

**Scentre Management Limited C/- Masterplan**

Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 and 2, four level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping and way-finding treatments.

**293 – 297 Diagonal Road OAKLANDS PARK**

DA 100/E103/18



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**OVERVIEW**

<b>Application No</b>	100/E103/18
<b>Unique ID/KNET ID</b>	Unique ID: 14010427   Knet: 2018/22805/01
<b>Applicant</b>	Scentre Management Limited C/- Masterplan
<b>Proposal</b>	Alterations and additions to existing Westfield Marion Shopping Centre.
<b>Subject Land</b>	293 – 297 Diagonal Road OAKLANDS PARK
<b>Zone/Policy Area</b>	Regional Centre Zone – Precinct 9 (Northern Fringe Marion); Precinct 10 (Retail Core Marion); & Precinct 11 (Retail Support Marion)
<b>Relevant Authority</b>	State Commission Assessment Panel
<b>Lodgement Date</b>	26 November 2018
<b>Council</b>	City of Marion
<b>Development Plan</b>	Marion (City) Development Plan consolidated 20 February 2018 (as amended 22 November 2018)
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Category 2
<b>Representations</b>	Six valid representations – Two wish to be heard by the SCAP. A further 22 invalid representations were received.
<b>Referral Agencies</b>	Commissioner of Highways City of Marion
<b>Report Author</b>	Matthew Fielke – Planning Officer
<b>RECOMMENDATION</b>	Development Plan Consent subject to reserved matters and conditions

**EXECUTIVE SUMMARY**

The proposed development comprises the staged expansion of the existing Westfield Marion Shopping Centre, including the duplication of the mall at ground level (totalling some 12,891m<sup>2</sup> of additional retail floor area); construction of a new Entertainment and Lifestyle Precinct over levels 1 and 2 (a total of 5,223m<sup>2</sup>); reconfiguration of the existing car parking; construction of a four level mezzanine car park and new pedestrian promenade; the installation of a ticketless parking system; removal of regulated trees; and associated landscaping. The application is considered to be a Merit form of development in accordance with Section 35 (5) of the *Development Act 1993* as it is neither complying nor non-complying. Category 2 applies for the purposes of public notification pursuant with Schedule 9 Part 2 Clause 19 of the *Development Regulations 2008*.

The State Commission Assessment Panel are the relevant authority by virtue of Schedule 10 Clause 20 of the *Development Regulations 2008*, following the determination of the Acting State Coordinator-General on 20 August 2018.

The key planning matters considered in this report can be summarised as follows:

- Construction of additional gross leasable floor area (GLA) in the form of specialty and department stores, restaurants and leisure / entertainment facilities.
- Traffic, access and car parking including:
  - o Net reduction in car parking provision despite an increase in retail floor area
  - o Modification of existing access and egress points, including installation of automated car parking controls
  - o An estimated increase in trip generation commensurate with the increase in GLA.
- Removal of eight regulated trees.
- The proposals ability to address various environmental criteria including crime prevention; noise; stormwater and waste management; and, energy efficiency.

The primary function of the Regional Centre Zone is to cater for the ongoing development of the existing Westfield Marion Shopping Centre. Future development in the Zone should support the expansion and diversification of activities throughout the centre, particularly where they result in the extended use of the centre beyond regular trading hours.

The application was referred to the Commissioner of Highways in accordance with the relevant Schedule 8 requirements of the *Development Regulations 2008*. No significant matters have been raised as a result of the referral.

Given the nature of the expansion (north of the existing shopping centre and comprising new uses that will result in extended trading hours) including the proposed built form, materiality and landscaping, as well as the developments' ability to suitably address the performance criteria of the Development Plan, it is concluded that the application warrants Development Plan Consent subject to reserved matters and conditions. It is noted that the need to apply reserved matters in this case will not undermine the planning merits of the proposal.

## **ASSESSMENT REPORT**

### **1. BACKGROUND**

#### **1.1 Strategic Context**

The relevant Development Plan – consolidated 20 February 2018 – was subject of a Ministerial Development Plan Amendment (Southern Innovation Area Part 2) by notice in the Government Gazette on 22 November 2018. The amendment was formally consolidated in to the Development Plan on 29 November 2018 and has no impact on the subject land or Regional Centre Zone generally.

#### **1.2 Previous Applications**

Notwithstanding the separate and unique nature of the current proposal – and without detracting from the need to undertake a balanced assessment of the development – the SCAP may be aware of a previous application over the subject land (DA 100/48/2007) that was originally considered by Council's Development Assessment Panel (DAP) and approved on 15 August 2008. The application was lodged in January 2007 and sought approval for *alterations and additions to the Westfield Marion Shopping Centre approximately 18,275 square metres of additional retail floor space, additional decked car parking to the north of the Centre and adjacent to diagonal road and removal of three significant trees.*

The (then) Development Assessment Commission (DAC) were a mandatory referral body for the original application pursuant with Schedule 8 Part 2 Item 13 (a) of the *Development Regulations 2008*. DAC considered the application in their meeting on 22 March 2007 where it was resolved that they had no directions to make pursuant with the *Development Act 1993*. Subsequent advice was sent to Council on 27 March 2007.

This application was subject of the following variations:

#### **DA 100/2387/2010 (V1)**

The first variation proposed the reconfiguration of the additions and alterations, proposed a new free-standing 'Bowland' and the staging of the development in two stages. This variation was granted Development Plan Consent on 6 April 2011.

DA 100/1297/2012 (V2)

This application sought to increase the total additional floor area by a further 1,000 square metres (approx.) and included a new dining precinct fronting Diagonal Road, amendments to the internal layout of the centre, enlargement and amendments to the decked car park and undertaking of the development in two stages. Development Plan Consent was subsequently granted on 3 October 2012.

DA 100/2014/1536 (V3)

Lodged in September of 2014, this variation sought consent for to amend the outdoor dining precinct, fresh food precinct and undertake further amendments to tenancies and car parking. Council's DAP granted consent for this variation on 10 December 2014 and extended the validity of the approval for a further five years.

DA 100/2015/417 (V4)

This variation was lodged with Council on 15 March 2015 and was considered by the DAP on 20 May 2015. The application sought to separate the previously approved Stage 1 into three separate stages. Construction of the relevant component (Stage 1A) was set to commence as soon as possible following consent.

DA 100/2015/576 (V5)

In order to expedite the assessment process, the applicant lodged an alternate 'Option 2' variation application on 2 April 2015, which included a Level 1 mezzanine car park to be undertaken within Stage 1A. This would result in the provision of sufficient additional on-site car parking throughout the various stages of construction. Development Plan Consent was granted under delegated authority on 28 April 2015.

The applicants preferred option remained DA 100/2015/417 (above), excluding the additional car parking provision. Stage 1A was subsequently commenced in accordance with V4 and remains as the only constructed portion of the original development.

### **1.3 State Coordinator-General Call-in**

On 2 August 2018 Masterplan wrote a letter (on behalf of Scentre Group Pty Ltd) to the Acting State Coordinator-General requesting that he appoint the State Commission Assessment Panel (SCAP) as the relevant authority pursuant with Schedule 10 Clause 20 of the *Development Regulations 2008*. The Acting State Coordinator-General responded via letter on 20 August 2018 confirming his decision to call-in the proposal. Notification of this decision was sent to Council on the same day.

## 2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The proposal seeks to undertake the alteration of, and addition to, the existing Westfield Marion Shopping Centre, as detailed in the Executive Summary above. The development is proposed to be completed over two stages, with the first stage being limited to the construction of the entertainment and lifestyle precinct, reconfiguration of retail floor area and an additional 3,940m<sup>2</sup> of gross leasable area at ground level, as well as the installation of the ticketless parking system.

A summary of the proposal is as follows:

<b>Land Use Description</b>	<p>Alteration and additions to existing retail shopping complex comprising additional shops associated car parking and landscaping including the removal of regulated trees.</p> <p>A shop is defined in Schedule 1 of the <i>Development Regulations 2008</i> as:</p> <ul style="list-style-type: none"> <li>(a) A premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or</li> <li>(b) A restaurant; or</li> <li>(c) A bulky goods outlet or retail showroom; or</li> <li>(d) A personal service establishment</li> </ul> <p>But does not include...</p> <ul style="list-style-type: none"> <li>(e) A hotel; or</li> <li>(f) A motor repair station; or</li> <li>(g) A petrol filling station; or</li> <li>(h) A plant nursery where there is no sale by retail; or</li> <li>(i) A timber yard; or</li> <li>(j) Service trade premises; or</li> <li>(k) Service industry.</li> </ul> <p>Tree damaging activity (in relation to a regulated or significant tree) is also defined in Schedule 1 of the Regulations and includes:</p> <ul style="list-style-type: none"> <li>(a) The killing or destruction of a tree; or</li> <li>(b) The removal of a tree; or</li> <li>(c) The severing of branches, limbs, stems or trunk of a tree; or</li> <li>(d) The ringbarking, topping or lopping of a tree; or</li> <li>(e) Any other substantial damage to a tree,</li> </ul> <p>And includes any other act or activity that causes any of the foregoing to occur but does not include maintenance pruning that is not likely to affect adversely the general health and appearance of a tree or that is excluded by regulation from the ambit of this definition.</p> <p>Additionally, the proposal comprises 'building work', defined in Section 4 of the <i>Development Act 1993</i> as work or activity in the nature of:</p> <ul style="list-style-type: none"> <li>(a) The construction, demolition or removal of a building (including any incidental excavation or filling of land); or</li> <li>(b) Any other prescribed work or activity,</li> </ul> <p>But does not include any work or activity that is excluded by regulation from the ambit of this definition.</p>
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<p><b>Building Height</b></p>	<p><u>Mezzanine Car Park</u>: ~10m above finished ground level  <u>Entertainment and Leisure Precinct</u>: ~19m above finished ground level  <u>Existing (Cinema)</u>: ~26m  <u>Existing (Max building height)</u>: ~34m</p>
<p><b>Description of levels</b></p>	<p>Ground Level – Stage 1</p> <ul style="list-style-type: none"> <li>- Reconfiguration of 5,002m<sup>2</sup> of retail floor area;</li> <li>- Construction of an additional 3,940m<sup>2</sup> of retail floor area;</li> <li>- Reconfiguration of access points and installation of ticketless parking system – loss of 240 car parking spaces; and</li> <li>- Reconfiguration of car parking and loading areas.</li> </ul> <p>Mezzanine – Stage 1</p> <ul style="list-style-type: none"> <li>- Reconfiguration of access points and installation of ticketless parking system.</li> </ul> <p>Level 1 (shown as ‘Level 2’ on proposal plans) – Stage 1</p> <ul style="list-style-type: none"> <li>- Construction of 2,917m<sup>2</sup> of GLA in association with the Entertainment and Lifestyle Precinct;</li> <li>- Associated courtyards and soft landscaping treatments; and</li> <li>- Reconfiguration of upper storey car parking and loading facilities – loss of 292 spaces.</li> </ul> <p>Level 2 (shown as ‘Level 3 on proposal plans) – Stage 1</p> <ul style="list-style-type: none"> <li>- Construction of a further 2,316m<sup>2</sup> GLA in association with the Entertainment and Lifestyle Precinct; and</li> <li>- Reconfiguration of approximately 3,368m<sup>2</sup> of existing cinema floor area to create a new Entertainment Tenancy (Fun Lab).</li> </ul> <p>The following figures are based on the development when completed (Stage 2) in comparison with existing site conditions.</p> <p>Ground Level – Stage 2</p> <ul style="list-style-type: none"> <li>- Reconfiguration of existing retail floor area and construction of 12,891m<sup>2</sup> additional GLA; and</li> <li>- Reconfiguration of existing car parking and construction of new mezzanine car park and loading areas; and</li> <li>- Installation of ticketless parking system.</li> </ul> <p>Mezzanine 1 – Stage 2</p> <ul style="list-style-type: none"> <li>- Additional car parking north of new Major tenant; and</li> <li>- Reconfiguration of access points and installation of ticketless parking system.</li> </ul> <p>Mezzanine 2 – Stage 2</p> <ul style="list-style-type: none"> <li>- Additional car parking north of new Major tenant.</li> </ul> <p>Level 1 (shown as ‘Level 2’ on proposal plans) – Stage 2</p> <ul style="list-style-type: none"> <li>- 2,917m<sup>2</sup> of GLA in association with the Entertainment and Lifestyle Precinct;</li> <li>- Associated courtyards and soft landscaping treatments, including direct access to new ground floor retail space; and</li> </ul>

	<ul style="list-style-type: none"> <li>- Reconfiguration of upper storey car parking and loading facilities and additional car parking – top level of new mezzanine car park.</li> </ul> <p>Level 2 (shown as ‘Level 3’ on proposal plans) – Stage 2</p> <ul style="list-style-type: none"> <li>- 2,316m<sup>2</sup> of GLA in association with the Entertainment and Lifestyle Precinct; and</li> <li>- 3,368m<sup>2</sup> entertainment tenancy (Fun Lab).</li> </ul> <p>Stage 2 results in a total loss of 294 spaces compared with existing site conditions.</p>
<p><b>Site Access</b></p>	<p><b>Existing</b></p> <p><i>Warracowie Way</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access point.</li> </ul> <p><i>Diagonal Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (left in &amp; left out only) adjacent Marion Cultural Centre</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access (left in &amp; left out only).</li> </ul> <p><i>Sturt Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (right &amp; left in, left out only)</li> <li>- Dual lane (two-way) bus interchange</li> <li>- Two-way delivery vehicle access (left in &amp; left out only)</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access (left in &amp; left out only) to mezzanine car park</li> <li>- One-way vehicular access (left in only)</li> <li>- One-way vehicular egress (left out only from KFC drive-through).</li> </ul> <p><i>Morphett Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (left in &amp; left out only) to KFC &amp; Pizza Hut</li> <li>- Two more two-way vehicular access points (left in &amp; left out only) to 5 Star Outdoors &amp; Supercheap Auto</li> <li>- Single egress points (left out only) from Dan Murphy’s</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access supporting access and egress in all directions to / from Bunnings.</li> </ul> <p><b>Proposed</b></p> <p><i>Diagonal Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (left in &amp; left out only) adjacent Marion Cultural Centre</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access (left in &amp; left out only).</li> </ul> <p><i>Sturt Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (right &amp; left in, left out only)</li> <li>- Dual lane (two-way) bus interchange</li> </ul>



	<ul style="list-style-type: none"> <li>- Two-way delivery vehicle access (left in &amp; left out only)</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access (left in &amp; left out only). Access point utilised for loading/unloading as well as all separate tenancies at the south-western corner of the site.</li> <li>- One-way vehicular egress (left out only from KFC drive-through)</li> </ul> <p><i>Morphett Road</i></p> <ul style="list-style-type: none"> <li>- Two-way vehicular access (left in &amp; left out only) to KFC &amp; Pizza Hut</li> <li>- Two more two-way vehicular access points (left in &amp; left out only) to 5 Star Outdoors &amp; Supercheap Auto</li> <li>- Single egress points (left out only) from Dan Murphy's</li> <li>- Signalised junction supporting access and egress in all directions</li> <li>- Two-way vehicular access supporting access and egress in all directions to / from Bunnings.</li> </ul>
<b>Car and Bicycle Parking</b>	<p><u>Bicycle Parking</u></p> <ul style="list-style-type: none"> <li>- Not defined</li> </ul> <p><u>Vehicular Parking</u></p> <ul style="list-style-type: none"> <li>- At the completion of Stage 1, a total of 4,718 vehicular parking spaces will remain (3.26 spaces per 100m<sup>2</sup> of retail floor area)</li> <li>- At the completion of Stage 2 (including construction of the four-level mezzanine car park), a total of 4,956 vehicular parking spaces will be available at the site (3.25 spaces per 100m<sup>2</sup> of retail floor area).</li> </ul>
<b>Encroachments</b>	N/A
<b>Staging</b>	The development is proposed to be undertaken in two (2) distinct stages – as described above.

### 3. SITE AND LOCALITY

#### 3.1 Site Description

The subject land is legally defined as follows:

Lot No	Plan	Street	Suburb	Hundred	Title
A100	DP 48045	Diagonal Road	Oaklands Park	Noarlunga	CT 6139/987
A357, 358, 359, 361 & 362	FP 12080				CT 6139/987
A360					CT 5438/968
A363					CT 5907/301
A364					CT 5907/300
A365					CT 6139/991
A8	DP 5548				CT 5907/302
A1					CT 5905/308
A2					CT 5907/298
A3					CT 5907/299
A366	FP 12080				CT 5907/307
A367					CT 5907/308
A31	FP 18727				CT 6018/126
A29	DP 5424				CT 5907/316
A101	DP 48045				CT 5907/313
A50	DP 56981				CT 6089/59
A371	FP 12080				CT 5907/314
A61	DP 52571				CT 5698/318

The subject site comprises a total of 22 allotments across 18 separate Certificates of Title, totalling approximately 23 hectares. All but one allotment is provided with direct frontage to an existing public road, being either Diagonal Road (north-east); Sturt Road (south) and Morphett Road (west). The northern boundaries of the subject land abut a number of allotments and land uses, including the existing Marion Cultural Centre; Marion Library; Office buildings (Centrelink and Service SA); Service Trade Premises (paint supplies); and a Motor Repair Station.

The land is located within the Regional Centre Zone – Precinct 9 (Northern Fringe Marion); Precinct 10 (Retail Core Marion); and Precinct 11 (Retail Support Marion) – of the Marion (City) Development Plan, consolidated 29 November 2018.

Existing improvements on the land include the Westfield Marion Shopping Centre comprising a total of 135,302m<sup>2</sup> of retail floor area and a range of specialty shops, restaurants, department stores and cinema, as well as separate shop and bulky goods tenancies. The site is accessible via a number of existing access points, including three (3) signalised junctions. An additional access is provided to the north via Warracowie Way and an associated Right of Way.

The land form is predominantly flat in nature, with a minor downward slope to the north-west (approximately 1:115).

### 3.2 Locality

The immediate locality is defined by land within the Regional Centre Zone and those allotments immediately adjacent the Centre within the Residential Zone (Medium Density Policy Area 12 & Regeneration Policy Area 16). With the exception of the community, recreational and commercial land uses immediately to the north – as well as sporadic commercial development along the adjacent road network – the site is mostly encompassed by residential development, consisting of detached, semi-detached and group dwellings, as well as small scale residential flat buildings.

The broader locality comprises further residential development throughout the suburbs of Oaklands Park and Marion to the east, Warradale to the west and Dover Gardens, Seacombe Gardens and Sturt to the south. Much of this residential land has been subject of urban infill and further subdivision in line with its relevant medium density policy, as well as its proximity to the services of the Regional Centre Zone.

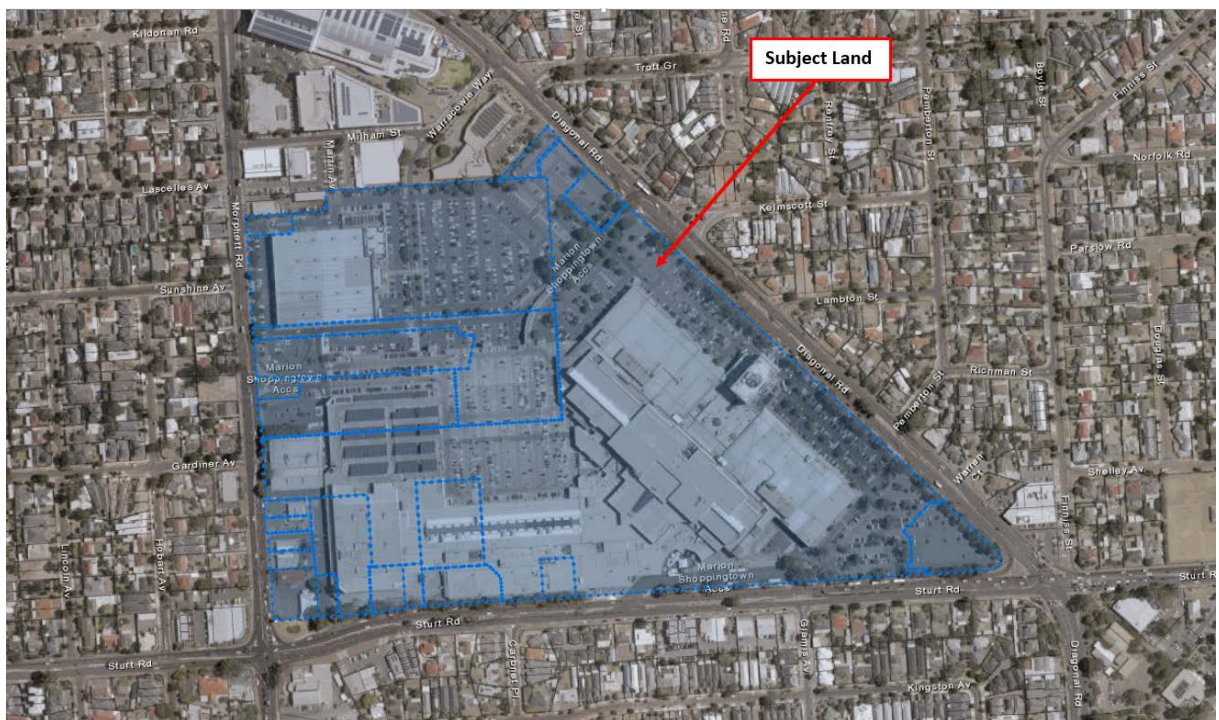


Figure 1 – Location Map

## 4. COUNCIL COMMENTS or TECHNICAL ADVICE

Referral responses are contained in the ATTACHMENTS

### 4.1 City of Marion

The City of Marion were referred the application for comment pursuant to Regulation 38 (2)(b) of the *Development Regulations 2008*. A response was received on 21 January 2019 in which Council were 'generally supportive' of the proposed development, however the following matters were raised for further consideration by the applicant prior to any granting of consent:

- Overall design of the additions and use of materials should be further considered to assist in creating an 'iconic' built form outcome.
- The design of the proposed multi-deck car park should be reconsidered to include additional colours in an effort to reduce the overall bulk and scale of the structure.

- Further aesthetic alterations to the remainder of the centre should be considered to provide a high design standard and appearance.
- The northern pedestrian link should be provided and finished with high quality materials, landscaping and separated from traffic to provide a boulevard like effect.
- Landscaping plans should be accompanied by a schedule of proposed species and projected growing heights. SCAP are recommended to consider a condition requiring the application to ensure all plantings be completed prior to operation of the proposed works, and maintained in an appropriate manner.
- No lighting details for the proposed car park have been provided. SCAP should be satisfied that the proposed built form provides appropriate lighting and casual surveillance, particularly throughout the carpark and stairwells. A condition has been recommended to ensure the applicant provides a detailed lighting plan prior to Development Approval.
- Council have significant concerns regarding the reduction in car parking, combined with the increase in retail floor area and new access controls. SCAP should be satisfied that the proposed reduction in parking spaces does not create additional traffic and amenity impacts on the site of the proposed development and adjacent land uses within the locality.
- Council's Development Engineer recommended that the following information be considered / requested with regard to traffic management and car parking:
  - o Provision of a *Pedestrian Traffic Management Plan*.
  - o Provision of an independent *road Safety Design Audit and Post Construction Road Safety Audit*.
  - o A *Parking Demand Analysis* that determines optimum parking bay numbers.
- Council's Development Engineer made the following comments with regard to stormwater management:
  - o A condition should be attached to consent requiring provision of an underground services survey to determine location and condition of the existing stormwater system
  - o Condition requirement to provide at least 50m<sup>3</sup> of plumbed-in retention tanks to toilets.
  - o Confirm adequacy of any existing GPT's prior to discharge to Council's stormwater system.
  - o Confirm required and provided detention numbers (inconsistency between WGA and Masterplan).
- Staging of the development should be considered, with particular reference to how construction will impact vehicular and pedestrian movements as well as car parking.

A total of 25 conditions were recommended to form part of any approval issued by SCAP – some of which seeking to address the matters raised above. The intent of these conditions have assisted with the drafting of the recommended reserved matters and conditions contained in Section 10 of this report.

## 4.2 Response to Council Comments

The following is a brief summary of the applicant's response to Council comments. A detailed response to Council comments can be found in the ATTACHMENTS.

