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900

**URBIS.COM.AU**

NORMAN WATERHOUSE
L 15
45 PIRIE ST
ADELAIDE SA 5000

LTO BOX 59

13 October 2017

# CONFIRMATION OF REGISTRATION NOTICE

**The following dealings have been registered -**

| | |
|---|---|
| **Dealing(s):** | TRANSFER 12805260 |
| | TRANSFER 12805261 |
| | TRANSFER 12805262 |
| | TRANSFER 12805263 |
| | TRANSFER 12805264 |
| **Title(s):** | CT 5772/282 |
| | CT 5772/287 |
| | CT 5835/831 |
| | CT 5880/803 |
| | CT 5888/429 |
| **Registration Date:** | 13/10/2017 |
| **Customer Reference:** | 290526 |

Confirmations of registration are attached on the following page(s).

**Michael Burdett**

**Registrar-General**

**Lands Titles Office**

REGISTRAR - GENERAL SOUTH AUSTRALIA

# CONFIRMATION OF REGISTRATION

## Certificate of Title - Volume 5772 Folio 282

### Estate Type

FEE SIMPLE

### Registered Proprietor(s)

KAUFLAND AUSTRALIA PTY. LTD. (ACN: 616 591 667)
OF L 8 80 DORCAS STREET SOUTH MELBOURNE VIC 3205

### Description of Land

ALLOTMENT 53 DEPOSITED PLAN 2907
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 11950318 | LEASE TO FANTASTIC HOLDINGS LIMITED COMMENCING ON 1/12/2012 AND EXPIRING ON 30/11/2022 |

**Registrar-General**

**Lands Titles Office**

REGISTRAR - GENERAL SOUTH AUSTRALIA

# CONFIRMATION OF REGISTRATION

## Certificate of Title - Volume 5772 Folio 287

### Estate Type

FEE SIMPLE

### Registered Proprietor(s)

KAUFLAND AUSTRALIA PTY. LTD. (ACN: 616 591 667)
OF L 8 80 DORCAS STREET SOUTH MELBOURNE VIC 3205

### Description of Land

ALLOTMENT 52 DEPOSITED PLAN 2907
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 11950319 | LEASE TO FANTASTIC HOLDINGS LIMITED COMMENCING ON 1/12/2012 AND EXPIRING ON 30/11/2022 |

**Registrar-General**

**Lands Titles Office**

# CONFIRMATION OF REGISTRATION

## Certificate of Title - Volume 5835 Folio 831

### Estate Type

FEE SIMPLE

### Registered Proprietor(s)

KAUFLAND AUSTRALIA PTY. LTD. (ACN: 616 591 667)
OF L 8 80 DORCAS STREET SOUTH MELBOURNE VIC 3205

### Description of Land

ALLOTMENT 18 FILED PLAN 9791
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 11950315 | LEASE TO FANTASTIC HOLDINGS LIMITED COMMENCING ON 1/12/2012 AND EXPIRING ON 30/11/2022 |

**Registrar-General**

**Lands Titles Office**

REGISTRAR - GENERAL
SOUTH AUSTRALIA

# CONFIRMATION OF REGISTRATION

## Certificate of Title - Volume 5880 Folio 803

### Estate Type

FEE SIMPLE

### Registered Proprietor(s)

KAUFLAND AUSTRALIA PTY. LTD. (ACN: 616 591 667)
OF L 8 80 DORCAS STREET SOUTH MELBOURNE VIC 3205

### Description of Land

ALLOTMENT 19 FILED PLAN 9791
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

### Easements

SUBJECT TO THE EASEMENT(S) OVER THE WITHIN LAND TO THE SOUTH AUSTRALIAN WATER CORPORATION (T 9389787)

### Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 11950316 | LEASE TO FANTASTIC HOLDINGS LIMITED COMMENCING ON 1/12/2012 AND EXPIRING ON 30/11/2022 |

**Registrar-General**

**Lands Titles Office**

REGISTRAR - GENERAL SOUTH AUSTRALIA

# CONFIRMATION OF REGISTRATION

## Certificate of Title - Volume 5888 Folio 429

### Estate Type

FEE SIMPLE

### Registered Proprietor(s)

KAUFLAND AUSTRALIA PTY. LTD. (ACN: 616 591 667)
OF L 8 80 DORCAS STREET SOUTH MELBOURNE VIC 3205

### Description of Land

ALLOTMENTS 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119 AND 120 FILED PLAN 216991
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

ALLOTMENT COMPRISING PIECES 121, 122 AND 123 FILED PLAN 216991
IN THE AREA NAMED FORESTVILLE
HUNDRED OF ADELAIDE

### Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (LAND GRANT VOL.1197 FOLIO 172)

### Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 11950317 | LEASE TO FANTASTIC HOLDINGS LIMITED COMMENCING ON 1/12/2012 AND EXPIRING ON 30/11/2022 |

**Registrar-General**

**Lands Titles Office**

REGISTRAR - GENERAL SOUTH AUSTRALIA

# Architect Statement

**10 Anzac Highway, Forestville SA**

**Antony M. Parks**
B.A. Arch. B.Arch. RAIA. NZRA. AIA. CDP. CDX.

Tony Parks, registered architect and director of Architecture HQ Pty Ltd graduated from Deakin University, School of Architecture in 1991. His leadership at Architecture HQ has seen the development of a retail architecture consultancy firm that is held in high regard internationally. Industry recognition for Architecture HQ includes awards such as ICSC Gold and Silver international awards, and the API Joe Curlewis Award for excellence in property. Tony Parks also holds the internationally recognised ICSC CDP and ICSC CDX designations which endorse Tony as a certified specialist retail architect and practitioner by the International Council of Shopping Centres, New York.