### Materiality

Council's concerns regarding the materiality and built form of the proposed additions and their potentially negative impact on existing development in the locality (particularly the Marion Cultural Centre), are considered to be unnecessary. The finishes, landscaping treatments, set-backs and building height of the proposed car parking structure are such that they are considered appropriate in the locality and will not detract from the existing Marion Cultural Centre or the associated functions of the land.

### Landscaping

The application was lodged with a supporting landscape plan, including a 'green wall' along the exterior of the proposed multi-deck car park. Should the SCAP deem it necessary, the applicant is not opposed to a condition being placed on any consent that requires the provision of a comprehensive and detailed landscaping schedule.

The applicant does not oppose a condition requiring that the proposed north-south pedestrian link be redesigned in the 'boulevard' style desired by Council.

### Lighting

The applicant is open to a condition of consent requiring the provision of a comprehensive and detailed external lighting plan.

### Car Parking & Access

The proposed development satisfies the desired minimum requirement of car parking spaces (3 spaces per 100m<sup>2</sup> of gross leasable floor area) as outlined in *Table Mar/2A* of the Development Plan - resulting in a surplus of 387 spaces (3.25 spaces per 100m<sup>2</sup> of gross leasable floor area).

The design of car parking for a shopping centre is based on the 85th percentile demand period and not the absolute peak. This recognises that the Centre car park will, at times, reach operating capacity. However, given the ancillary/complementary nature of the proposed and existing leisure facilities (requiring a different peak parking demand), the change in trading patterns of retail over the past ten years and the accessibility of the Centre by public transport, the net loss of car parking is considered acceptable.

Council's concerns regarding the implementation of the proposed ticketless parking system would infer that the applicant proposes a 'paid parking system'. It is noted that the proposed parking regime does not change the existing concept of free time-limited on-site parking. The proposal seeks to remove the human factor (parking inspectors) from the system by implementing a regularised and consistent regime whilst employing a uniform time limit across the entirety of the car parking area. Patrons will only be charged when they exceed the three-hour parking limit.

Impacts of the proposed car parking controls on traffic internally to the subject land are considered to be minimal. This is attributable to the ticketless nature of the system, which results in greater efficiency and speed over standard (ticketed) parking control regimes. Exit boom gates are capable of handling up to 600 cycles per hour and the

proposed development results in 17 such exit lanes (resulting in 10,200 potential exit cycles per hour).

The ticketless entry lanes will not require the installation of a boom-gate facility and therefore should not result in on-street congestion. In an effort to further reduce on-street congestion, the development also proposes to implement the following:

- Additional entry lanes at both western and signalled entrances on Sturt Road, ensuring both accesses have two entry lanes; and
- An additional right-hand turn lane from Diagonal road into the Diagonal Road signalled entrance, totalling two right-hand turn lanes.

This is supported by a comprehensive queuing analysis undertaken by Melissa Mellen (Director, MFY Pty Ltd).

The proposed provision of car parking should be sufficient to cater for the typical peak demand of the Centre, with adjacent residential streets only being impacted during event parking situations. This is supported by a car parking assessment based on Near Map photography, taken on weekdays between 11:00am and 2:00pm over the last 18 months. Furthermore, the proposal will not result in any changes to the existing parking control measures in place throughout the local road network – enforceable by Council staff.

#### Water Sensitive Urban Design

The development seeks to reduce overall car parking hardstand where stormwater is likely to be captured. This will result in a reduction of pollutants being directed to Council stormwater infrastructure compared with the current site configuration.

#### Staging

The original application did not propose any staging of the development. After further consideration, Scentre Group have reviewed the proposed staging of construction and have prepared an amended set of plans. This separates the development in to two stages. See Section 2 of this report for further detail on staging.

## **5. STATUTORY REFERRAL BODY COMMENTS**

Referral responses are contained in the ATTACHMENTS.

### **5.1 Commissioner of Highways, DPTI – Transport Assessment & Policy Reform**

The Commissioner of Highways (the Commissioner) was referred the application pursuant to Schedule 8 Part 2 Item 3 of the *Development Regulations 2008*, as the development proposes to change the nature of movement to / from three existing DPTI maintained roads (Diagonal Road to the north-east, Sturt Road to the south and Morphett Road to the west). The SCAP must have regard to the advice of the Commissioner.

The delegate of the Commissioner provided a response in writing dated 14 February 2019. The referral response takes in to consideration the modification of access points to all arterial roads; installation of a ticketless access control system for the car park; the Traffic Impact Assessment prepared by MFY Pty Ltd; the need to prepare a Traffic Management Plan for the construction phase of the development; the impact of the development on the Metropolitan Adelaide Road Widening Plan; and, signage and floodlighting.

The Commissioner recognises the limitations of the Traffic Management Plan and its focus on general operating conditions. In light of this, it has been recommended that a traffic and parking management strategy be established to ensure that peak operating conditions (such as those seen at Christmas time) can be catered for appropriately and with limited impact on the adjacent road network.

In the absence of a detailed lighting plan for the car park, the Commissioner has recommended that any illumination of these areas be done so in a manner that minimises the potential for driver distraction or discomfort.

Whilst it is noted that the proposed development will result in some increase in traffic at this location, the Commissioner is generally supportive of the development as proposed. Six of the nine recommended conditions and the three recommended advisory notes have been incorporated in to the recommendation below. The three conditions omitted from the recommendation are considered to be appropriately address by way of plans, supporting information and/or a preceding condition.

## **5.2 State Commission Assessment Panel**

Schedule 8 Part 2 Item 13 (a) of the *Development Regulations 2008* requires retail developments to be referred to the SCAP where the gross leasable floor area (or additional gross leasable floor area) exceeds a total of 10,000m<sup>2</sup>. As the proposed development results in some 18,114m<sup>2</sup> of additional retail floor area compared to the existing site conditions, a referral was subsequently undertaken.

Whilst the SCAP recognised their dual duty as the relevant authority and referral agency, it was resolved that their duty as a relevant authority takes primacy. As such, the SCAP resolved to provide no direction or comment in this case.

## **6. PUBLIC NOTIFICATION**

The application was notified as a Category 2 development pursuant to Schedule 9 Part 2 Clause 19 of the *Development Regulations 2008* (development falling within Clause 6 of Schedule 9 where the site of the development is adjacent to land in different zone). Public notification was undertaken by directly contacting adjoining owners and occupiers of the land.

A total of six valid representations were received – two of which wish to be heard by the SCAP.

A total of 22 additional representations were also received by the SCAP, but were either assessed as being invalid (in accordance with the Development Regulations) or received after the close date.

<b>Representor ID</b>	<b>Matters Raised</b>
R1	<ul style="list-style-type: none"> <li>• Supports the application and its potential positive impact on the region. Support also provided for the strong pedestrian links between the shopping centre and the services located to the north.</li> <li>• Concerns regarding the time chosen to undertake public notification (Christmas period).</li> <li>• Reduction in car parking potentially resulting in an undesirable impact on local streets surrounding the centre.</li> <li>• Consideration of the impact of paid parking on businesses within the centre that rely on long stays such as the cinema and restaurants.</li> <li>• Potential impacts on the infrastructure network as a result of increased patronage.</li> </ul>

Representor ID	Matters Raised
	<ul style="list-style-type: none"> <li>• Active transport should be further supported through the re-development.</li> <li>• Concerns regarding the impact of construction on businesses within the Centre.</li> <li>• Scentre Group should take this opportunity to invest in a trolley system that retains the trolleys on the centre site.</li> <li>• Request to consider undertaking improvements to the existing facades of the centre.</li> <li>• Additionally, it's requested that improved green initiatives be incorporated in to the development such as shading to reduce the heat island effect on the new car park.</li> </ul>
R2	<ul style="list-style-type: none"> <li>• Concerns regarding the reduction of car parking on site – and a commensurate increase in retail floor area – resulting in additional reliance on the local road network for overflow car parking.</li> <li>• Problem of on-street car parking exacerbated by infill development.</li> <li>• Concerns regarding the time chosen to undertake public notification (Christmas period).</li> <li>• Removal of regulated trees resulting in displacement of wildlife and the creation of a 'concrete city'.</li> </ul>
R3	<ul style="list-style-type: none"> <li>• Concerns regarding the reduction of car parking on site – and a commensurate increase in retail floor area – resulting in additional reliance on the local road network for overflow car parking.</li> <li>• Problem of on-street car parking exacerbated by infill development and is of particular concern on weekends and public holidays. Council do not do enough to police the parking restrictions in the local road network.</li> <li>• Increased risk to safety as a result of additional car parking in residential streets.</li> <li>• Removal of regulated trees resulting in displacement of wildlife.</li> </ul>
R4	<ul style="list-style-type: none"> <li>• Traffic impacts to Sturt Road from the addition of boom gates – increased queuing.</li> <li>• Limited on-street visitor parking at this site.</li> </ul>
R5	<ul style="list-style-type: none"> <li>• Concerns regarding reduction of car parking on site – and a commensurate increase in retail floor area – resulting in additional reliance on the local road network for overflow car parking.</li> </ul>
R6	<ul style="list-style-type: none"> <li>• Concerns regarding reduction of car parking on site, traffic flow impacts, traffic management and external parking impacts relating to paid car parking.</li> </ul>



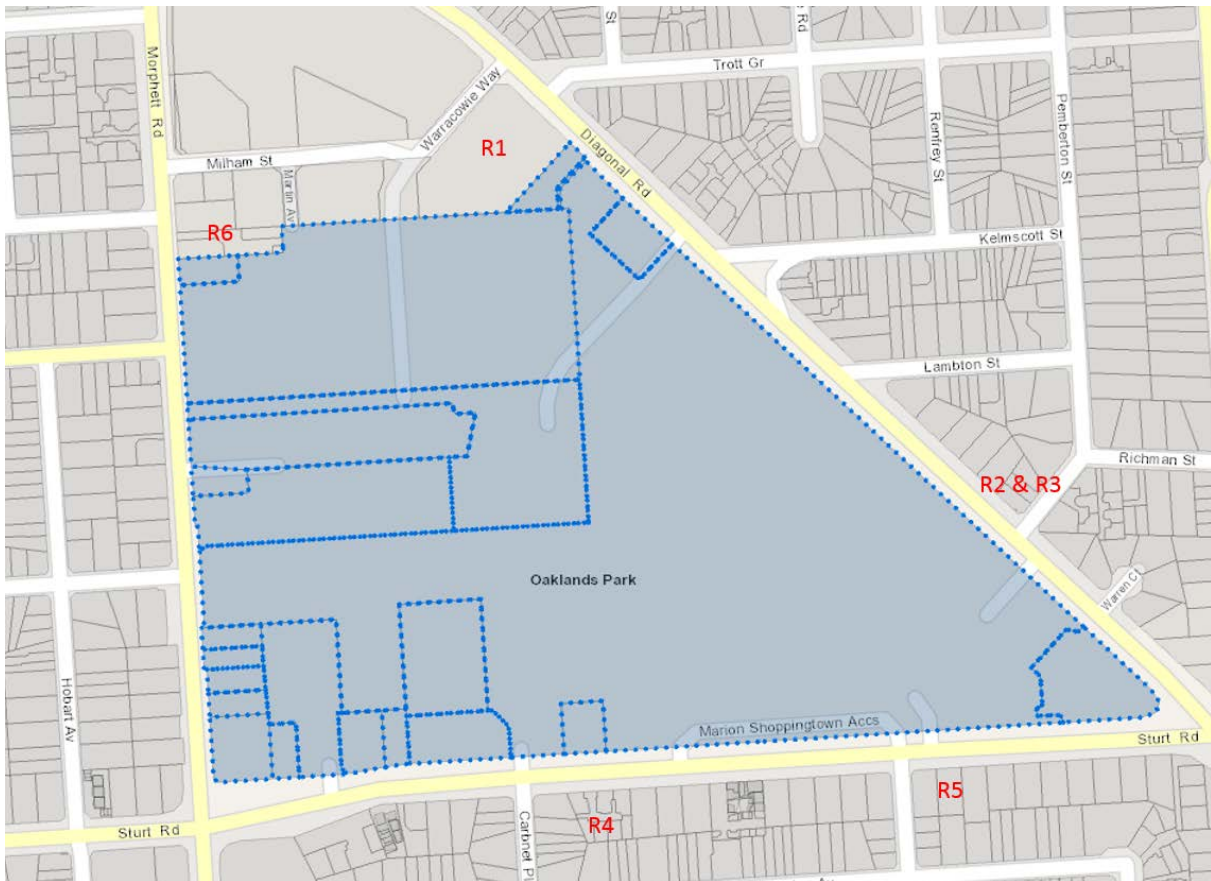


Figure 2 – Representation Map

The following is a brief summary of the applicants' response to representations. A detailed response to representors can be found in the ATTACHMENTS.

### Net Loss of Car Parking

Notwithstanding the loss of car parking at the completion of the development, it is noted that the provision of car parking spaces satisfies the desired minimum parking rate requirements for the Regional Centre Zone in accordance with *Table Mar/2A* of the Marion (City) Development Plan. The change to the minimum rates for on-site car parking occurred through the Ministerial Existing Activity Centres Policy Review DPA (gazetted 21 April 2016) and sought to introduce:

*New off-street parking requirements for development in affected activity centres and business areas when located near high frequency public transport routes or public transport interchanges and stations, establishing a consistent basis to support land use change in areas broadly expected to contribute towards the strategic growth targets of the Planning Strategy.*

The design of car parking for a shopping centre is based on the 85<sup>th</sup> percentile demand period and not the absolute peak. This recognises that the Centre car park will, at times, reach operating capacity. However, given the ancillary/complementary nature of the proposed and existing leisure facilities (requiring a different peak parking demand), the change in trading patterns of retail over the past ten years and the accessibility of the Centre by public transport, the net loss of car parking is considered acceptable.

### Parking in Adjacent Streets

It has been argued that the introduction of a ticketless parking system at the Centre will have undesirable impacts on the local road network by way of overflow car parking. It

should be noted that the existing car parking at the Centre is time-limited – enforceable by Council staff – and as such, the introduction of a ticketless parking system should not change the present circumstances in the adjacent residential streets.

Furthermore, the proposed provision of car parking should be sufficient to cater for the typical peak demand of the Centre, with adjacent residential streets only being impacted during event parking situations.

A parking assessment – based on Near Map aerial imagery – demonstrates that there is no consistent pattern of on-street parking congestion in the local road network. The aerial imagery was typically taken on weekdays between 11:00am and 2:00pm, from a time period spanning the last 18 months. A copy of this imagery can be found in the ATTACHMENTS.

It's recognised that a reason for limited on-street parking congestion could be attributed to the existing time-limited parking controls throughout the adjacent residential streets. These time-limits range from no-standing through to two hours and are demonstrated spatially in the ATTACHMENTS. Notwithstanding, it is also recognised that significant parking congestion on residential streets within the precinct will occur during major events at the Aquatic Centre and during peak trading periods, as is currently the case.

Scentre Group will continue to work with Council to assist with their on-street parking strategy.

#### Automated Car Parking Control Equipment

The proposal seeks to simply introduce an alternative regime for the management of existing time parking controls for users who may out-stay the time limited parking (as imposed under the Private Parking Areas Act and enforced by fines issued by Council under agreement with Centre Management). The automated parking controls will take the form of number-plate recognition cameras, boom gates (on exit only), as well as pay-on-exit facilities for customers who exceed the time limit associated with free parking on the site.

It is noted that a ticketed parking system has been previously approved by Council, with the ticketless system (proposed) being far superior and capable of handling traffic more efficiently.

Concerns regarding the queuing of vehicles as a result of the ticketless parking system have been addressed by Melissa Mellen (Director, MFY Pty Ltd) in her Traffic Impact Assessment – supported by a detailed queuing analysis. Ms Mellen has concluded that the expansion in capacity at the Sturt Road access points (comprising additional entry lanes) will mitigate the existing queuing that extends to Sturt Road. Additionally, the ticketless system eliminates the need for boom-gates on entry, resulting in a greater efficiency compared with the previously approved ticket-based system.

#### Removal of Regulated Trees

A preliminary tree assessment was undertaken by Arborman Tree Solutions to ascertain the extent of impact on regulated trees as a result of the development. A total of 13 regulated trees were identified as being impacted by the development (one of which was exempt from protection under the *Development Act 1993*). Five of these trees will be retained, with eight being removed as a result of the development.

It should be noted that:

- The eight regulated trees requiring removal represent a small proportion of the total trees within the development site;

- None of the eight regulated trees requiring removal are indigenous or endangered species;
- Two of the eight regulated trees are proposed to be relocated on site;
- Ten additional native trees are proposed to be planted; and
- None of the eight regulated trees requiring removal would be highly valued for habitat as they are isolated and in an extremely modified built environment.

The removal of eight regulated trees is considered reasonable based on the scale of the proposed development and the number of trees being retained. The site will be further enhanced through additional plantings and landscaping in line with the new built form.

**7. POLICY OVERVIEW**

The subject site is within the Regional Centre Zone (Precincts 9, 10 & 11) as described within the Marion (City) Development Plan Consolidated 20 February 2018 (as amended 22 November 2018).

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

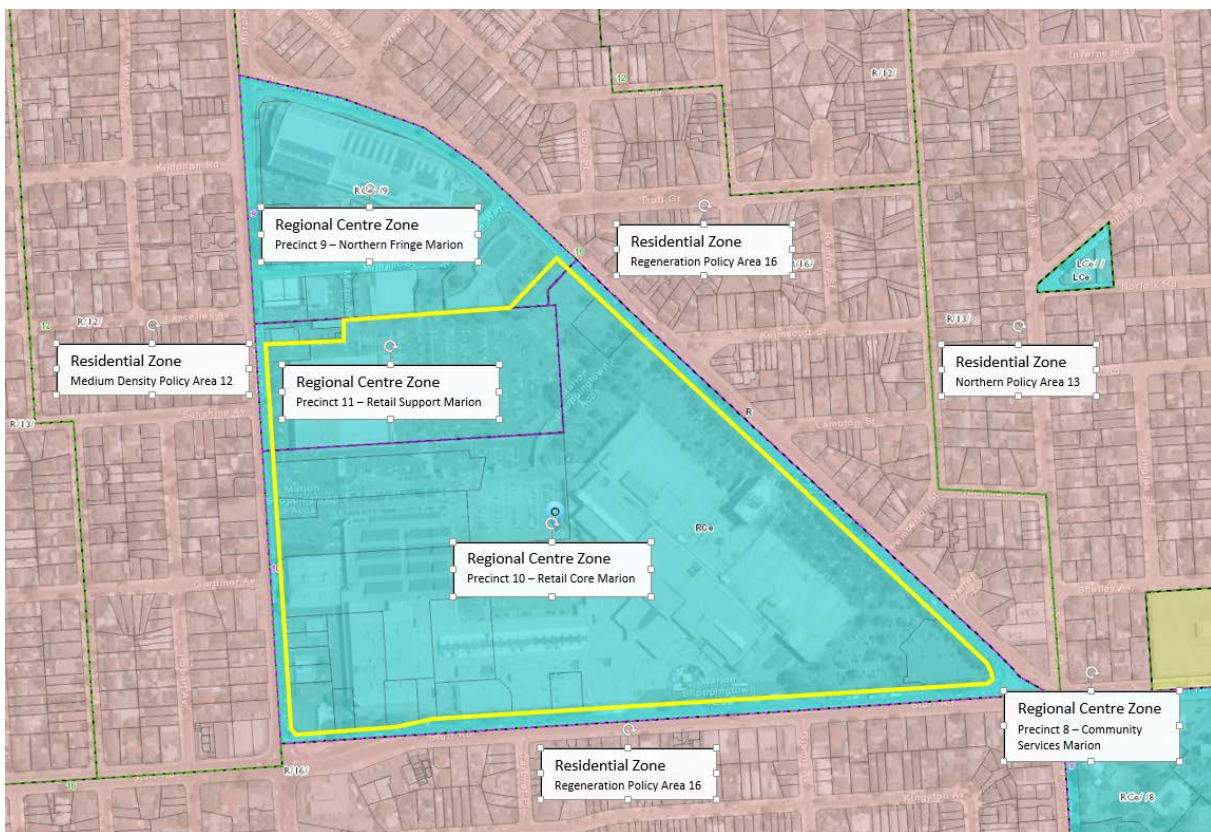


Figure 3 – Zoning Map

<b>Zone</b>	<b>Objectives</b>	<b>PDC's</b>
Regional Centre Zone	1, 2, 3, 4, 5.	1, 4, 5, 6, 10, 11, 12, 13, 14, 15, 21, 22, 23, 24.
<b>Council Wide</b>	<b>Objectives</b>	<b>PDC's</b>
Centres & Retail Development	1, 2, 3, 4, 5, 6.	1, 2, 3, 4, 5, 6.
Crime Prevention	1.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
Design & Appearance	1, 2.	1, 2, 3, 4, 13, 14, 15, 16, 20, 21, 22, 23, 24.
Energy Efficiency	1, 2.	1, 2, 3, 4.
Infrastructure	1, 2, 3, 4, 5.	1, 2, 3, 4, 5, 9, 10, 11, 12.
Interface between Land Uses	1, 2, 3.	1, 2, 3, 6, 7, 8, 11, 12.

Landscaping, Fences & Walls	1, 2.	1, 2, 3, 4.
Medium & High Rise Development	1, 3, 4.	1, 2, 3, 8, 9, 10, 11, 13, 14.
Natural Resources	1, 2, 3, 5, 6, 7, 8, 9, 10, 11.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 27, 35, 38, 39, 40, 41.
Orderly & Sustainable Development	1, 2, 3, 4, 6.	1, 2, 4, 5, 6, 7, 8, 9, 10.
Regulated Trees	1, 2.	1, 2, 3.
Siting & Visibility	1.	2, 4, 5, 7, 8.
Transportation & Access	1, 2, 3, 4, 5.	1, 2, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 41, 42.
Waste	1, 2.	1, 2, 3, 4, 5, 6, 7, 11.

## **7.1 Regional Centre Zone**

The Regional Centre Zone speaks to the ongoing development of the existing Westfield Marion Shopping Centre. The Marion Regional Centre has been recognised as the major regional centre serving the inner southern suburbs of metropolitan Adelaide and as such, remains the primary focus for business and commercial services for the region. The Zone covers approximately 35 hectares of land and is bordered mostly by existing Secondary Arterial Roads with the exception of the south-eastern corner, where the interface is defined by the Residential Zone. Existing development and services throughout the Zone include shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.

Broadly speaking, the Zone envisages development that supports the expansion and diversification of activities throughout the centre, particularly where they provide for additional health, community, entertainment and retail activities, and where they can extend the use of the centre beyond regular trading hours. It is recognised that further intensification of development to the north of the existing centre will be required to sufficiently cater for the desired expansion. The various uses of the Zone are dispersed and supported further by precinct provisions, the most relevant of which are discussed below.

### **7.1.1 Precinct 9 – Northern Fringe Marion**

Northern Fringe Precinct 9 recognises its key community and recreational functions and envisages the ongoing development of the precinct in a supportive manner. Envisaged and compatible land uses include cafes; licensed premises; consulting rooms; and small scale specialty shops where appropriate.

### **7.1.2 Precinct 10 – Retail Core Marion**

Intensification and further development of the Westfield Marion Shopping Centre should occur mostly within the Retail Core Precinct 10. It is strongly encouraged that development within this Precinct be suitably integrated with, and supported by, Precincts 9 and 11 to the north. This should include improved pedestrian links from the existing Civic Centre through to the main shopping complex.

### **7.1.3 Precinct 11 – Retail Support Marion**

Development within Precinct 11 is limited mostly to the existing open-lot car park and Bunnings Warehouse (bulky goods outlet). Further development of this Precinct is envisaged in a manner supportive of the core retail area to the south.

## 7.2 Council Wide

Council wide provisions of the Development Plan establish a broad set of goals that can be applied to all development applications (where applicable), the most relevant of which have been identified in the ATTACHMENTS. These policies reflect the significance of the proposed development and its potential impact on the locality through traffic generation, car parking, waste management and modification and provision of infrastructure. Additionally, the Development Plan seeks to guide development toward providing a high quality of design that is sensitive to its surrounding environment and which minimises impacts on adjoining land or any existing or envisaged sensitive land uses in the area.

Provisions supporting the appropriate development of business, shopping and centre zones are also incorporated in to the General Provisions of the Development Plan – seeking to ensure that centres are developed in a coordinated manner, reflective of the centres hierarchy.

Crime Prevention through Environmental Design (CPTED) principles have been broadly adopted by the Development Plan and seek development outcomes that provide for a suitable level of passive surveillance and limited opportunities for entrapment. Provisions that guide suitable landscaping – including the appropriate treatment of regulated trees – also form part of the relevant Council wide provisions considered in the assessment of this application.

## 7.3 Overlays

### 7.3.1 Adelaide Airport Building Heights

The subject land falls within 'Zone E' of the Airport Building Heights Overlay. As such, development over 100m above existing ground level would generally be subject of a non-mandatory referral to the Adelaide Airport for comment & consideration. As the proposal does not comprise development of this scale, no comment has been sought from the Adelaide Airport.

## 8. PLANNING ASSESSMENT

The application has been assessed against those relevant provisions of the Marion (City) Development Plan contained in Appendix One.

### 8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
<b>Site Area</b>	N/A	23 ha (unchanged)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Building Height (Precinct 10)</b>	Little to no restrictions depending on set-back from road boundaries.	<u>Entertainment and Leisure Precinct</u> : ~19m above finished ground level.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Building works are mostly internal to the site, with all set-back requirements being met.
<b>Building Height (Precinct 11)</b>	8m to 23m depending on set-back	<u>Mezzanine Car Park</u> : ~10m above finished ground level.	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Building works are located in excess of 30m

				from Diagonal Road.
<b>Land Use</b>	Shop; Restaurant; Entertainment facility; Indoor games centre; Department store.	Shops including restaurants, specialty and department stores. Indoor games centre (Fun Lab).	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	All proposed uses are envisaged in the Zone.
<b>Car Parking</b>	3 spaces per 100m <sup>2</sup> of GLA (minimum) or a total of 4,334 spaces (Stg 1) and 4,602 spaces (Stg 2).  6 spaces per 100m <sup>2</sup> of GLA (maximum) or a total of 8,669 spaces (Stg 1) and 9,206 spaces (Stg 2)	Stage 1: 3.27 spaces per 100m <sup>2</sup> (total 4,738 spaces)  Stage 2: 3.23 spaces per 100m <sup>2</sup> (total 4,956 spaces)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	See below for further discussion regarding net loss of car parking.
<b>Bicycle Parking</b>	46 additional spaces required (Stage 1).  A further 45 spaces are required following completion of Stage 2.	Applicant satisfied for this to form a condition of consent.	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	
<b>Diagonal Rd Set-back</b>	20m to 30m for buildings up to 11m in height.	~85m to new mezzanine car park.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Sturt Rd Set-back</b>	0m for buildings up to 11m in height. 8m for buildings exceeding 11m.	Unchanged.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Boundary set-backs to built form remain unchanged.
<b>Morphett Rd Set-back</b>	8m for buildings up to 8m in height. 20m for buildings between 8m & 11m in height.	Unchanged: ~70m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Boundary set-backs to built form remain predominantly unchanged.

## 8.2 Land Use and Character

The Regional Centre Zone (the Zone) seeks to accommodate the ongoing development of the Westfield Marion Shopping Centre, particularly where development provides for additional health, community, entertainment and retail activities, as reflected in PDC 1. The form and character of future development should promote an after-hours use of the site, establish improved linkages between the various activities of the zone, and be constructed predominantly north of the existing centre building. Building heights and set-backs should meet the requirements of Zone PDC's 13 & 14.

Construction of additional retail floor area at ground level and an entertainment and lifestyle precinct across levels 1 and 2 (comprising new shops / restaurants in an outdoor setting and the removal of some existing cinema floor area for use as a 'Fun Lab') are considered complementary forms of development in the Zone – sufficiently meeting the desired land use test. Facilities such as those found within the entertainment and lifestyle precinct particularly support the desired after-hours use of the land by adding further to the existing (limited) night-time activities in the Zone. Provision of a four-level mezzanine car park is also proposed to occur as part of the Stage 2 works, the construction of which is considered complementary/required with the expanding floor area of the Centre.

All development – with the exception of the mezzanine car park – will be undertaken toward the centre of the site and predominantly north of the existing Centre. All proposed additional retail (specialty and department stores) will be located beneath the existing upper storey car park, with the entertainment and lifestyle precinct being constructed above. The mezzanine car park is provided a generous 85m set-back from Diagonal Road and is of an appropriate bulk and scale.

The proposal also seeks to establish a new landscaped pedestrian link through the car park to the existing Marion Cultural Centre, Library and Aquatic Centre to the north. These new treatments will be constructed during Stage 2 and are considered to complement the desired outcomes of the Zone by providing an improved pedestrian environment through the northern half of the site, to and from other services in the Centre as well as the Oaklands Train Station to the north-east.

The Council Wide 'Centres and Retail Development' provisions seek to further define the character of centre development throughout the City of Marion. Those of particular relevance to the proposal speak to the integration of facilities – including public transport – within centres, the provision of public spaces such as plazas and courtyards and a coordinated approach to both landscaping and built form.

The subject land currently incorporates the existing Marion Centre Bus Interchange – located along the Sturt Road frontage immediately south of the existing Centre. Whilst *Concept Plan Map Mar/5* expresses the potential for an alternative Interchange location (internally on the site), the existing infrastructure is considered to appropriately cater for current and future bus movements to the Centre. Given the effective operation of the existing interchange and the extensive development of the Centre, re-locating the interchange in-line with the Concept Plan is unlikely. Notwithstanding, the Centre still caters for smaller community bus services to operate internal to the site.

The proposal will result in a development that is generally in-keeping with the character of Centres, shops and bulky goods outlets and is achieved through the provision of appropriate boundary set-backs, dispersal of land uses, access and egress, landscaping and car parking treatments.

### 8.3 Design and Appearance

Various provisions of the Development Plan seek development that is compatible with the desired character of the locality, with particular attention being placed on building mass; materiality; roof form and pitch; articulation; provision of verandas, eaves and parapets; and, the provision of appropriate access and fencing. In this case, the proposed development is guided by the Desired Character of the Zone (and Precincts) as well as those relevant *Design and Character* provisions demonstrated in the ATTACHMENTS.

#### Bulk and Scale

Undesirable bulk and scale can be the result of a combination of excessive building height, limited boundary set-backs and poor building design (roof form and pitch, materiality, lack of suitable façade treatments and so on). The proposed development minimises the impact of bulk by locating most of the building works internally to the site, as well as north of the existing Centre building – resulting in little to no change to the Sturt Road and Morphett Road frontages. A range of high quality materials and colours are proposed that assist with providing visual interest and breaking down the bulk of the additions.

The location of the proposed mezzanine car park and its proximity to the existing Cultural Centre to the north was raised as a concern by Council – requiring further design treatments in order to reduce the visual bulk of the building. Notwithstanding Council's comments, the car park structure is considered to be of a suitable scale (not exceeding the height of the existing upper-storey car park), provided with a sufficient set-back from the Cultural Centre (approx. 46m) and incorporates a range of materials including a patterned metal screen; metal mesh façade; and concrete landscaped slab edge in an effort to reduce its visual bulk. Additionally, the structure is proposed to be set-back from Diagonal Road by approximately 85 metres, with this façade being partially landscaped and screened in an effort to reduce its bulk.

#### Appearance and Materiality

Buildings should be constructed in a coordinated manner, whilst incorporating a range of low-reflective materials that provide visual interest. Pedestrian entry points should be emphasised through building design and supported by appropriate landscaping and way-finding treatments. Furthermore, it is encouraged that loading, un-loading and waste storage areas be appropriately located and screened from view so as to not detract from the positive aspects of the landscape.

The proposed building facades are to incorporate a range of high quality materials, colours and finishes including a combination of textured and patterned pre-cast concrete in a range of colours, patterned metal screens (to the mezzanine car park), a mix of metal, timber, brick and pre-cast concrete facades, steel framing and clear glazing as well as a 'graphic (feature) wall' (focused mostly on the upper storeys). It is intended that the car park structure will incorporate plantings along the external edges to create a 'green wall' effect, and additional landscaping is proposed throughout the site in an effort to soften the built form and provide additional amenity for visitors. The materiality proposed is considered to complement the existing built form – particularly the recent expansion at ground level (circa 2016).

Loading and unloading is proposed to be undertaken internally to the site, with most deliveries occurring within dedicated loading areas. New loading areas are proposed to be located adjacent the new retail floor area at ground level and will be set-back appropriately from Diagonal Road. Stage 1 of the project includes a smaller loading area to the north, relying on visual screening from existing buildings and access ramp, whilst a vertical aluminium screen is proposed to the exterior of the loading area at the



completion of Stage 2. The proposal is considered to suitably manage the appearance of new loading areas at the site.

### Landscaping

The Development Plan seeks that landscaping be provided with new development in order to enhance the visual appearance of land and buildings, whilst reducing hard paved surfaces; minimising heat absorption and reflection; provide shade and shelter; and, promote water and biodiversity conservation (*Landscaping, Fences and Walls* Objective 1 & PDC 1). *Landscaping* PDC 4 further complements these desired outcomes by seeking to ensure that such works do not introduce pest plant species; cause undue damage to buildings or footpaths; unreasonably restrict solar access to adjoining development; or, remove opportunities for passive surveillance.

Supporting the development application is a landscaping plan prepared by Outer Space, which seeks to provide complementary plantings throughout the site. The plan comprises four key design principles (Connectivity, Greeting Space, Lifestyle and Dining, and Green Edges) and seeks to apply them to key areas of the site (vehicle and pedestrian entry points, car park and building, northern boulevard and Lifestyle Precinct).

At the completion of Stage 2, the development will deliver a new landscaped pedestrian promenade, connecting the Shopping Centre with the existing Cultural Centre and Aquatic Centre to the north. Additional landscaping is proposed throughout the rest of the ground-level car park, particularly to the north and north-east and west of the existing Shopping Centre, whilst the mezzanine car park will incorporate plantings to establish a 'green wall' as outlined above.

Whilst additional information will be required (via reserved matter) to ensure that the landscaping provided is appropriate and delivered suitably throughout the two stages of development, the proposed development is considered to broadly comply with the landscaping provisions of the Development Plan.

### *Regulated Trees*

It is noted that the development will require the removal of eight existing regulated trees – two of which are proposed to be relocated on the land. A preliminary tree assessment, undertaken by Arborman Tree Solutions and forms part of the application and outlines in detail some 12 trees potentially affected by the development that classify as 'regulated' under the *Development Act 1993*. When assessed against the *Regulated Trees* Objective 2, it is noted:

- o All trees contribute to the character and visual amenity of the area, however they remain relatively isolated and represent only a small proportion of the total trees on the site;
- o Only one tree is indigenous to the local area (River Red Gum) – this tree is proposed to be retained on site;
- o None of the trees are endangered; and
- o None of the trees provide important habitat for native fauna.

Furthermore, *Regulated Trees* PDC 2 considers the removal of a regulated tree as appropriate when development that is reasonable and expected will not otherwise be possible. On this basis, it is considered that the removal of six regulated trees and the relocation of two is considered appropriate given the suitability of the proposed development in the Regional Centre Zone. In an effort to combat the loss of regulated trees on the land, the applicant proposes to plant a total of 10 native (Spotted Gum) trees – nine of which will be located at the major Diagonal Road entrance.

Whilst the proposed works are considered acceptable when assessed against the relevant provisions of the Development Plan, a Tree Protection Plan will be required (prepared in accordance with AS4970-2009) to ensure that the trees retained will not be significantly impacted by the development.

#### **8.4 Traffic Impact, Access and Parking**

The Development Plan seeks solutions to traffic, access and car parking that allow the safe and convenient movement of all anticipated transport modes through a development site, including emergency, service and delivery vehicles (*Transportation and Access* PDC's 2 & 8). Vehicular access and egress is generally envisaged to occur in a forward direction, particularly where development sites are located along main roads, or where traffic generation is likely to be high. Furthermore, the Development Plan envisages that development sites provide a suitable level of off-street car parking (including spaces for use by the disabled) where sufficient on-site manoeuvring can be accommodated. PDC's 5 to 7 seek to ensure that shopping centre development suitably caters for visitors travelling by public and/or active transport, whilst also providing separate pick-up and set-down areas for other passenger vehicles.

##### Access and Egress

The proposed development requires the suitable modification of existing access points to/from the surrounding arterial road network. All access points to the site – including their proposed modifications - are described in Section 2 of this report. The most significant change to access and egress (short of the duplication of access lanes from all major signalised junctions following completion of Stage 2) is the installation of a ticketless parking system comprising number plate recognition and boom-gate facilities. In addition to the parking control system, Stage 1 requires that the Diagonal Road signalised junction be upgraded to remove the existing roundabout (creating additional entry and exit lanes to/from the site) as well as the formal closure of the Warracowie Way access (as requested by Council). Modifications are also required to the north-eastern access to cater for Bunnings delivery truck movements.

Suitable area has been provided on-site for the safe and convenient movement of all anticipated vehicles as identified in Figures 3, 14, 26 & 27 of the Supplementary Traffic Report (Stage 1) as well as Figures 12, 13, 21 to 23 & 25 to 30 of the Traffic Report (Stage 2). The Traffic Reports also speak to the servicing arrangements of delivery vehicles, demonstrating appropriate access and egress for all anticipated traffic. Loading and unloading is proposed to be undertaken internally to the site, with most deliveries occurring within dedicated loading areas, accessed from major access and circulation aisles and appropriately separated from domestic traffic where possible.

The development proposes to separate the parking area at the south-western corner of the site from the main Centre – allowing for a separated access / egress lane for delivery vehicles to Woolworths and Aldi. The 'pad sites' at the corner of Morphett Road and Sturt Road will not be subject of the proposed ticketless parking controls and are provided with suitable (existing) two-way access to/from Morphett Road to the west.

The proposed development is considered to achieve the relevant access provisions of the Development Plan.

##### Traffic Generation

MFY Pty Ltd have undertaken traffic assessment based on previous modelling and a review of actual volume data taken by survey at the site in 2007. Findings demonstrated a peak hour traffic generation rate of 3.2 trips per 100m<sup>2</sup> and a distribution of traffic predominantly to / from Diagonal Road and Morphett Road via signalised junctions. Remaining access points were noted to account for a combined

20% of total peak hour traffic movements. Based on the above figures, it is anticipated that the proposed development will result in a forecast increase of approximately 250 trips during peak hour for Stage 1 and 525 trips for Stage 2. The percentage increase compared with current site conditions is 5 to 10 % respectively.

It is concluded that following the completion of each Stage, the resulting access points will suitably cater for the potential traffic increase without resulting in excessive queuing either internally to the site or within the broader road network. Concerns have been raised with regard to the installation of traffic control measures (ticketless parking system) and the affect that this may have on traffic queuing. Supportive information forming part of the Traffic Assessment by MFY Pty Ltd states that the proposed access points will suitably cater for all entry and exit movements, with the each proposed boom gate (exit only) capable of catering for a maximum of 600 vehicles per hour.

The proposed development is considered to suitably cater for the safe and efficient movement of all traffic likely to be generated as a result of the staged delivery of the project. Furthermore, the Commissioner of Highways has indicated support for the proposed development, despite some demonstrated increase to traffic along the adjacent arterial road network.

### Car Parking

One of the main concerns raised by Category 2 representors (as well as staff from the City of Marion) is the net reduction in car parking across the development site and the introduction of the ticketless parking controls. Many representors were concerned about the impacts that these aspects of the development will have on adjoining residential areas, which may already affected by overflow car parking to some degree. There are no provisions in the Development Plan that speak specifically to the installation of car parking controls

As the subject land is located within the Regional Centre Zone (a 'designated area'), parking provisions must comply with *Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas*. This table requires development within designated areas to provide a minimum of three spaces – and a maximum of six – per 100m<sup>2</sup> of gross leasable floor area. Some 4,738 car parking spaces are proposed to remain at the completion of Stage 1 works (down from 5,250 compared to current site conditions), with provision increasing to 4,956 spaces at the completion of Stage 2. Based on the staged provision of additional retail floor area, the final parking ratio is estimated to be 3.27 spaces per 100m<sup>2</sup> of gross leasable floor area for Stage 1 and 3.23 spaces per 100m<sup>2</sup> for Stage 2 – consistent with the requirements of *Table Mar/2A* above.

Further justification for car parking provision has been demonstrated through the proximity of the site to the existing Marion Centre Bus Interchange (located directly south of the subject land along Sturt Road), the Oaklands Park Railway Station some 700-800m to the north, as well as the variation of peak parking demands associated with the proposed entertainment and lifestyle precinct. It is understood that parking demand for activities such as the lifestyle precinct (resulting in additional after-hours uses to the site) will be subordinate to the main activities of the Centre during the day, and result in a peak parking demand at the end of the day, beyond regular trading hours.

Representors are concerned with overflow parking as a result of the net reduction in car parking and the introduction of a ticketless parking system. It is reiterated that the car parking controls will only charge users who over-stay the standard 'free parking' time limit (three hours), which introduces a standard time limit across the site. Overflow car parking was subject of further investigation and analysis – based on Near Map imagery taken over the last 18 months. The findings demonstrate that there is no

evidence of consistent saturation of parking in the local street network adjacent the site and it is envisaged that the proposed development will not significantly contribute to any further demand (with the exception of the normal Christmas period and during events held at the Aquatic Centre).

The development is considered to appropriately cater for the anticipated peak parking demand at the 80<sup>th</sup> percentile, with all spaces to meet the relevant *Australian Standard AS: 2890 – Parking Facilities*. Vehicle parking broadly complies with *Transportation and Access PDC's 34-42*.

### Bicycle Parking

Whilst not a specified 'designated area' in this case, the proposed development will seek to meet the bicycle parking requirements as defined in *Table Mar/5 – Bicycle Parking Requirements for Designated Areas* for all additional floor area. Whilst it is unclear how many bicycle spaces exist on the land, an additional 46 will be provided at the completion of Stage 1 works to cater for the additional retail floor area. The applicant has welcomed a condition of consent being applied to the approval that requires the provision of these spaces.

Given the scope of works and the size of the land, the proposed development is capable of catering for the additional bicycling parking demand generated as a result of the additional retail floor area – in accordance with *Transportation and Access PDC's 19, 20 & 21*.

## **8.5 Environmental Factors**

### **8.5.1 Crime Prevention**

The Development Plan seeks to ensure that development can support a crime-free environment through passive surveillance and the provision of lighting in appropriate locations – see *Crime Prevention PDC's 1 and 4*. Additional measures such as appropriate landscaping and suitable site layout also play a role in preventing crime.

The proposed development – through its associated traffic generation – generates a high level of patronage and pedestrian movement, particularly during regular business hours. The construction of the new Entertainment and Lifestyle Precinct (a predominantly after-hours use of the land) will assist with crime prevention by providing additional passive surveillance for an extended period of time (particularly in the evening).

It is noted that external lighting does not form part of the application under consideration, however the applicant has recognised the need for any future lighting on the land to meet Australian Standard 4282 – Control of the Obtrusive Effects of Outdoor Lighting – 2019.

Landscaping proposed for Stage 2 has been designed and sited in a manner which will minimise the risk of entrapment. Landscaping that meets the desired Crime Prevention through Environmental Design principles will also be required prior to completion of Stage 1. Detailed landscaping plans for both stages are required as per the recommended condition of consent.

### **8.5.2 Noise Emissions**

Development should not detrimentally impact on other sensitive land uses in the locality by way of noise emissions. Appropriate considerations with regard to the proposed development are focused on (but may not be limited to) noise from

vehicular movements and mechanical plant / equipment such as air conditioning units.

It is considered that the further development of the land and additional traffic generation associated with the additional gross leasable floor area will have a negligible impact on the locality by way of vehicle noise. The surrounding road network is made up of three secondary arterial roads – all of which carry from 19,000 to 29,000 vehicles per day. This road network is considered to suitably cater for the additional traffic demand generated by the proposed development and should not result in a perceptible increase in traffic noise.

New loading and un-loading areas are proposed to be located approximately 140m west of the closest sensitive receptor. Additional day to day functions of the site will not create unreasonable noise impacts on the locality, particularly given the existing nature of the Centre and traffic movements in the locality.

### **8.5.3 Waste Management**

The Development Plan requires that future development demonstrate suitable waste control measures that are environmentally sensitive and prevent visual and physical impacts on adjoining land or stormwater management systems. Collection and storage areas should be appropriately screened from view, located on impervious surfaces and designed in a way that ensures all waste is contained within the boundaries of the land.

The proposed development seeks to implement appropriate service areas in close proximity to the new loading and un-loading facilities on the land. It is envisaged that these areas will suitably cater for the collection of waste and will be located in areas suitably screened from view. Site characteristics are such that all waste collection vehicles will be able to enter and exit the site in a forward direction. Notwithstanding, a reserved matter has been recommended to ensure that the applicant provide a suitable waste management plan – outlining the service types required and frequency of waste collection – consistent with the staged delivery of the development.

### **8.5.4 Energy Efficiency**

Whilst the provision of on-site solar photovoltaic panels is not defined on the plans provided, it is noted that the development will not jeopardise the ability for buildings on adjoining land to accommodate for solar energy generation in the future, as required by *Energy Efficiency* PDC's 1 & 2,

Existing solar photovoltaic panels are located above the upper level carpark (acting as shade structures) located to the western extend of the shopping centre. These panels will remain unchanged following the completion of the development.

### **8.5.5 Stormwater Management**

It is desirable that stormwater management occur on-site to allow for appropriate flood mitigation both locally and downstream, as well as to ensure that run-off entering the public stormwater system is of a good quality and free from pollutants (see *Infrastructure* PDC 4 and *Natural Resources* PDC's 5 through 15).

Wallbridge Gilbert Aztex (WGA) has prepared a preliminary Stormwater Management Plan – forming part of the application documentation – applicable to the completion of both stages of development. The report conceptually

outlines the stormwater management design for the development and details the stormwater management methodology. Final detailed design will be undertaken for the building rules consent in accordance with the recommendations of WGA. Forming part of these recommendations is the need for channelling of stormwater to landscape strips adjoining the car park and access roads wherever possible. It is acknowledged that additional stormwater retention infrastructure will be required, however its location on the site will be subject to detailed design.

Detailed design will also be required to address the staging of the development. A reserved matter has been recommended seeking a final stormwater design, accompanied by a Stormwater Management Plan.

It is noted that the proposed development will not contribute to an increased level of run-off when compared to current site conditions. The vast majority of the land is hard-stand in nature and will remain as such following the completion of the development (with the exception of new landscaping treatments).

### **8.6 Signage**

The applicant has declared that any signage required for the development will be subject of a future application with Council or the SCAP.

### **8.7 Interface**

Development Plan provisions seek to ensure that development does not unreasonably impact on adjoining land by way of overshadowing and overlooking. Where overshadowing or overlooking is likely to occur, appropriate design solutions, window heights and obscure glazing are encouraged. Whilst the subject land is encompassed by residential development, the set-back of built form on the land and the buffer provided by the secondary arterial roads, will not result in any risk of overshadowing or overlooking. The development sufficiently meets the set-back and building height requirements of the Zone and *Interface* PDC 3.

Interface provisions of the Development Plan also seek to mitigate impacts on adjoining land owners by limiting noise, vibration, the emission of effluent or airborne pollutants, light spill, traffic impacts and hours of operation (*Interface* PDC 1). Traffic impacts resulting from the additional retail floor area are considered acceptable and should not result in any significant impact on the adjacent road network (see Section 8.4 above for further commentary). Noise generating activities including delivery and waste vehicles will be required to frequent the site as per current operating practices. The proposed loading areas are predominantly located internal to the subject land in a manner that should suitably prevent noise pollution above and beyond current operating conditions.

It is noted that the proposed development does not include a comprehensive lighting plan. The applicant is open to the inclusion of a condition requiring the provision of a comprehensive lighting plan prior to Development Approval. The condition requires lighting facilities to conform to relevant Australian Standards and demonstrate the lighting concept for both stages of the development.

Based on the above information, the proposed development is not considered to jeopardise the interface provisions of the Development Plan.

## 9. CONCLUSION

Having undertaken an assessment of the proposal against the relevant provisions of the Development Plan, and in particular the key objectives and principles of the Regional Centre Zone (Precincts 9, 10 & 11), I am of the opinion that the development achieves (and is capable of achieving), on balance, the provisions of the plan.