**About the project**
In developing this project concept with our client, we were faced with an array of issues that posed a series of challenges to the way in which we approached the site.

The site is positioned in a high profile mixed use setting along a major roadway. As architects for this retail project, we have dealt with this range of elements and have utilised these features to best form this proposed project concept.

**The Brief**
The brief we received from our client was to:

- Deliver a new supermarket anchoring a set of specialty shops to furnish a new marketplace offering for Australian customers.
- Deliver a modern concept of 'Big Box' retail architecture that fits appropriately into its local context.
- Deliver a well–planned and considered, cost effective, durable hard wearing asset.
- Be appropriately branded to allow immediate recognition of the Kaufland trademark.
- Present an active and vibrant marketplace with an emphasis on convenience and ease of shopper amenity.

**Architectural Response**

To form a design response to the above, we have adopted a set of rules which come from the very basis of the historical meaning of architecture as a profession. Simply, a formula that comes from the earliest and most basic forms of human shelter being;
Architecture = Art + Science.

'The Science' being a complex collection of the construction, numerical, financial and scientific realities that are strategically positioned within a retail environment.

'The Art' being a complex collection of the emotive and human cognitive reactions within an environment. The result of the above process is a brand new Kaufland concept.

We were also faced with the challenge of delivering a balanced synergy between the surrounding land uses and our proposed design concept. Our client has a sound appreciation of the site and its existing and emerging context, and benefits from a strong history of adapting developments to respond to local conditions. This has driven an initiative to produce a bespoke, site responsive development for this location.

The historic role and uses on the site have generally been of an industrial or large format (furniture) sales use. Architecture that is generally consistent to the existing form is an obvious goal for us to pursue. We have utilised these parallels to create a working market place which incorporates both staple shopping and specialty shopping. The result will be a vibrant new retail hub and centrepiece for the community.

The retail development will deliver a new convenient shopping experience for the Australian customer. We are seeking to provide a convenience based one stop retail offering, which in its raw nature, has a sustainable, yet highly contemporary form and function. The development will incorporate a range of natural and sustainable materials which will vary between precincts. Materials will include steel or recycled timbers derived from a sustainable source to provide a typical "Market Place" statement to the front facade. Similar expressions to the external façade edges can be drawn by the use of controlled sunlight infiltration, the mixing of active edge features and high quality landscaped elements which are designed into the built architecture.

Our client fully understands the necessity of water sensitive urban design in buildings of this nature. This building will encompass a range of built in features to maximise the use and retention of water. This is not limited to rainwater runoff from the building's roof, but will also encompass a range of other initiatives.

Our aim for the proposal is to provide a first offering of a new and exciting retail centre of relaxed ambience that surpasses other developments along the Anzac Highway strip. We look forward to the delivery of a development that will offer quality gathering places to shop, dine, and relax and which will set the standard for future neighbouring developments and upgrades.

# Kaufland Australia's Sustainability Commitment

## Kaufland Australia | 10 Anzac Highway, Forestville SA

Kaufland Australia stores will set a new benchmark for energy efficient and environmentally conscious retail development. By utilizing sustainable construction, intelligent waste management and renewable energy systems in order to minimize our environmental impact, we have accounted for every last detail – and we are proud to be implementing them all.

### Solar Photovoltaics | Power supply

Wherever the environment permits, our stores will be equipped with a solar photovoltaic plant spanning up to 3,000m² across our roof. This substantial investment in renewable energy combined with future proofing our services spaces to allow for commercial batteries to be utilized in-lieu of diesel generators for back-up power supply, means that our stores will be at the forefront of environmentally sustainable design.

### LED Lighting | Lower electricity consumption

Lights with efficient LED technology will be used in all of Kaufland Australia's stores. This enables pleasant and optimal illumination of our fresh and yummy food whilst reducing our electricity consumption.

### E-charging Stations | Applicable to electric cars and e-bikes

During store opening hours, Kaufland customers can charge their electric car with green electricity quickly and free of charge. Our 50 kW quick charging stations, equipped with plugs for all common vehicle types make this possible. We also plan to make this service available for e-bikes.

### Refrigeration | Combining refrigeration and temperature control

Kaufland Australia stores will feature the latest in sustainable energy re-use to keep our carbon footprint to a minimum. Excess heat generated by the operation of our refrigeration systems will be used to assist in optimizing the efficiency of our climate control – minimizing energy usage for internal heating by collecting the used hot water from the refrigeration plant and reticulating it back throughout the store for other purposes.

**Efficient Refrigeration Units | The result – optimal store climate**

The use of improved glass doors keeps the cold where it belongs. This will save about 10 percent of the refrigeration plant's energy requirements and creates a pleasant room and shopping climate for our customers and employees.