Particularly, it has been justified that the development will sufficiently meet those provisions of the Plan that seek safe and convenient access for all anticipated modes of transport; provision of off-street car and bicycle parking; avoidance of impact to adjacent land owners by way of excessive noise, vibration, odour and so on; and crime prevention through urban design. The built form is considered to complement the character of existing retail and commercial development in the Centre and immediate locality.

The Regional Centre Zone anticipates the ongoing development of the existing Westfield Shopping Centre, with expansion desired to occur to the north of the existing mall (as proposed). The proposed development appropriately addresses the desired integration of new facilities in the Centre that support the use of the land beyond regular business hours.

It is recognised that the proposed development will be undertaken over two stages. Notwithstanding the appropriateness of the staged construction, a number of reserved matters and conditions will be required in order to ensure that each stage can be undertaken in isolation of one another, whilst progressively meeting the appropriate stormwater management, landscaping, waste management and bicycle parking requirements of the Development Plan. It is noted that the need to apply reserved matters in this case will not undermine the planning merits of the proposal.

Despite the net reduction of car parking on the land, the proposal is considered acceptable when assessed against *Table Mar/2A* of the Development Plan, particularly when considering the proximity of the land to two major public transport nodes (Oaklands Park Railway Station and Marion Centre Bus Interchange).

## 10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Marion (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent (and Land Division Consent) to the proposal by Scentre Management Limited C/- Masterplan for the staged expansion of the existing Westfield Marion Shopping Centre – including the duplication of the mall at ground level (totalling some 12,891m<sup>2</sup> of additional retail floor area); construction of a new Entertainment and Lifestyle Precinct over levels 1 and 2 (a total of 5,223m<sup>2</sup>); reconfiguration of the existing car parking; construction of a four level mezzanine car park and new pedestrian promenade; the installation of a ticketless parking system; removal of regulated trees; and associated landscaping. – at 293 to 297 Diagonal Road OAKLANDS PARK subject to the following reserved matters and conditions of consent.

## RESERVED MATTERS

1. Pursuant to Section 33(3) of the *Development Act 1993*, the following matters shall be reserved for further assessment, to the satisfaction of the State Commission Assessment Panel, prior to the granting of Development Approval:

- 1.1 Final details of the stormwater design, including any proposed onsite retention and reuse, shall be provided. The stormwater design shall reflect the staged delivery of the project.

The final stormwater design shall be accompanied by a detailed Stormwater Management Plan and include:

- o The provision of an underground services survey to determine the location and condition of existing stormwater infrastructure;
- o A minimum of 50m<sup>3</sup> of plumbed-in retention tanks to toilets; and
- o The provision of a suitable gross pollutant trap to prevent grease, oil, sediment, litter and other substances from entering the Council's stormwater drainage system.

*Reason: to ensure that the stormwater system is designed and constructed in accordance with Australian Standards and recognised engineering best practices.*

- 1.2 Final waste management details shall be in the form of a detailed Waste Management Plan – prepared to reflect the staged delivery of the project – and must ensure that:

- o All waste and other rubbish is stored in a manner that prevents insanitary conditions, unreasonable nuisance or pollution to the environment;
- o All waste storage areas are screened from public view; and
- o Waste collection can be undertaken so as not to cause unreasonable nuisance to adjoining residential land in the locality.

*Reason: to ensure that the waste collection service can be undertaken in accordance with the plans and supporting information as approved.*

- 1.3 A detailed Landscape Plan and Planting Schedule shall be provided. The Landscape Plan must reflect the staged delivery of the project and in particular, demonstrate:

- o The Provision of a suitable mix and density of native trees, shrubs and groundcovers, 50% of which shall be at least 1.5 metres in height at the time of planting;
- o That all plantings can be suitably maintained so as to not obstruct the views of drivers or pedestrians entering or exiting the site;
- o The suitable replacement of regulated trees in accordance with Regulation 117 (2) of the *Development Regulations 2008*; and
- o The measures undertaken to ensure protection of existing (retained) regulated trees (Tree Protection Plan).

*Reason: to ensure that landscaping is established and maintained in an orderly manner.*

- 1.4 A Traffic Management Plan for the construction period and peak operational period(s) of the development shall be prepared in consultation with the Commissioner of Highways and the City of Marion. This plan shall detail the



types, volumes and distributions of traffic associated with the development as well as how traffic associated with the development, particularly the traffic entering and exiting the site, will be safely managed whilst minimising the interference to the free flow of traffic on the adjacent roads. The potential impacts to infrastructure within the road reserve shall also be addressed.

*Reason: to ensure the ongoing use and management of the arterial roads (Diagonal Road; Morphett Road; and Sturt Road) in a safe and orderly manner.*

Satisfaction of the above Reserved Matters is delegated to the Unit Manager Development Assessment.

### **RESERVED CONDITIONS**

1. Pursuant to Section 33(1) of the *Development Act 1993* the State Commission Assessment Panel reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the Reserved Matters, and this is delegated to the relevant Unit Manager Development Assessment.

### **PLANNING CONDITIONS**

1. The development granted Development Plan Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

### **ENVIRONMENT**

2. Any external lighting of the site, including car parking areas and buildings, shall be designed and constructed to conform with Australian Standards and must be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site. A final lighting plan – consistent with the staged delivery of the project – shall be provided to the satisfaction of the State Commission Assessment Panel in consultation with the City of Marion prior to the issuing of Development Approval for each stage.

*Reason: to mitigate interface impacts to adjacent properties and roads from light spill.*

### **TRAFFIC AND PARKING**

3. A Pedestrian Traffic Management Plan shall be provided to the satisfaction of the State Commission Assessment Panel, in consultation with the City of Marion prior to Development Approval for Stage 2.

*Reason: to ensure the provision of a safe pedestrian environment throughout the development site.*

4. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the SCAP prior to occupation or use of the development.

*Reason: to ensure car parking is delivered in accordance with sound engineering practice.*

5. An additional 46 bicycle parks shall be provided prior to the completion of Stage 1 of the development.

*Reason: to ensure that bicycle parking is delivered in accordance with the relevant guiding principles of the Development Plan.*

## COMMISSIONER OF HIGHWAYS CONDITIONS

*Reasons: the following conditions seek ensure the ongoing use and management of the arterial roads (Diagonal Road; Morphett Road; and Sturt Road) in a safe and orderly manner.*

6. All required road works associated with the development shall be designed and installed to the Department of Planning, Transport and Infrastructure's (DPTI) satisfaction. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant.

The applicant shall contact DPTI's Traffic Operations Section, Networking Planning Engineer, Ms Teresa Xavier on telephone 8226 8389 or via email at [Teresa.Xavier@sa.gov.au](mailto:Teresa.Xavier@sa.gov.au) to discuss the proposed road works prior to undertaking any detailed design.

7. The largest vehicle permitted on-site shall be restricted to a 19-metre articulated vehicle (AS 2890.2-2002).
8. All commercial vehicle facilities shall be designed in accordance with AS 2890.2-2002).
9. A final access and car parking plan shall be submitted to the satisfaction of the State Commission Assessment Panel in consultation with the Commissioner of Highways. All access points and car parking shall be in accordance with this plan.
10. Any obsolete crossovers/accesses shall be closed and reinstated to Council's kerb and gutter standards at the applicant's cost. This work shall be completed prior to the operation of the development.

## ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

- d. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications “Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition” and, where applicable, “Environmental Management of On-site Remediation” – the minimise environmental harm and disturbance during construction.
- e. The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may be required from portions of the Sturt Road, Morphett Road and Diagonal Road frontages of this site along with additional land at the Sturt Road / Morphett Road and Sturt Road / Diagonal Road corners for future road purposes. The plan also shows a strip of land up to 2.13 metres in width may be required from portion of the Morphett Road frontage of the site for future road purposes.

The consent of the Commissioner of Highways is required under the Metropolitan Adelaide Road Widening Plan Act 1972 for all new building works located on or within 6 metres of the possible requirements. As the subject development does not encroach further into the requirements than the existing development, consent is not required in this instance.

- f. It is noted that portions of the footpaths along the Morphett Road frontage of the site appear to be contained within private property. It is recommended that all road infrastructure be located fully within road reserve. Accordingly, a land division dedicating the necessary portions of land to road should be undertaken.
- g. It should be noted that the portions of the access control system will require the approval of Council or the Commissioner of Highways in accordance with Section 17 of the *Road Traffic Act 1961*.



**Matthew Fielke**  
**PLANNING OFFICER**

# WESTFIELD MARION - DEVELOPMENT APPLICATION

SCAP  
**Amended Plan**  
Date: 7 May 2019

DWG NO.	DRAWING TITLE	SCALE	REVISION
<b>01.5000</b>	<b>PRELIMINARIES</b>		
01.5001	DRAWING LIST	NTS.	B
<b>01.5050</b>	<b>EXISTING CONDITIONS</b>		
01.5051	SITE AERIAL PHOTO	NTS.	A
<b>01.5100</b>	<b>GENERAL ARRANGEMENT: EXISTING</b>		
01.5101	EXISTING LEVEL 1 PLAN	1:1000	A
01.5102	EXISTING LEVEL 1M PLAN	1:1000	A
01.5103	EXISTING LEVEL 2 PLAN	1:1000	A
01.5104	EXISTING LEVEL 3 PLAN	1:1000	A
01.5105	EXISTING ROOF PLAN	1:1000	A
<b>01.5110</b>	<b>GENERAL ARRANGEMENT: STAGE 1 DEMOLITION</b>		
01.5111	DEMOLITION GA LEVEL 1 PLAN STAGE 1	1:1000	A
01.5112	DEMOLITION GA LEVEL 1M PLAN STAGE 1	1:1000	A
01.5113	DEMOLITION GA LEVEL 2 PLAN STAGE 1	1:1000	A
01.5114	DEMOLITION GA LEVEL 3 PLAN STAGE 1	1:1000	A
<b>01.5120</b>	<b>GENERAL ARRANGEMENT: STAGE 1 PROPOSED</b>		
01.5121	PROPOSED GA LEVEL 1 PLAN STAGE 1	1:1000	A
01.5122	PROPOSED GA LEVEL 1M PLAN STAGE 1	1:1000	A
01.5124	PROPOSED GA LEVEL 2 PLAN STAGE 1	1:1000	A
01.5125	PROPOSED GA LEVEL 3 PLAN STAGE 1	1:1000	A
01.5126	PROPOSED GA ROOF PLAN STAGE 1	1:1000	A
<b>01.5130</b>	<b>GENERAL ARRANGEMENT: STAGE 1 ELEVATIONS</b>		
01.5131	PROPOSED NORTH ELEVATION STAGE 1	1:500	A
01.5132	PROPOSED DIAGONAL ROAD ELEVATION STAGE 1	1:500	A
01.5133	PROPOSED SOUTH & WEST ELEVATION STAGE 1	1:500	A
<b>01.5150</b>	<b>GENERAL ARRANGEMENT: STAGE 2 DEMOLITION</b>		
01.5151	DEMOLITION GA LEVEL 1 PLAN STAGE 2	1:1000	B
01.5152	DEMOLITION GA LEVEL 1M PLAN STAGE 2	1:1000	B
01.5153	DEMOLITION GA LEVEL 2 PLAN STAGE 2	1:1000	B

DWG NO.	DRAWING TITLE	SCALE	REVISION
<b>01.5200</b>	<b>GENERAL ARRANGEMENT: STAGE 2 PROPOSED</b>		
01.5201	PROPOSED GA LEVEL 1 PLAN STAGE 2	1:1000	B
01.5202	PROPOSED GA LEVEL 1M & 1Ma PLAN STAGE 2	1:1000	B
01.5203	PROPOSED GA LEVEL 1Mb PLAN STAGE 2	1:1000	B
01.5204	PROPOSED GA LEVEL 2 PLAN STAGE 2	1:1000	B
01.5205	PROPOSED GA LEVEL 3 PLAN STAGE 2	1:1000	B
01.5206	PROPOSED GA ROOF PLAN STAGE 2	1:1000	B
<b>01.5300</b>	<b>GENERAL ARRANGEMENT: SECTIONS</b>		
01.5301	PROPOSED SECTION A-A, B-B	1:500	A
<b>01.5400</b>	<b>GENERAL ARRANGEMENT: ELEVATIONS</b>		
01.5401	PROPOSED NORTH ELEVATION	1:500	A
01.5402	PROPOSED DIAGONAL ROAD & EAST ELEVATION	1:500	A
01.5403	PROPOSED SOUTH & WEST ELEVATION	1:500	A
<b>01.5500</b>	<b>PERSPECTIVES</b>		
01.5501	PERSPECTIVE 01	NTS	A
01.5502	PERSPECTIVE 02	NTS	A
<b>01.5900</b>	<b>MATERIALS AND FINISHES SCHEDULE</b>		
01.5901	MATERIALS AND FINISHES SCHEDULE	NTS	A

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Owner and Operator: Westfield in Australia and New Zealand

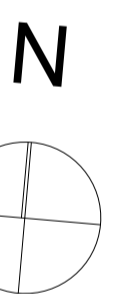
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85 Castlereagh Street, Sydney NSW 2000  
Phone (02) 9558 7000 Fax (02) 9629 8500  
GPO Box 4204 Sydney NSW 2001  
ACN 600 387 265

Title  
DRAWING LIST

Centre  
**MARION**

**DEVELOPMENT  
APPLICATION  
FOR SUBMISSION**

Project No. 5524	Drawing No. <b>01.5001</b>	Revision B
Drawing Scale 1:1000 @ A1	Issue Date 17/04/2019	



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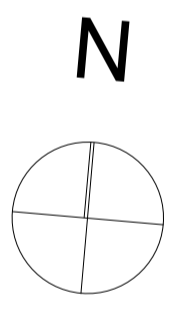
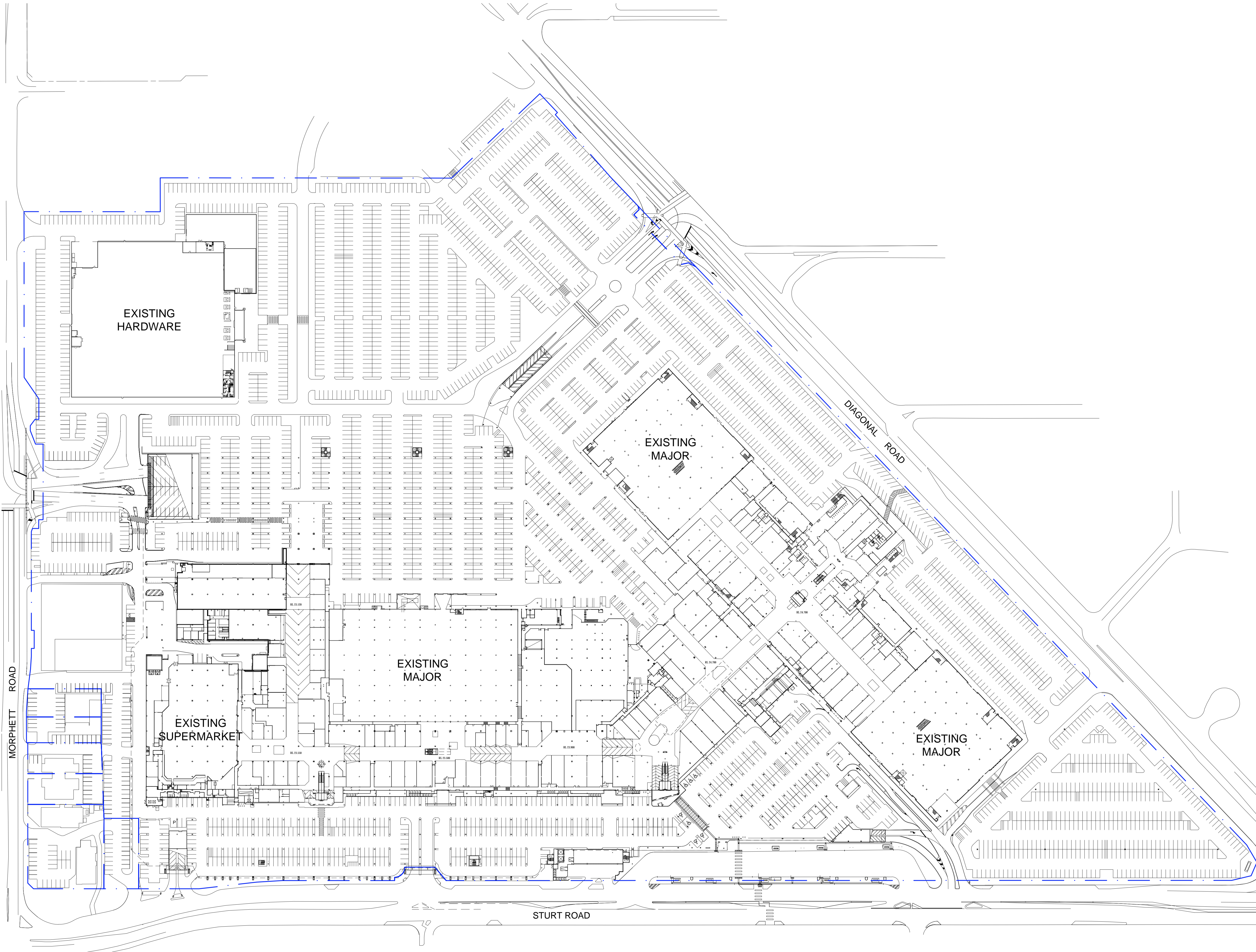
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 Phone (02) 9558 7000 Fax (02) 9628 8500  
 GPO Box 4504 Sydney NSW 2001  
 ACRN 000 387 216

Title  
**SITE AERIAL PHOTO**

Centre  
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	1:1.5051	A
Issue Date	13/11/2018	



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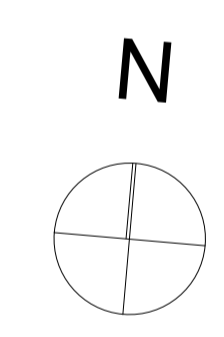
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 ACN 000 287 210

EXISTING  
 LEVEL 1 PLAN

MARION

DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION

Project No. 5524	Drawing No.	Revision
Drawing Scale 1:1000 @ A1	01.5101	A
Print Date 13/11/2018		



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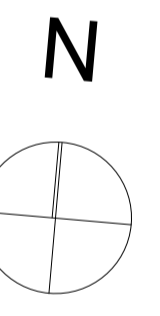
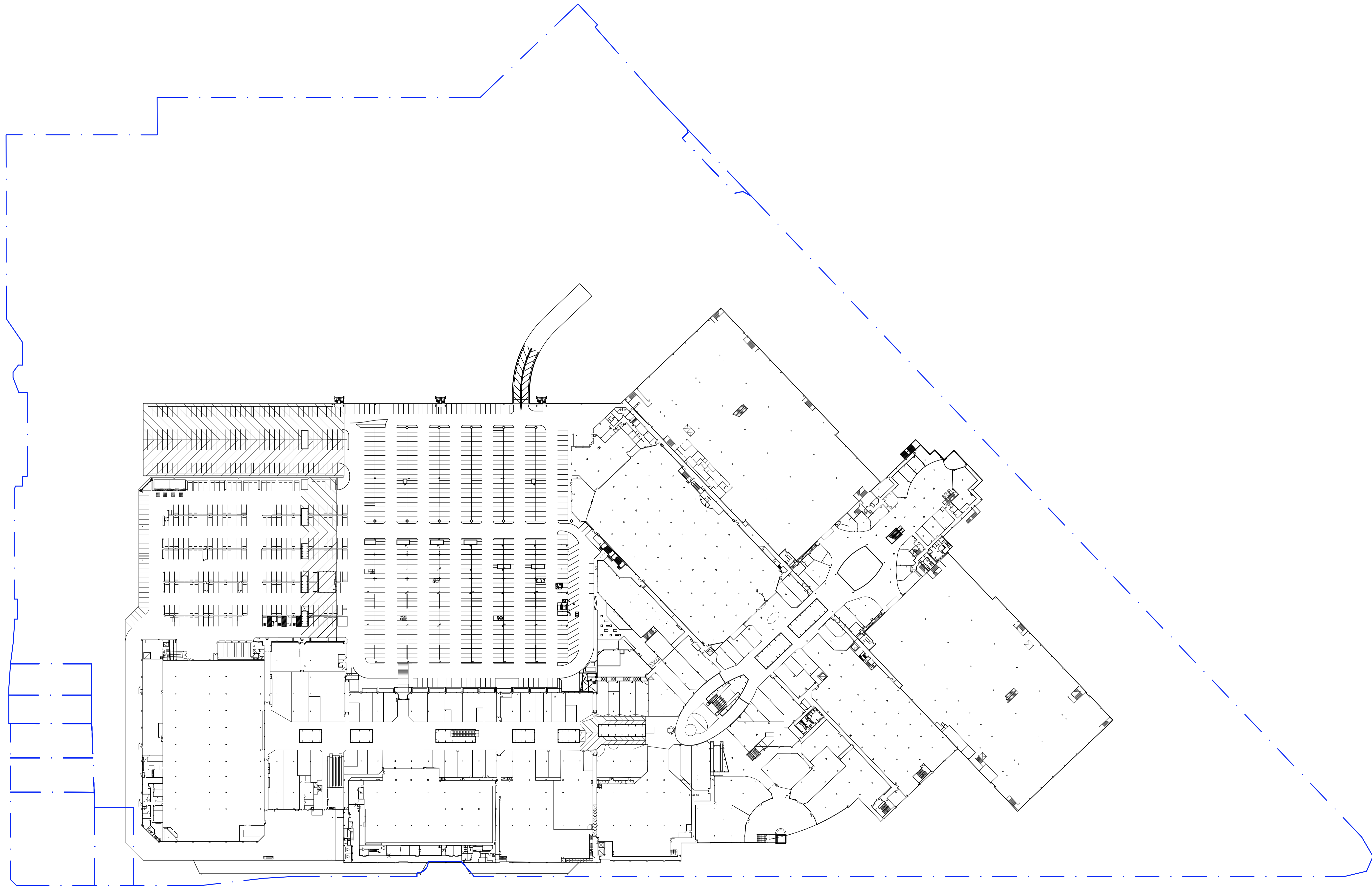
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 GPO Box 4004 Sydney NSW 2001  
 ACN 001 287 355

Title  
**EXISTING  
 LEVEL 1M PLAN**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524	01.5102	A
Drawing Scale 1:1000 (B/A1)		
Plot Date 13/11/2018		



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 ACN 600 287 265

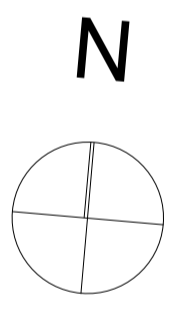
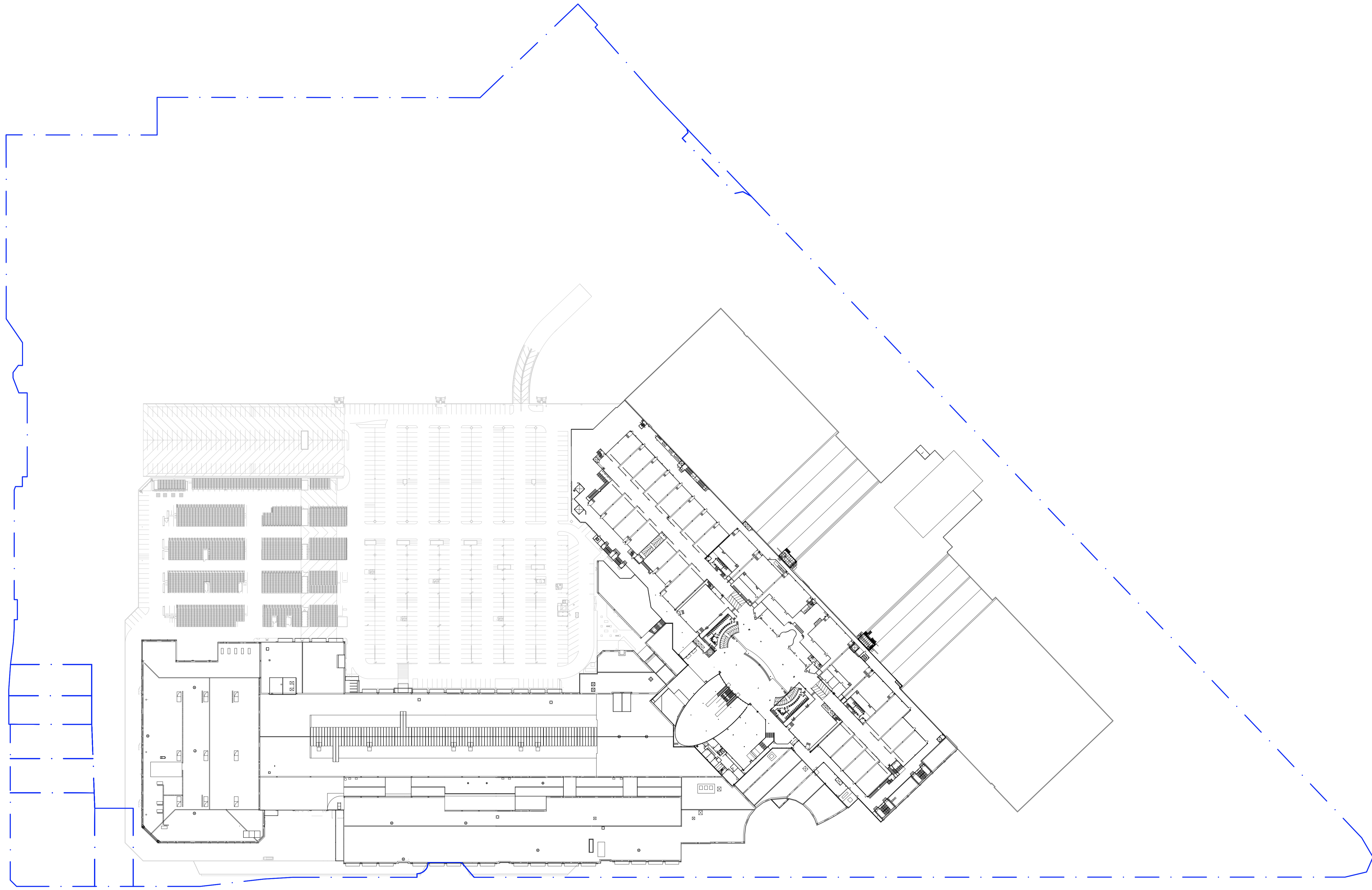
Title  
**EXISTING  
 LEVEL 2 PLAN**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale 1:1000 @ A1	<b>01.5103</b>	<b>A</b>
Plot Date 13/11/2018		





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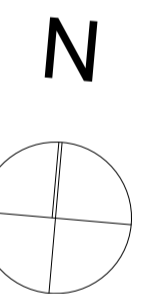
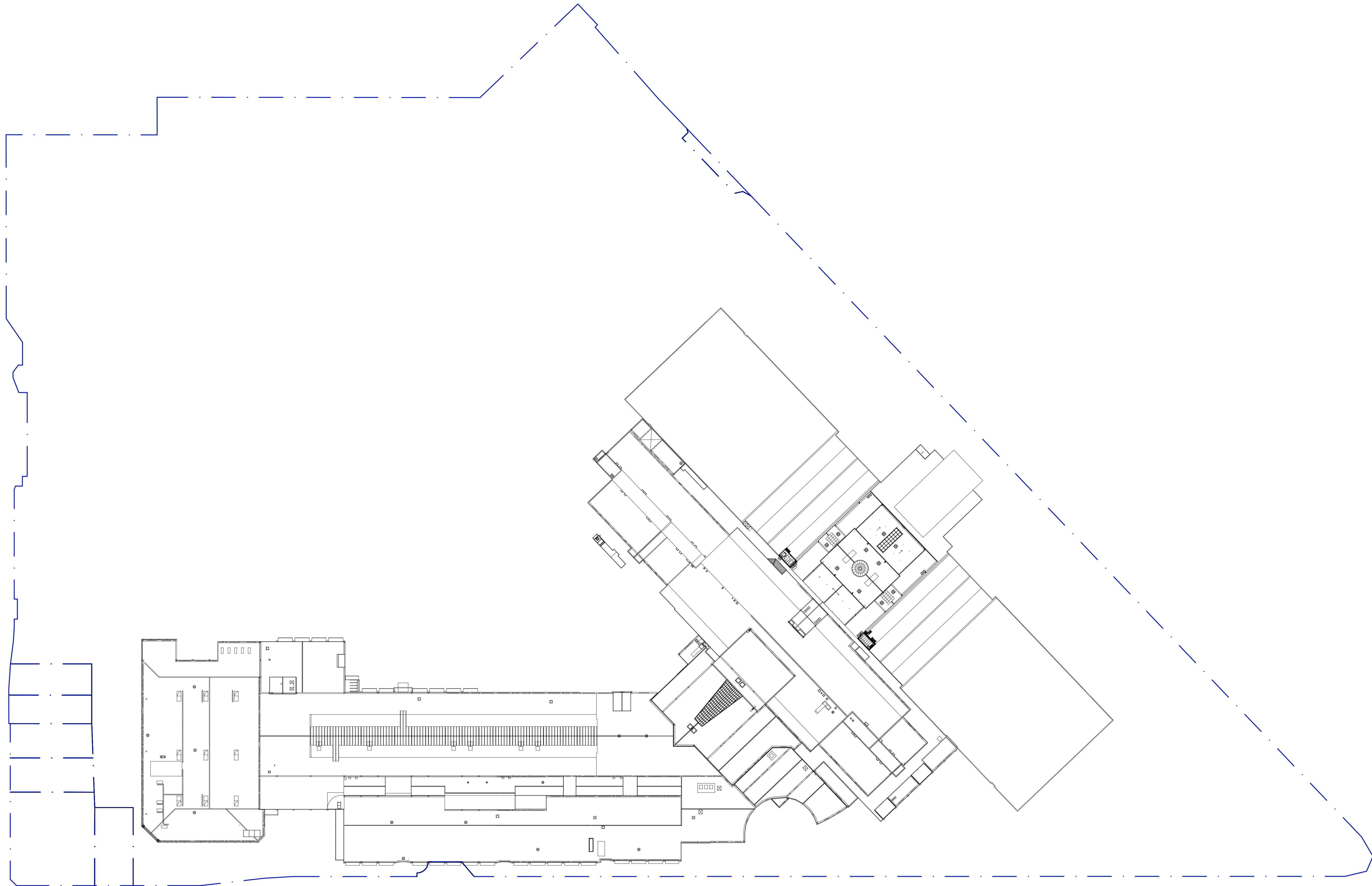
Scentre Design and Construction Pty Limited  
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 ACN 000 287 265

Title  
**EXISTING  
 LEVEL 3 PLAN**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale 1:1000 @A1	<b>01.5104</b>	<b>A</b>
Plot Date 13/11/2018		



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Title  
**EXISTING ROOF PLAN**

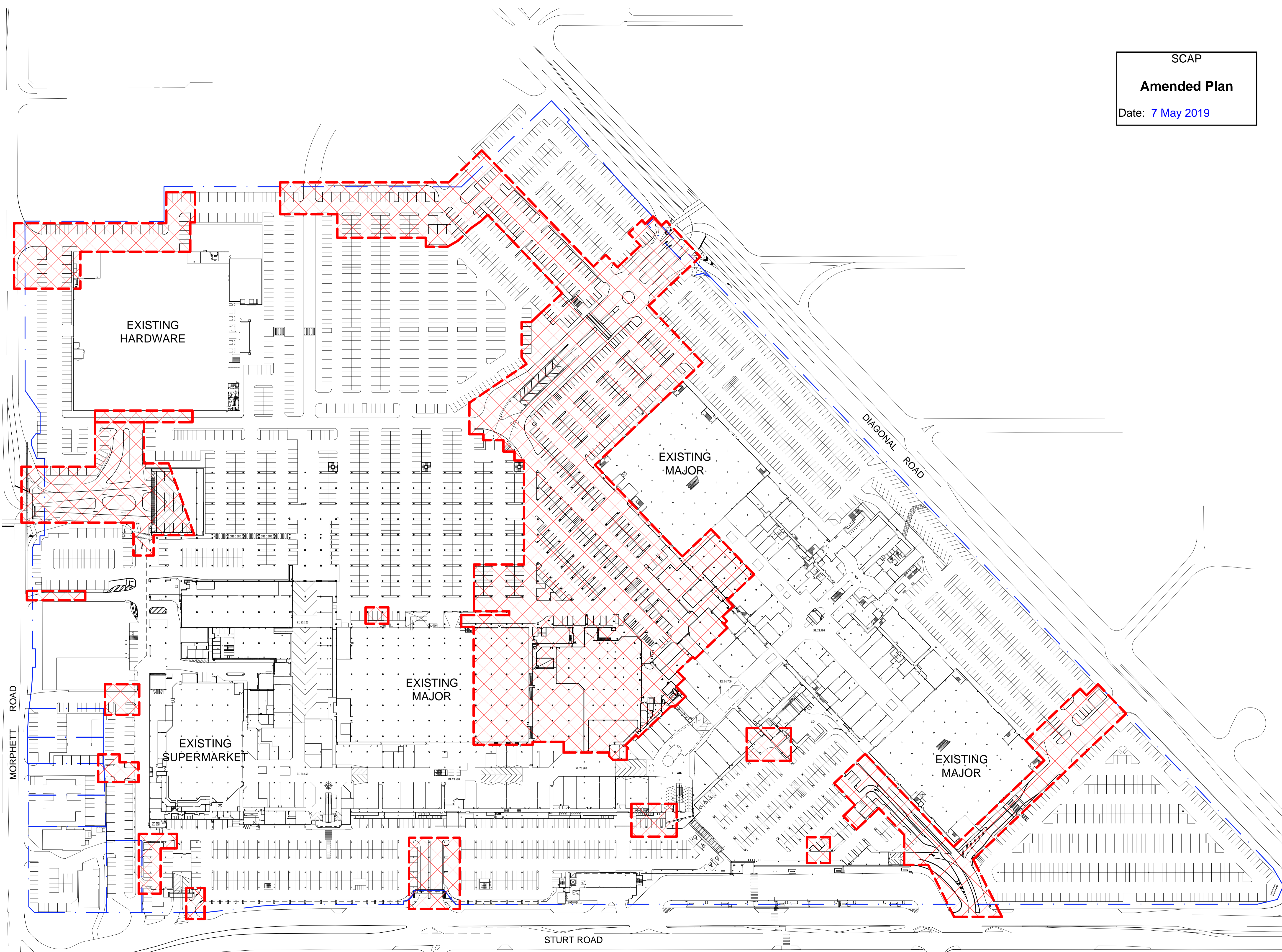
Centre  
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

Project No. 5524	Drawing No.	Revision
Drawing Scale 1:1000 @A1	<b>01.5105</b>	<b>A</b>
Plot Date 13/11/2018		

SCAP  
**Amended Plan**  
 Date: 7 May 2019

LEGEND:



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 AON 000 987 265

Title  
**DEMOLITION GA  
 LEVEL 1 PLAN  
 STAGE 1**

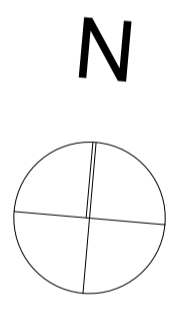
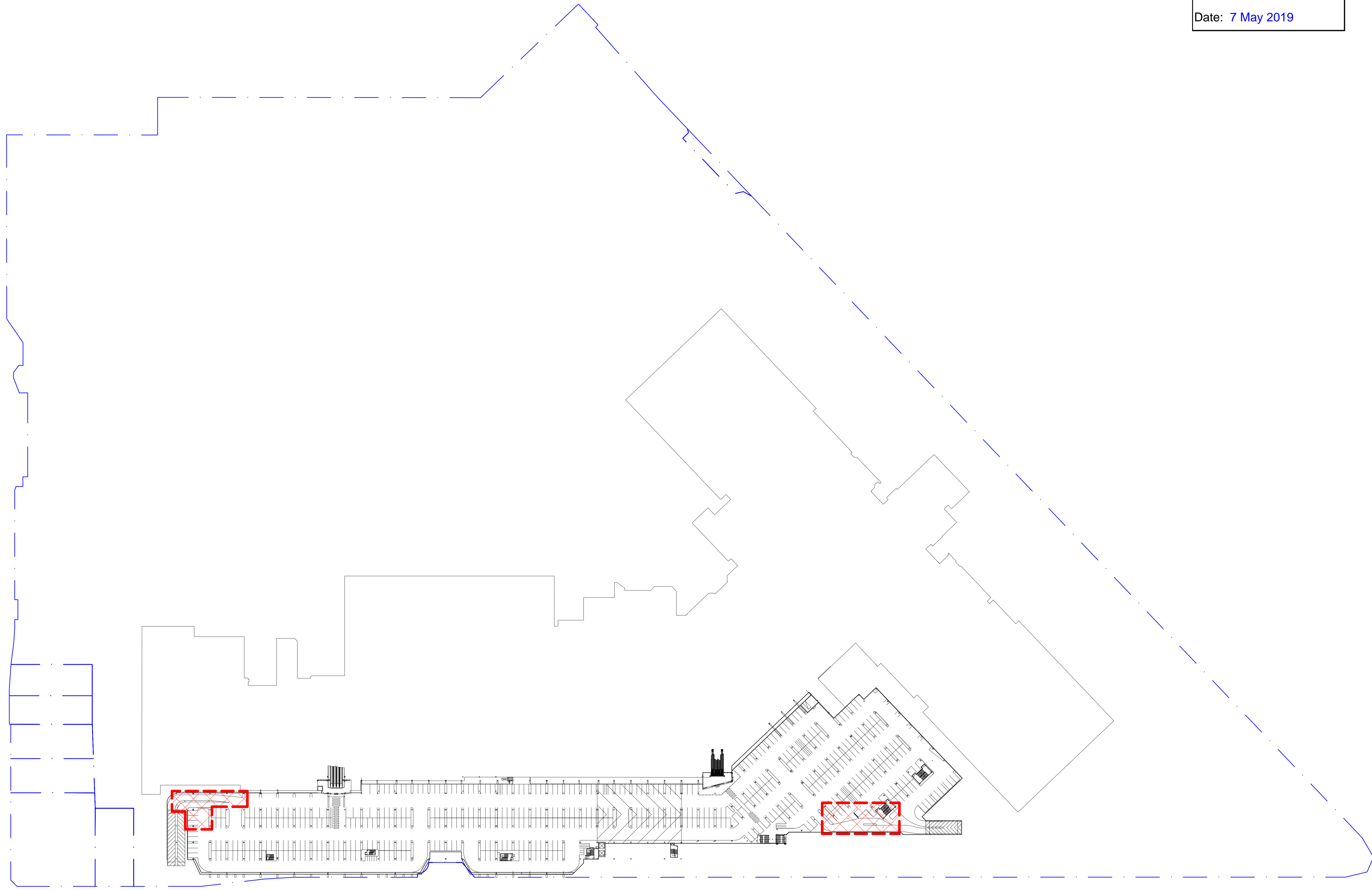
Centre  
**MARION**

DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION

Project No.	Drawing No.	Revision
5524		
Drawing Scale	01.5111	A
Plot Date	17/04/2019	

SCAP  
**Amended Plan**  
 Date: 7 May 2019

 **DEMOLITION - STAGE 1**



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 A/NZ 000 387 265

Title  
**DEMOLITION GA  
 LEVEL 1M PLAN  
 STAGE 1**

Centre  
**MARION**

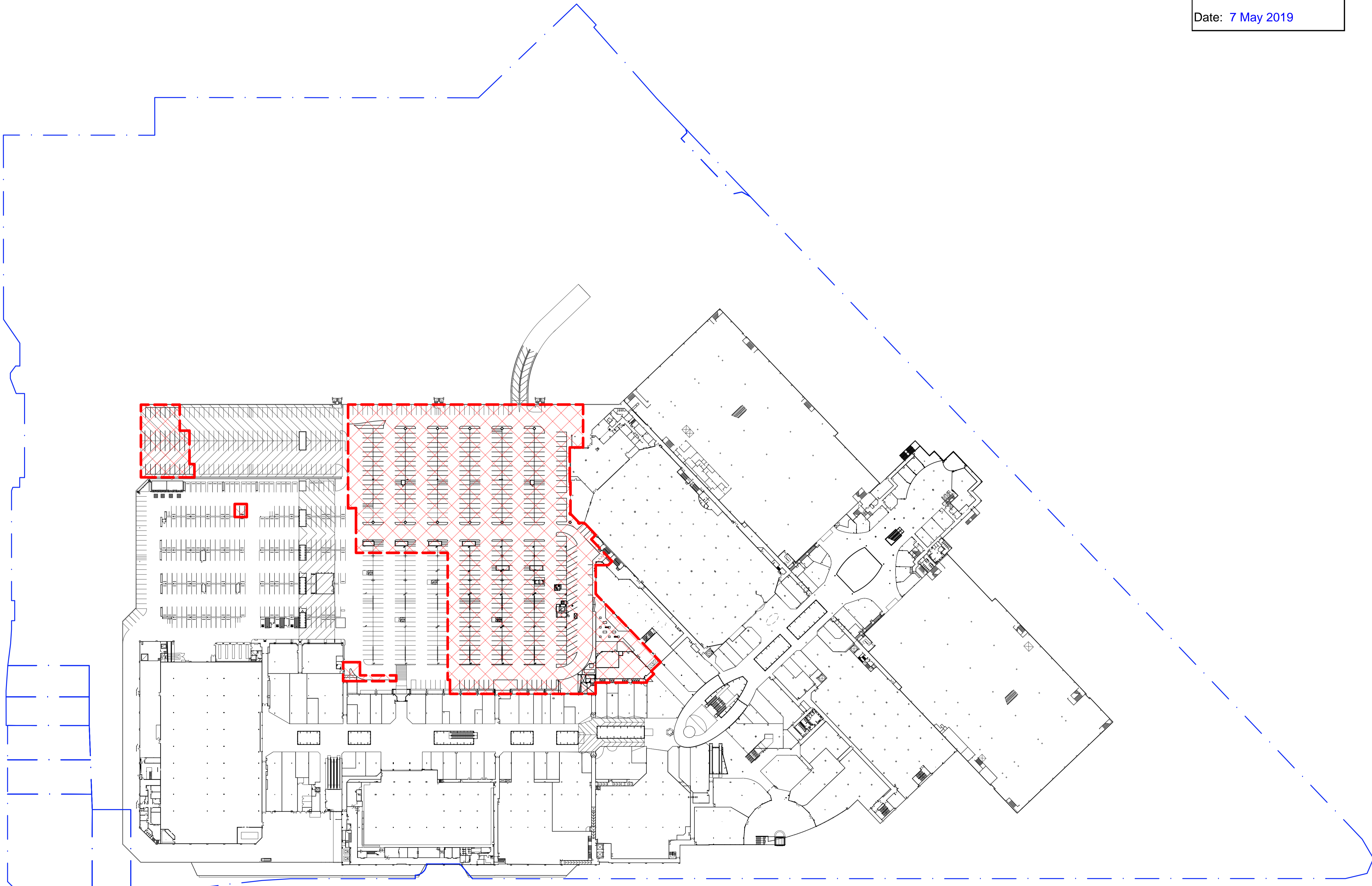
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	<b>01.5112</b>	<b>A</b>
Plot Date	16/04/2019	

SCAP  
**Amended Plan**  
 Date: 7 May 2019

**LEGEND:**

 **DEMOLITION - STAGE 1**



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Title  
**DEMOLITION GA  
 LEVEL 2 PLAN  
 STAGE 1**

Centre  
**MARION**

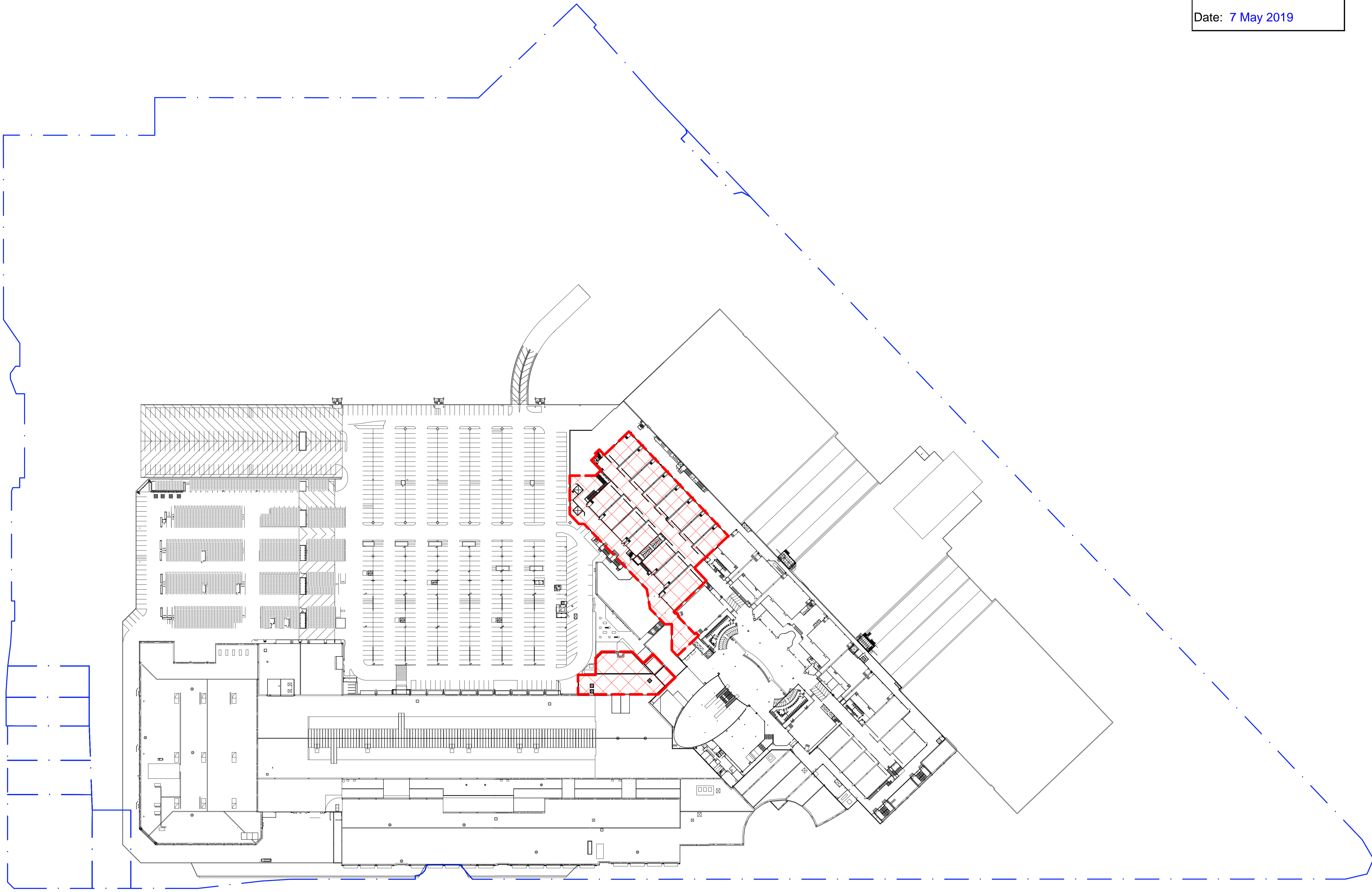
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	<b>01.5113</b>	<b>A</b>
Plot Date	17/04/2019	

SCAP  
**Amended Plan**  
 Date: 7 May 2019

**LEGEND:**

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Title  
**DEMOLITION GA  
 LEVEL 3 PLAN  
 STAGE 1**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	<b>01.5114</b>	<b>A</b>
Plot Date	17/04/2019	

SCAP  
**Amended Plan**  
 Date: 7 May 2019



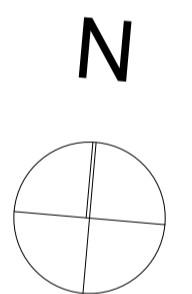
LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY

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Title  
**PROPOSED GA LEVEL 1 PLAN STAGE 1**

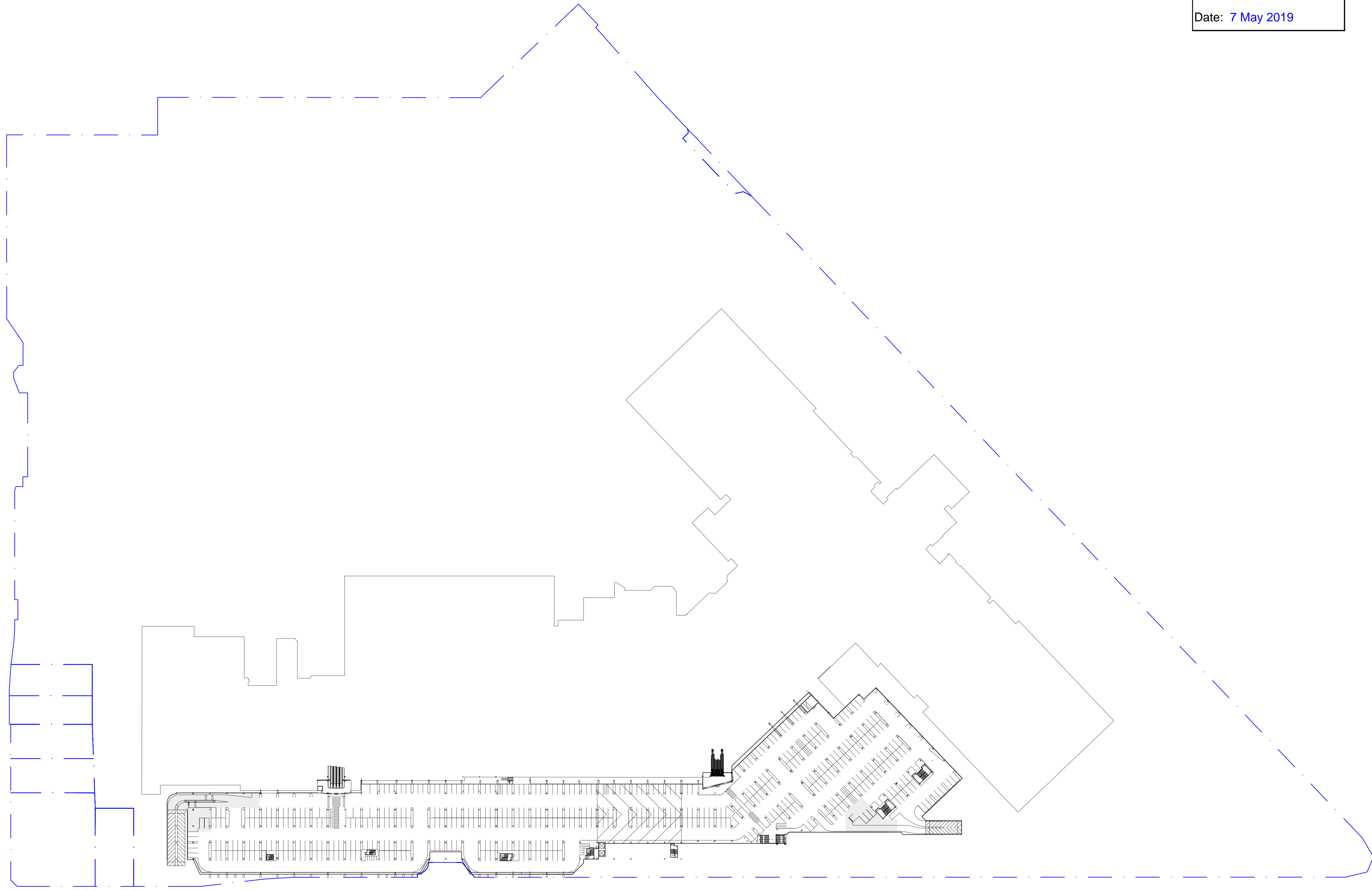
Centre  
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

Project No. 5524	Drawing No. 01.5121	Revision A
Drawing Scale 1:1000 @ A1		
Issue Date 24/04/2019		

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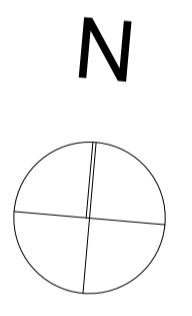
SCAP  
**Amended Plan**  
 Date: 7 May 2019



LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY



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Title  
**PROPOSED GA LEVEL 1M PLAN STAGE 1**

Centre  
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	01.5122	A
Plot Date	17/04/2019	



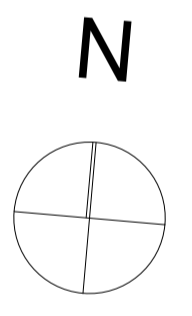
SCAP  
**Amended Plan**  
 Date: 7 May 2019



LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
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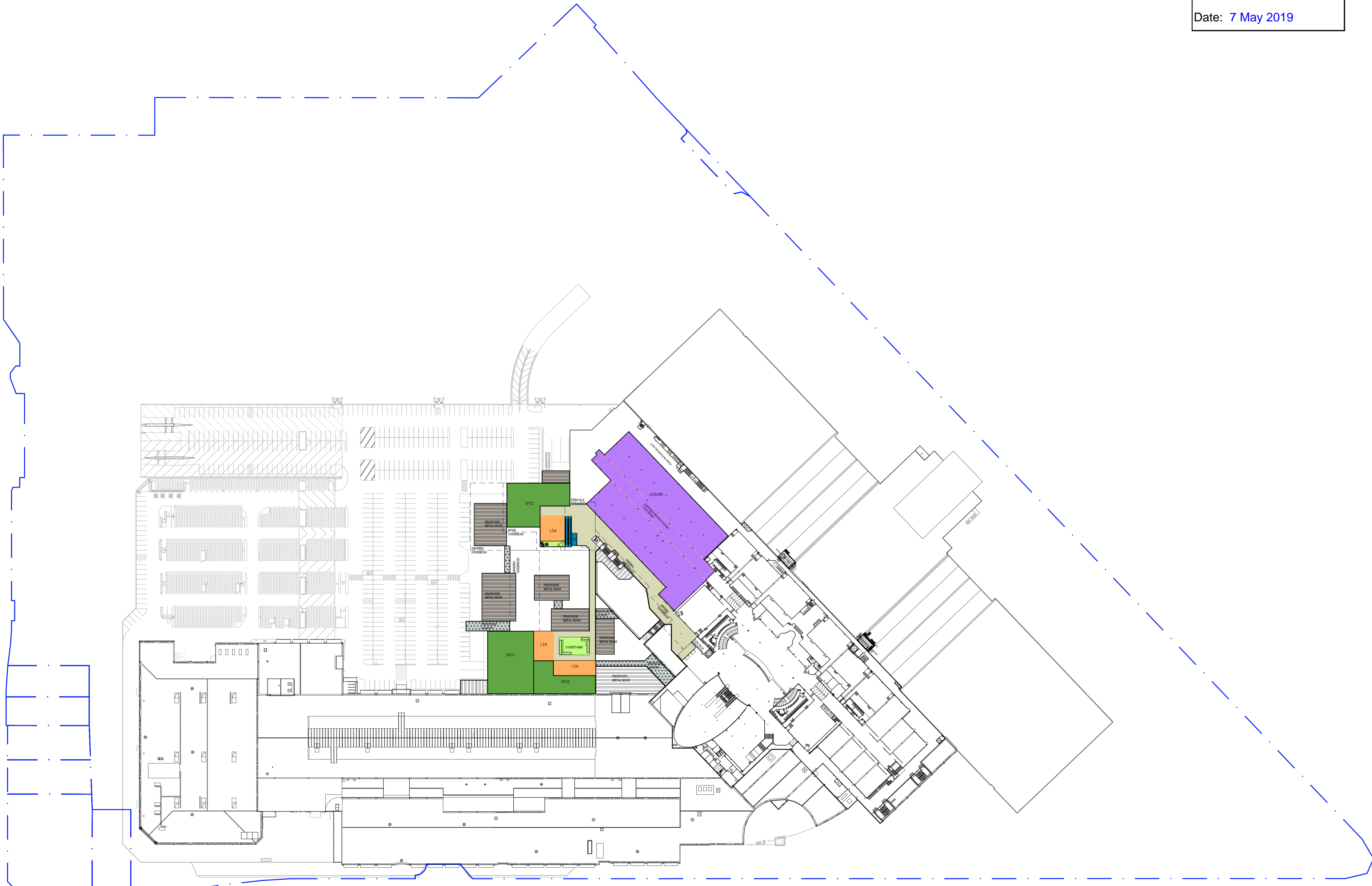
Title  
**PROPOSED GA  
 LEVEL 2 PLAN  
 STAGE 1**

Centre  
**MARION**

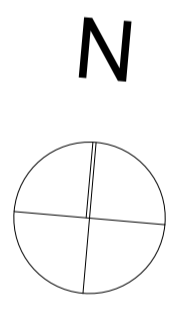
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale 1:1000 @ A1	<b>01.5124</b>	<b>A</b>
Issue Date 24/04/2019		

SCAP  
**Amended Plan**  
 Date: 7 May 2019



- LEGEND**
- PROPOSED:**
- PROPOSED MAJOR
  - PROPOSED MINI-MAJOR
  - PROPOSED SPECIALTY
  - PROPOSED RETAIL KIOSK / LSA
  - PROPOSED CINEMA
  - PROPOSED MALL
  - PROPOSED FOOD KIOSK
  - PROPOSED FOOD
  - PROPOSED VERTICAL TRANSPORT
  - PROPOSED AMENITIES
  - PROPOSED SERVICE / STORAGE
  - PROPOSED CAR PARK / LOADING
  - PROPOSED HARD LANDSCAPING
  - PROPOSED SOFT LANDSCAPING
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  - PROPOSED SKYLIGHT / GLASS CANOPY



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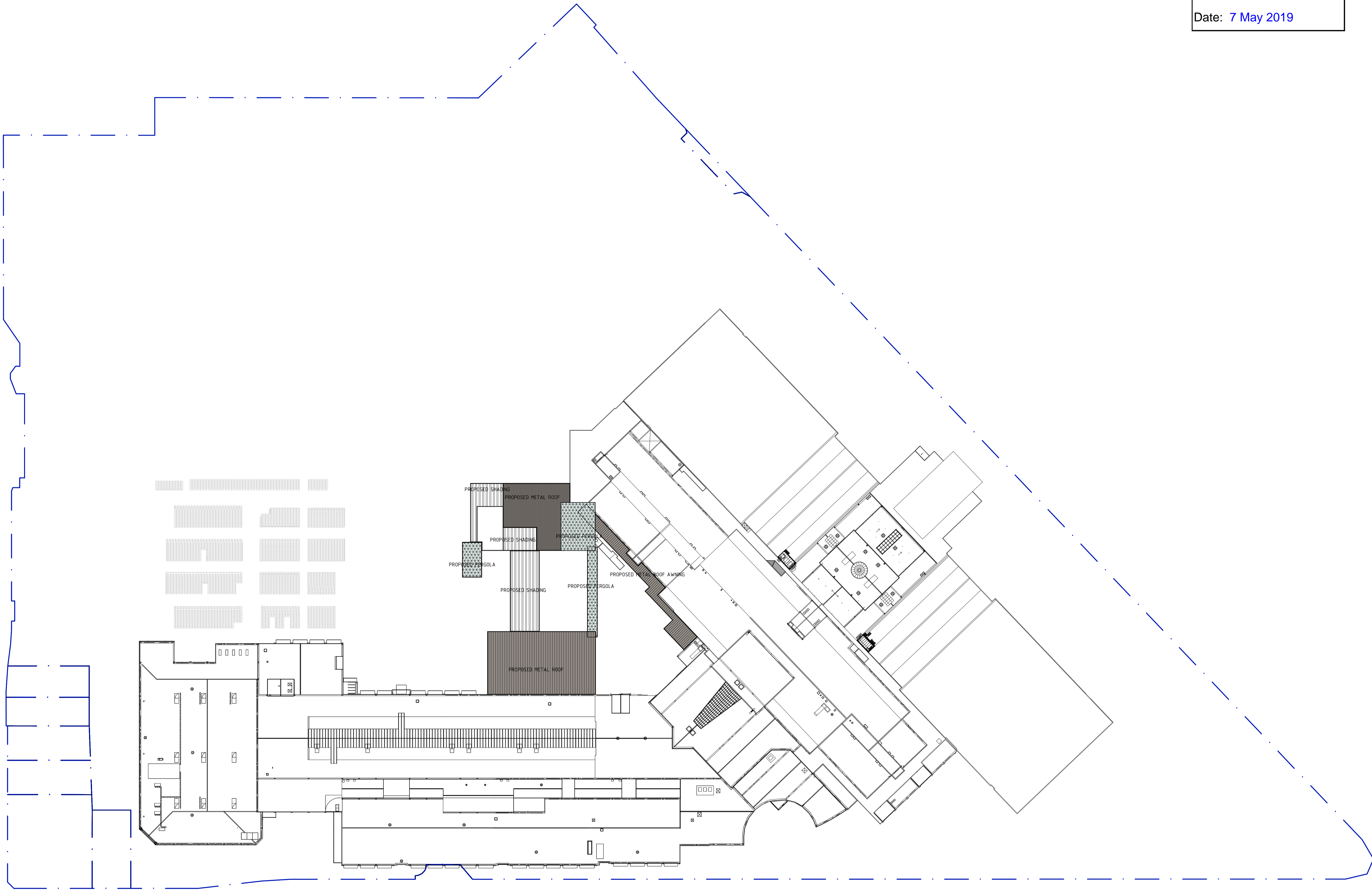
Title  
**PROPOSED GA  
 LEVEL 3 PLAN  
 STAGE 1**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No. 5524	Drawing No. 01.5125	Revision A
Drawing Scale 1:1000 @A1		
Plot Date 17/04/2019		

SCAP  
**Amended Plan**  
 Date: 7 May 2019

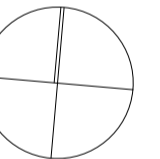


LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
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- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
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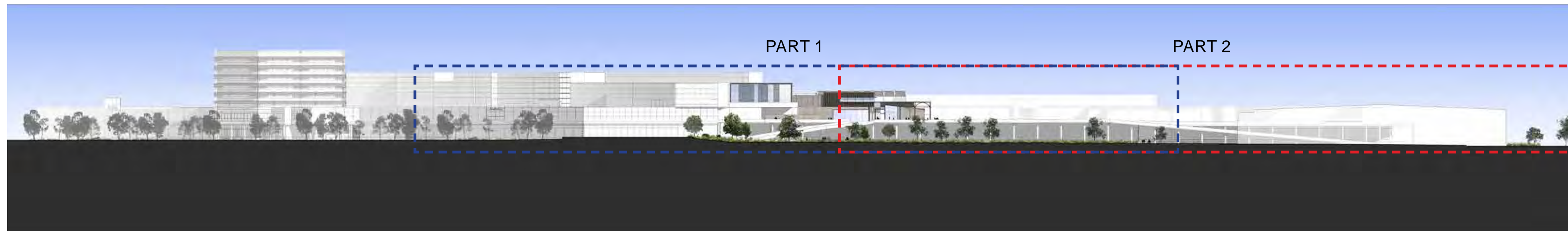
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 Phone (02) 9558 7000 Fax (02) 9029 8500  
 GPO Box 4004 Sydney NSW 2001  
 A/NZ 000 387 265

Title  
**PROPOSED GA  
 ROOF PLAN  
 STAGE 1**

Centre  
**MARION**

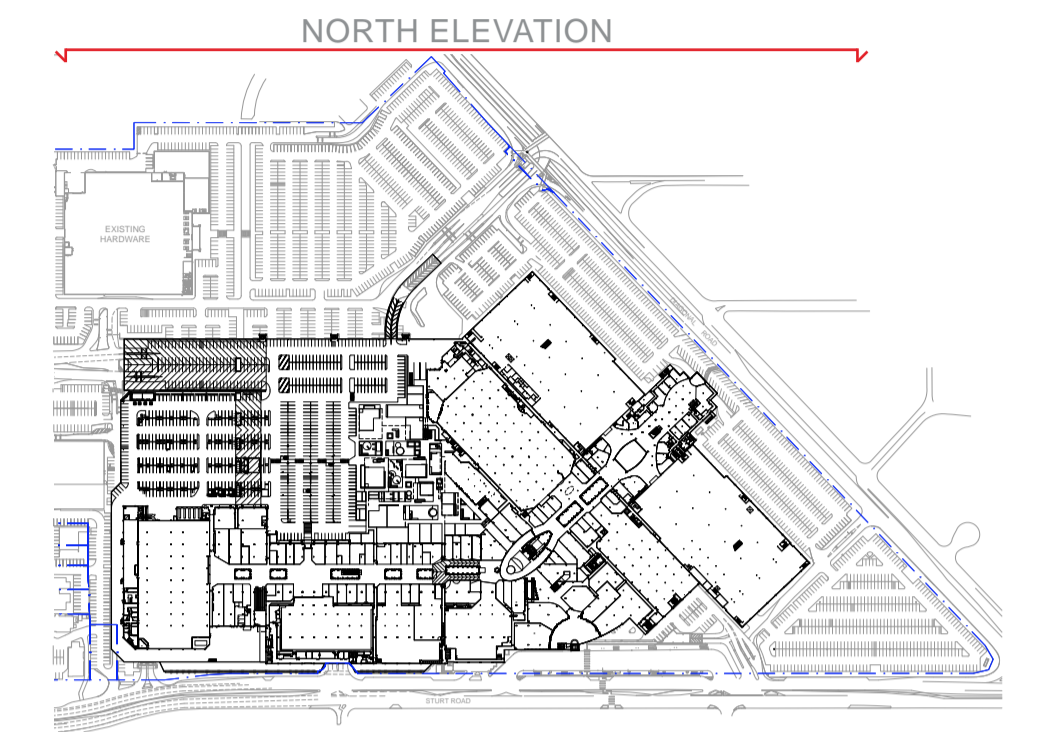
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	01.5126	A
Plot Date	16/04/2019	



PROPOSED NORTH ELEVATION  
1 : 1000

SCAP  
**Amended Plan**  
Date: 7 May 2019



PROPOSED NORTH ELEVATION - PART 1  
1 : 500

L3 CINEMA	- RL 36.200
PARAPET	- RL 31.600
L2 CARPARK	- RL 30.500
L1MB CARPARK	- RL 27.650
L1MA CARPARK	- RL 24.800
L1 CARPARK	- RL 21.950



PROPOSED NORTH ELEVATION - PART 2  
1 : 500

L3 CINEMA	- RL 36.200
PARAPET	- RL 31.600
L2 CARPARK	- RL 30.500
L1MB CARPARK	- RL 27.650
L1MA CARPARK	- RL 24.800
L1 CARPARK	- RL 21.950

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 ACR 000 267 266

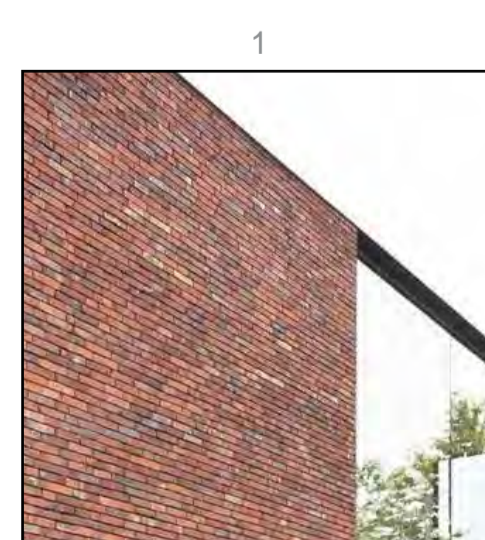
PROPOSED NORTH ELEVATIONS  
STAGE 1

Client

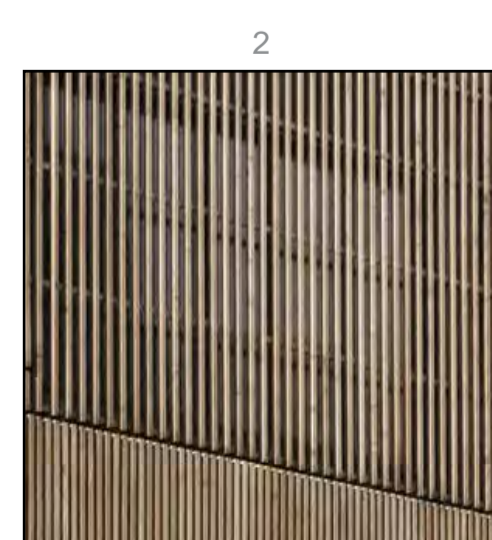
MARION

DEVELOPMENT APPLICATION  
FOR SUBMISSION

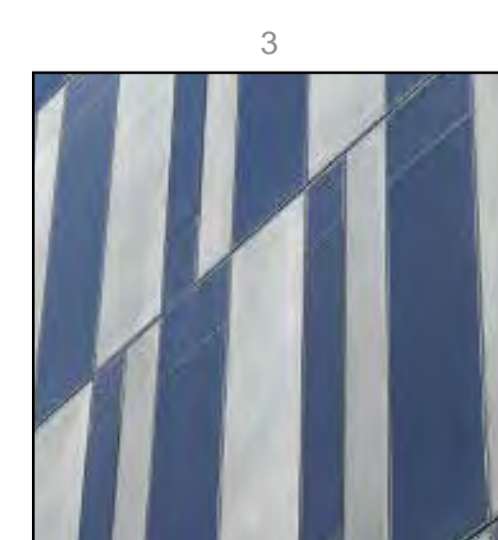
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 5524  
 Scale @ Sheet Size  
 100% @ A1  
 Plot Date  
 2019-04-24  
 01.5131 A



BRICK FACADE



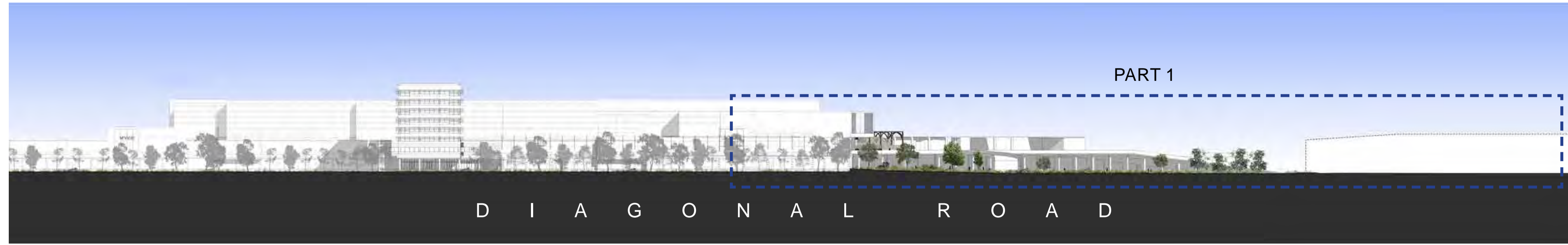
TIMBERSCREEN



GLAZING WITH PANELS



STEEL FRAMING

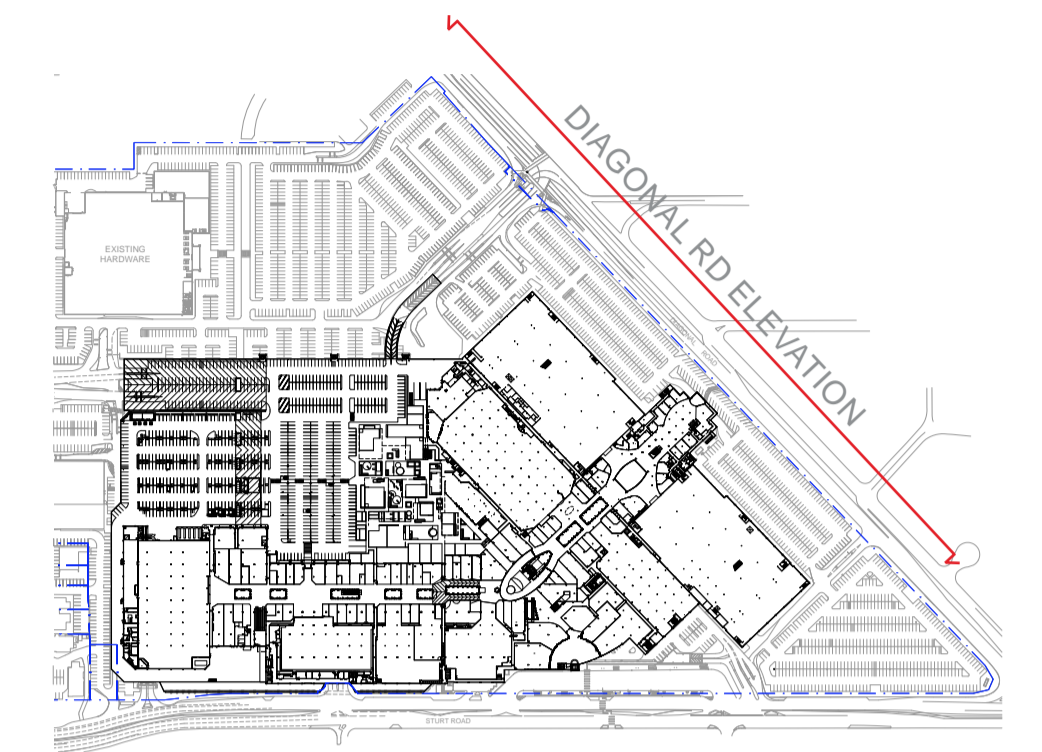


PROPOSED DIAGONAL ROAD ELEVATION  
1 : 1000

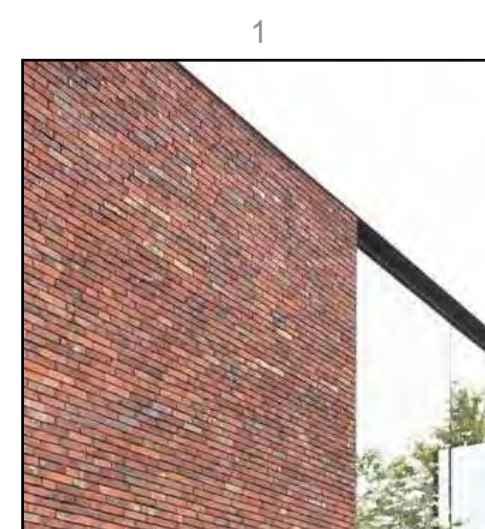


PROPOSED DIAGONAL ROAD ELEVATION - PART 1  
1 : 500

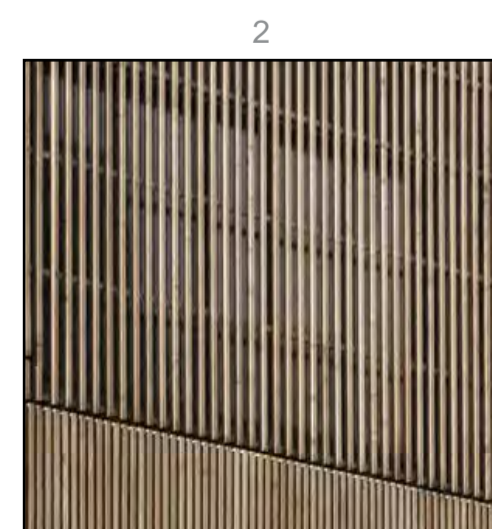
SCAP  
Amended Plan  
Date: 7 May 2019



L3 CINEMA	- RL 36.200
PARAPET	- RL 31.600
L2 CARPARK	- RL 30.500
L1MB CARPARK	- RL 27.650
L1MA CARPARK	- RL 24.800
L1 CARPARK	- RL 21.950



BRICK FACADE



TIMBERSCREEN



GLAZING WITH PANELS



STEEL FRAMING

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ACN 000 287 286

PROPOSED  
DIAGONAL ROAD  
ELEVATIONS  
STAGE 1

MARION

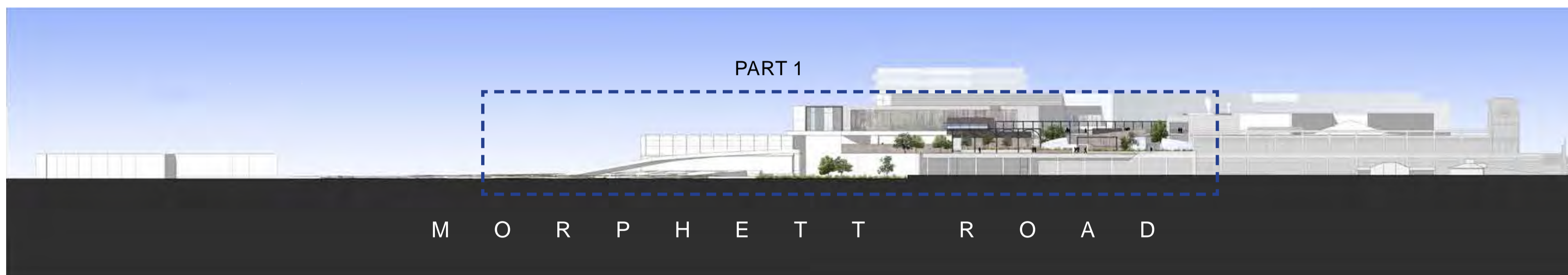
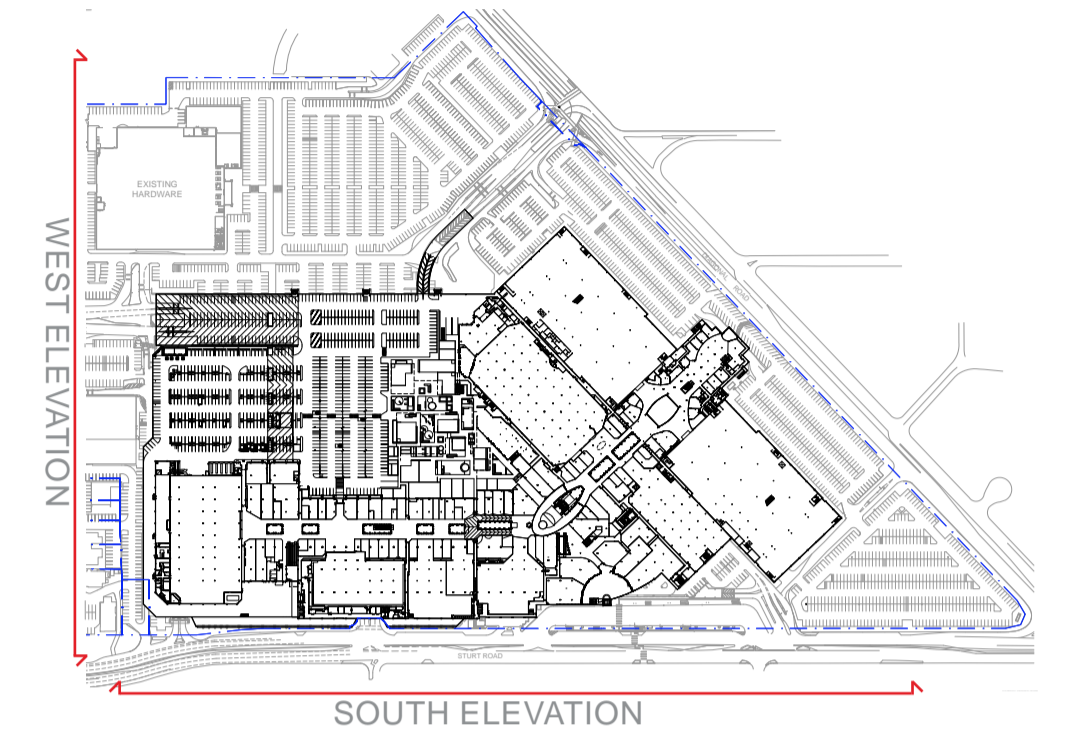
DEVELOPMENT  
APPLICATION  
FOR SUBMISSION

Project Number	Drawing No.	Revision
5524		
Scale @ Sheet Size	100% @ A1	
Print Date	2019-04-24	
	01.5132	A

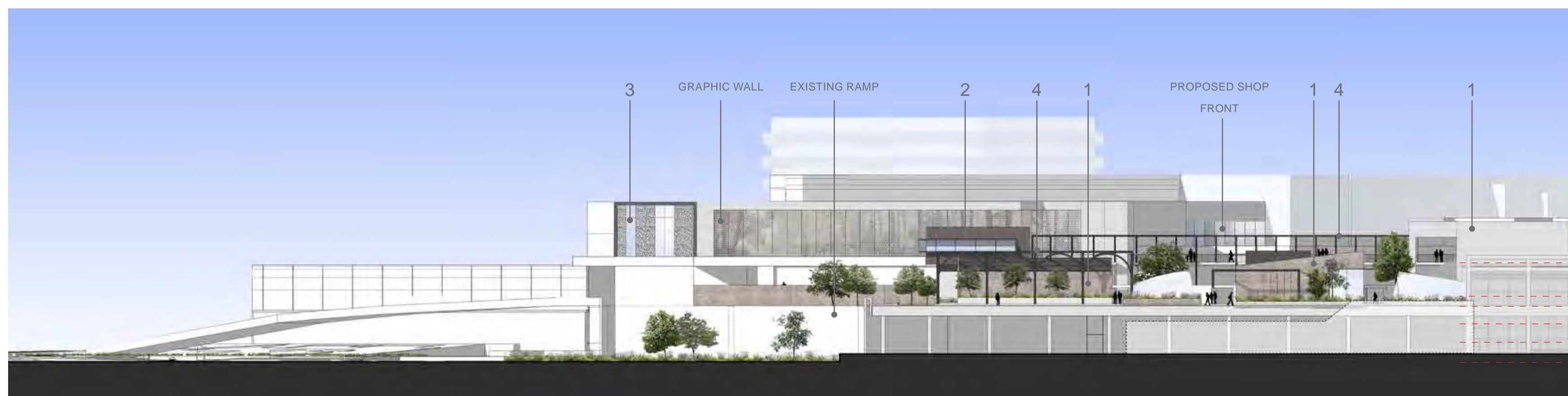
SCAP  
**Amended Plan**  
 Date: 7 May 2019



PROPOSED SOUTH ELEVATION  
 1 : 1000



PROPOSED WEST ELEVATION  
 1 : 1000



PROPOSED WEST ELEVATION - PART 1  
 1 : 500

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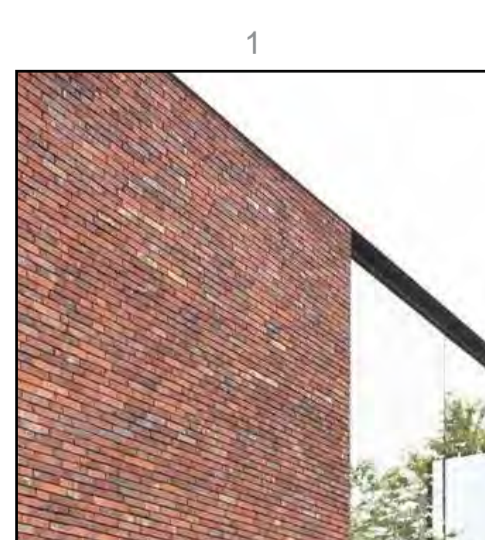
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 GPO Box 4004 Sydney NSW 2001  
 ACR 000 287 288

PROPOSED SOUTH/  
 WEST ELEVATIONS  
 STAGE 1

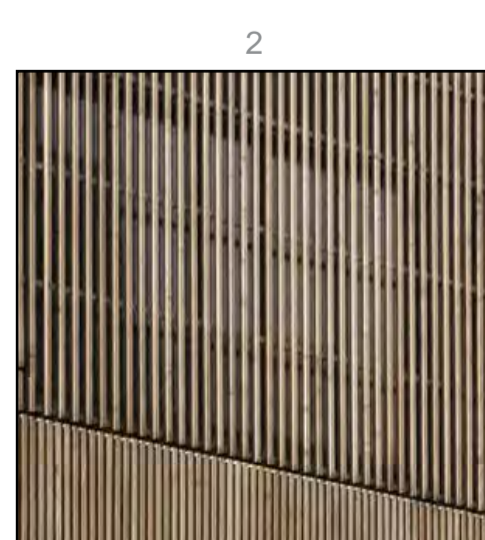
MARION

DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION

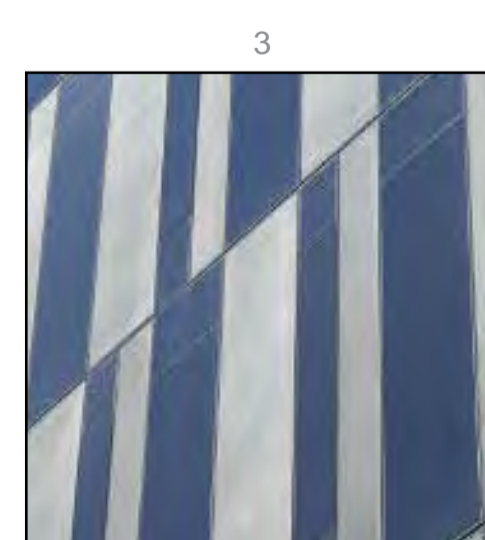
Project Number Drawing No. Revision  
 5524  
 Scale @ Sheet Size  
 100% @ A1  
 PWD Date  
 2019-04-24  
 01.5133 A



BRICK FACADE



TIMBERSCREEN



GLAZING WITH PANELS

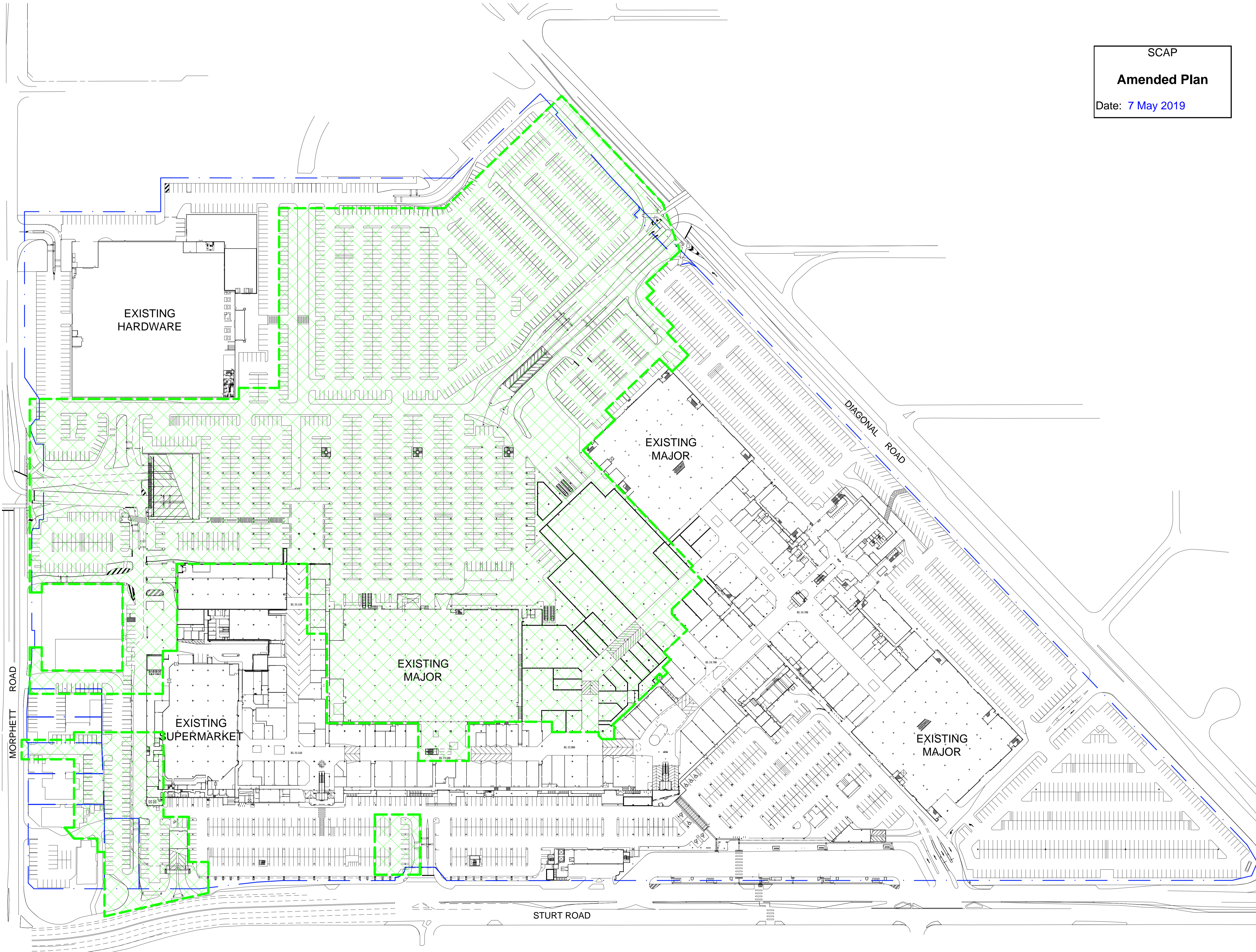


STEEL FRAMING

SCAP  
**Amended Plan**  
 Date: 7 May 2019

LEGEND:

 DEMOLITION - STAGE 2



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 AON 000 977 265

Title  
**DEMOLITION GA  
 LEVEL 1 PLAN  
 STAGE 2**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

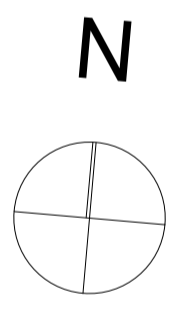
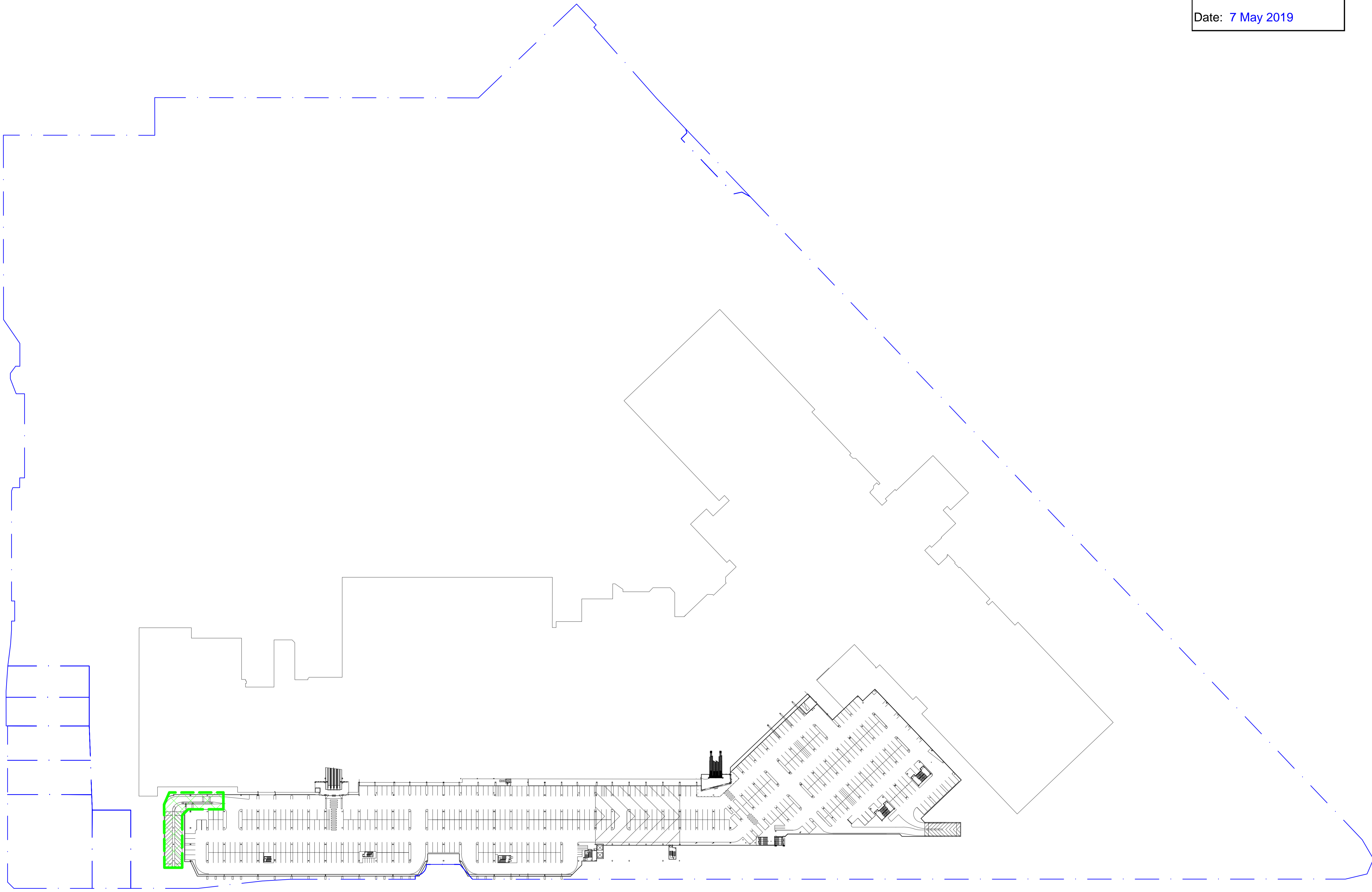
Project No.	Drawing No.	Revision
5524	01.5151	B

Drawing Scale  
 1:1000 @ A1  
 PWD Date  
 24/04/2019

SCAP  
**Amended Plan**  
Date: 7 May 2019

LEGEND:

 DEMOLITION - STAGE 2



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ACN 600 387 265

Title  
**DEMOLITION GA  
LEVEL 1M PLAN  
STAGE 2**

Centre  
**MARION**

**DEVELOPMENT  
APPLICATION  
FOR SUBMISSION**

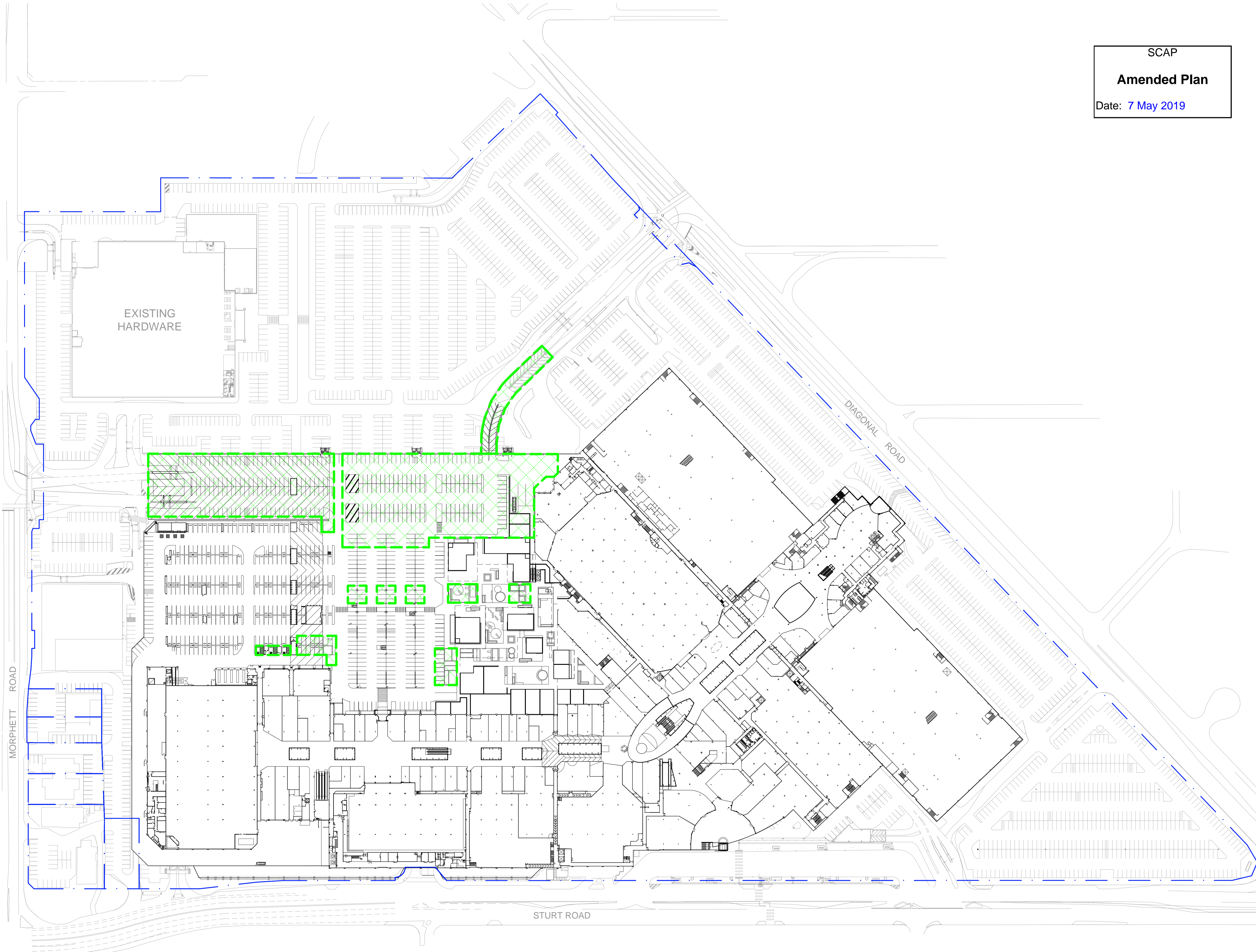
Project No.	Drawing No.	Revision
5524		
Drawing Scale	<b>01.5152</b>	<b>B</b>
1:1000 @ A1		
Plot Date	17/04/2019	



SCAP  
**Amended Plan**  
 Date: 7 May 2019

LEGEND:

 DEMOLITION - STAGE 2



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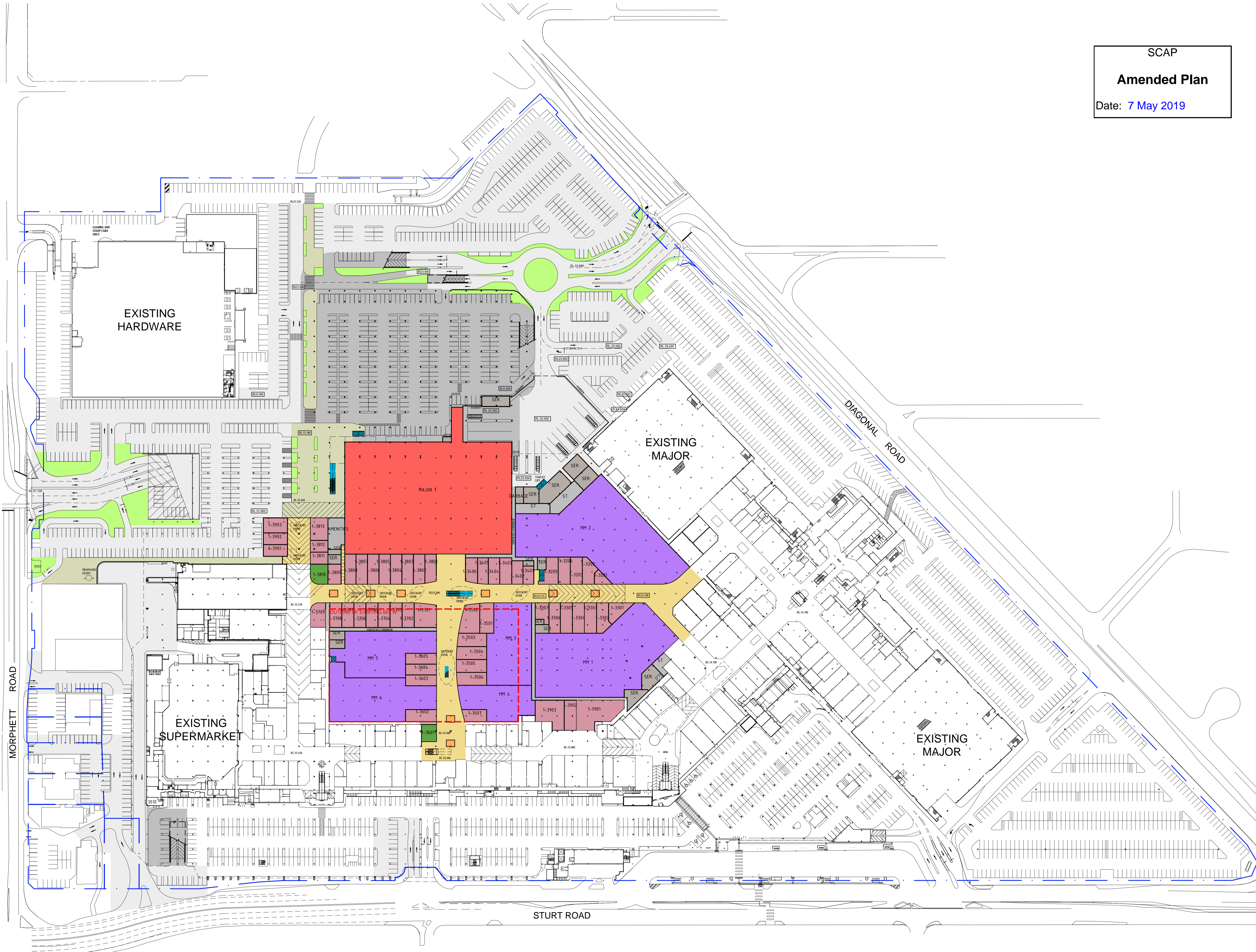
Title  
**DEMOLITION GA  
 LEVEL 2 PLAN  
 STAGE 2**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale 1:1000 @ A1	<b>01.5153</b>	<b>B</b>
Issue Date 17/04/2019		

SCAP  
**Amended Plan**  
 Date: 7 May 2019



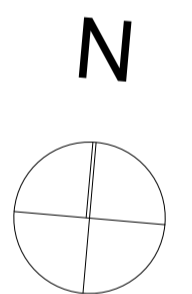
LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY

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Title  
**PROPOSED GA LEVEL 1 PLAN STAGE 2**

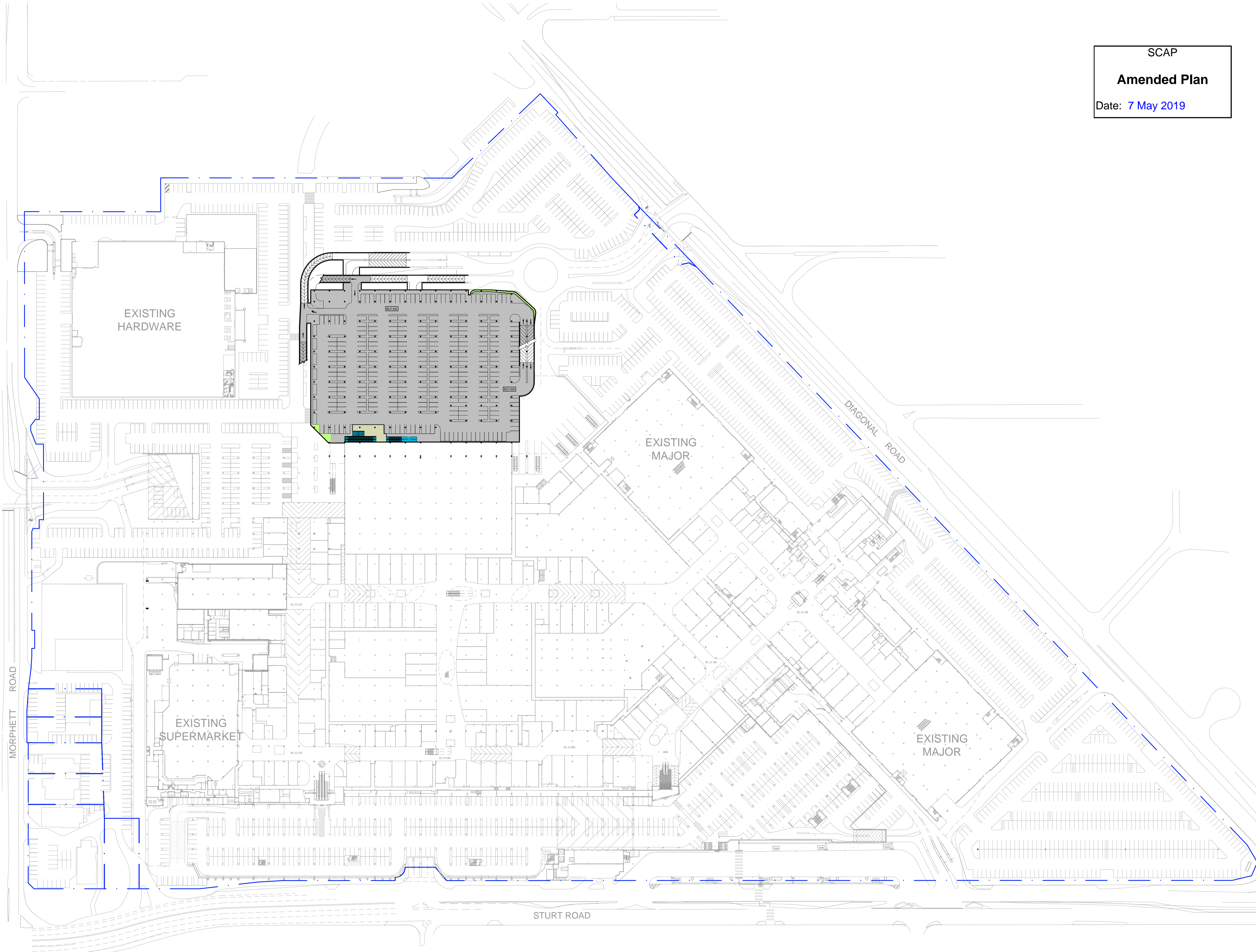
Centre  
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

Project No. 5524	Drawing No. 01.5201	Revision B
Drawing Scale 1:1000 @ A1		
Issue Date 24/04/2019		



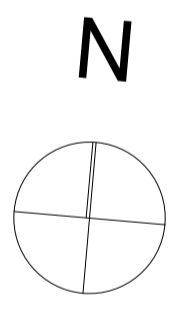
SCAP  
**Amended Plan**  
 Date: 7 May 2019



LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY



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Title  
**PROPOSED GA  
 LEVEL 1Mb PLAN  
 STAGE 2**

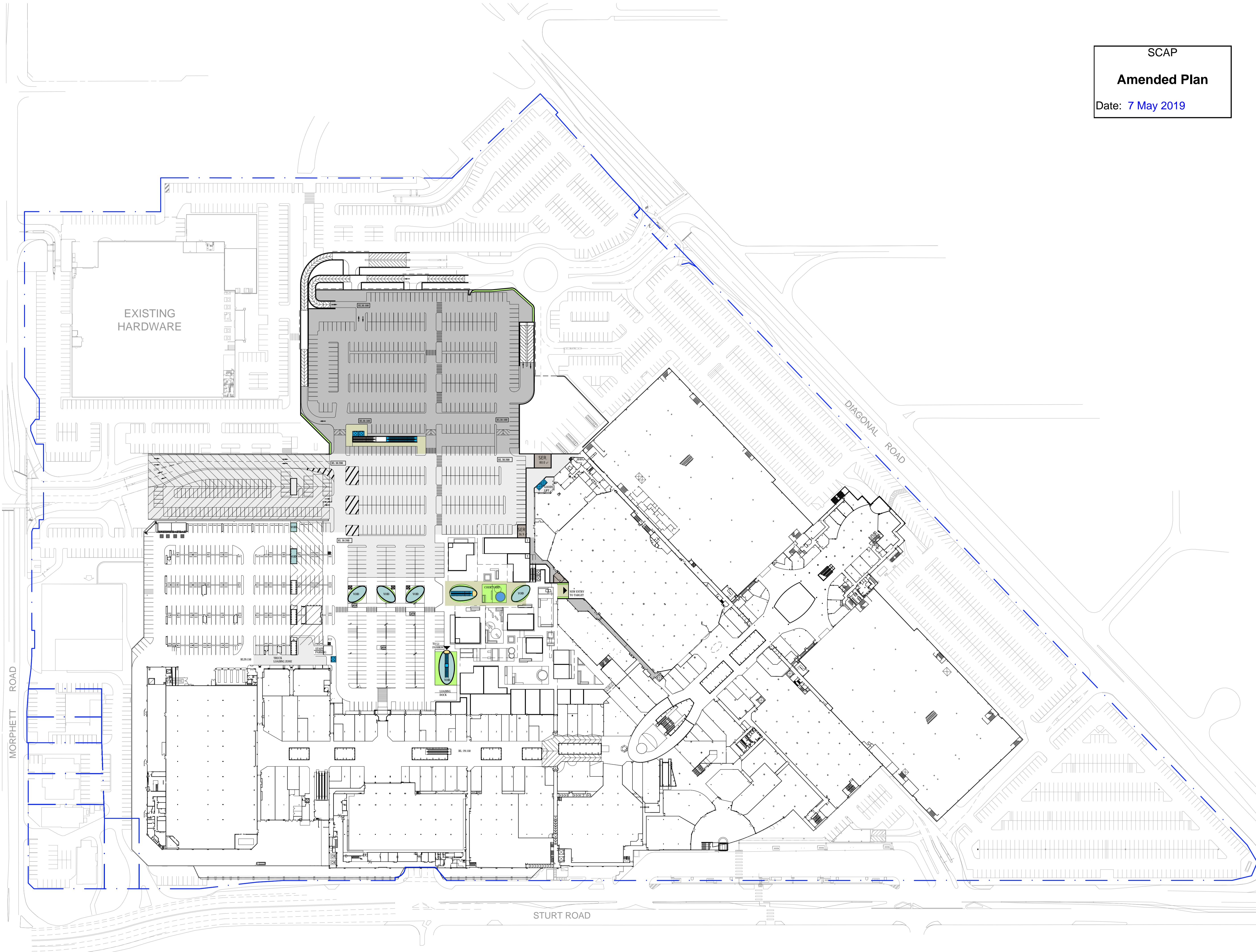
Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No. 5524	Drawing No. 01.5203	Revision B
Drawing Scale 1:1000 @ A1		
Issue Date 17/04/2019		

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SCAP  
**Amended Plan**  
 Date: 7 May 2019

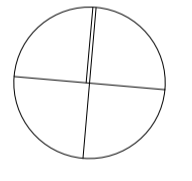


LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY

N



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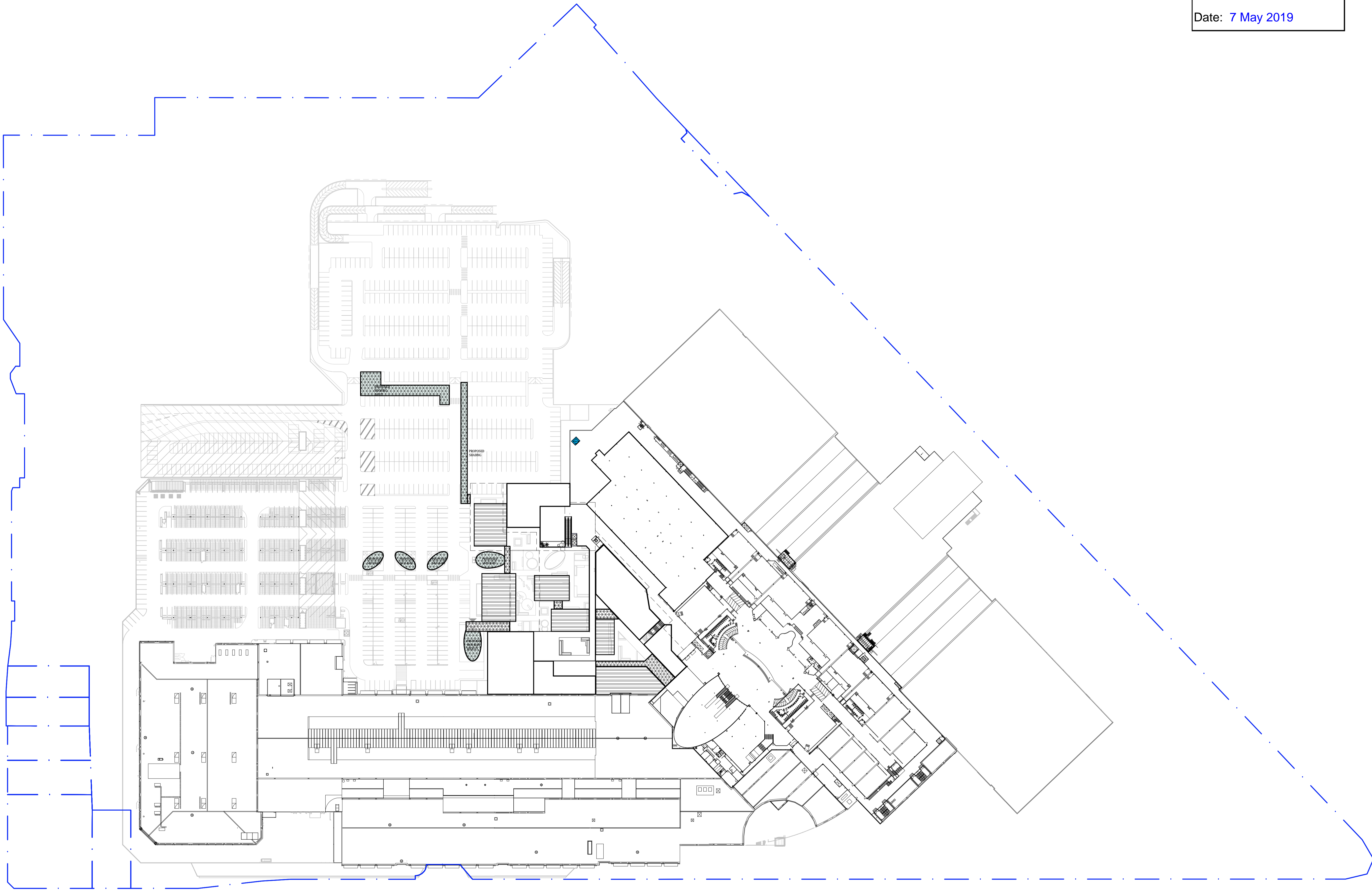
Title  
**PROPOSED GA  
 LEVEL 2 PLAN  
 STAGE 2**

Centre  
**MARION**

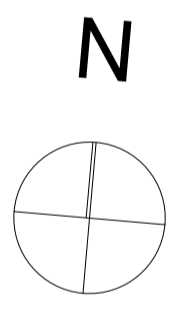
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524		
Drawing Scale	<b>01.5204</b>	<b>B</b>
1:1000 @ A1		
Issue Date	17/04/2019	

SCAP  
**Amended Plan**  
 Date: 7 May 2019



- LEGEND
- PROPOSED:
- PROPOSED MAJOR
  - PROPOSED MINI-MAJOR
  - PROPOSED SPECIALTY
  - PROPOSED RETAIL KIOSK / LSA
  - PROPOSED CINEMA
  - PROPOSED MALL
  - PROPOSED FOOD KIOSK
  - PROPOSED FOOD
  - PROPOSED VERTICAL TRANSPORT
  - PROPOSED AMENITIES
  - PROPOSED SERVICE / STORAGE
  - PROPOSED CAR PARK / LOADING
  - PROPOSED HARD LANDSCAPING
  - PROPOSED SOFT LANDSCAPING
  - PROPOSED WATER FEATURE
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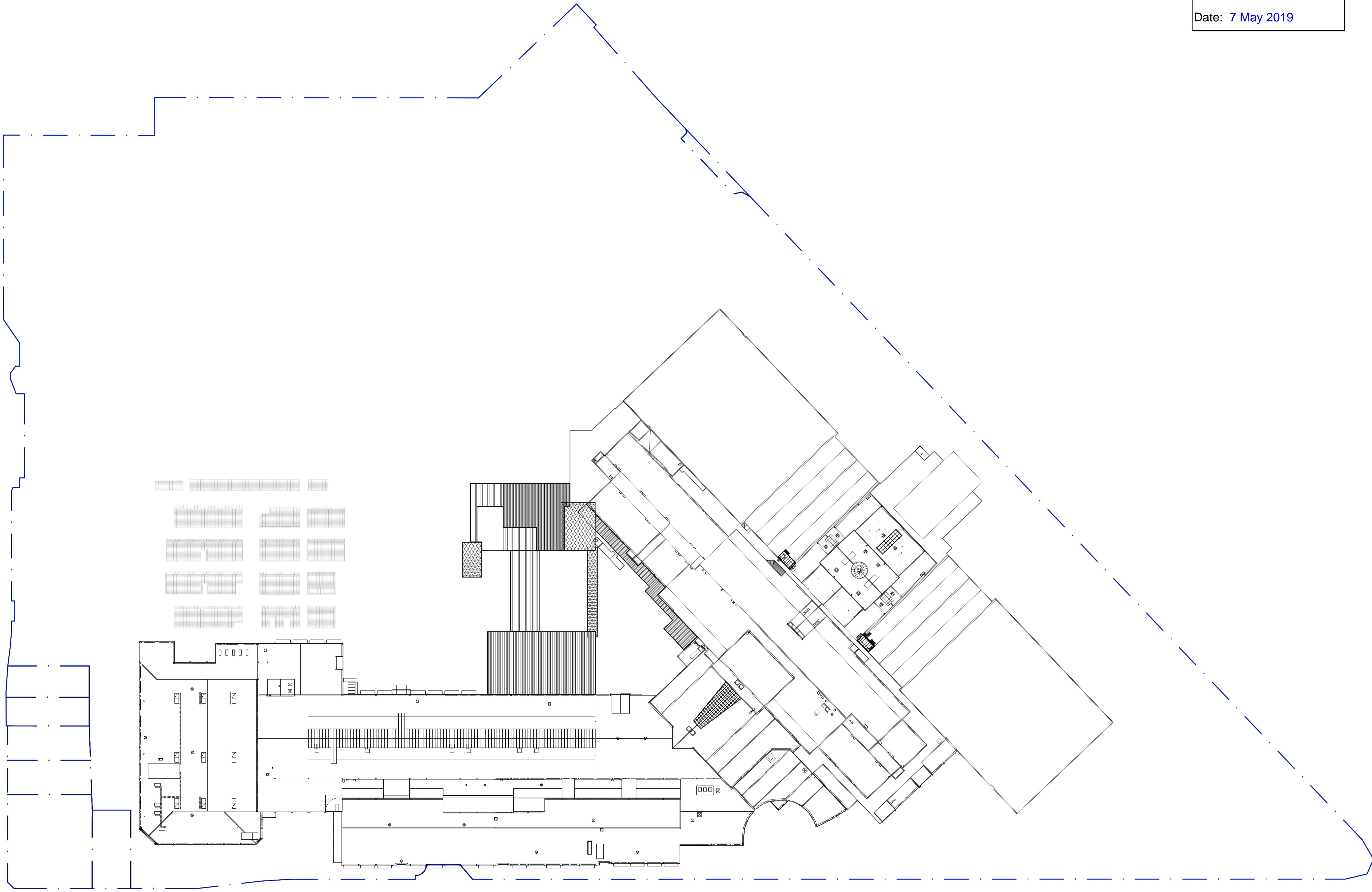
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**PROPOSED GA  
 LEVEL 3 PLAN  
 STAGE 2**

Centre  
**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

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Drawing Scale 1:1000 @A1		
Plot Date 17/04/2019		

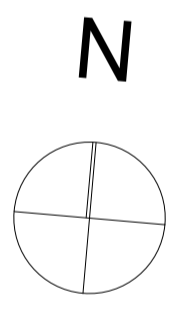
SCAP  
**Amended Plan**  
 Date: 7 May 2019



LEGEND

PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY



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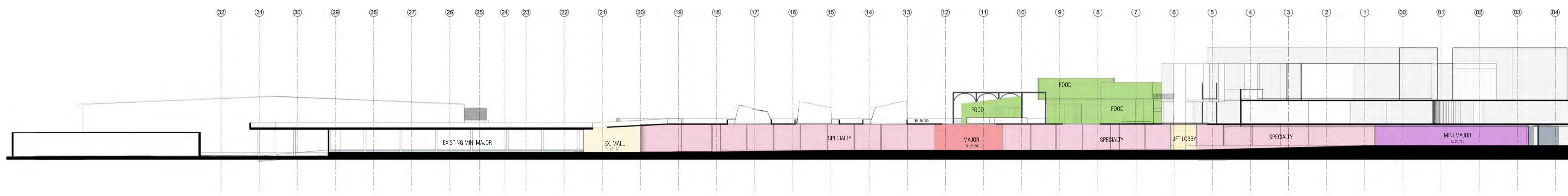
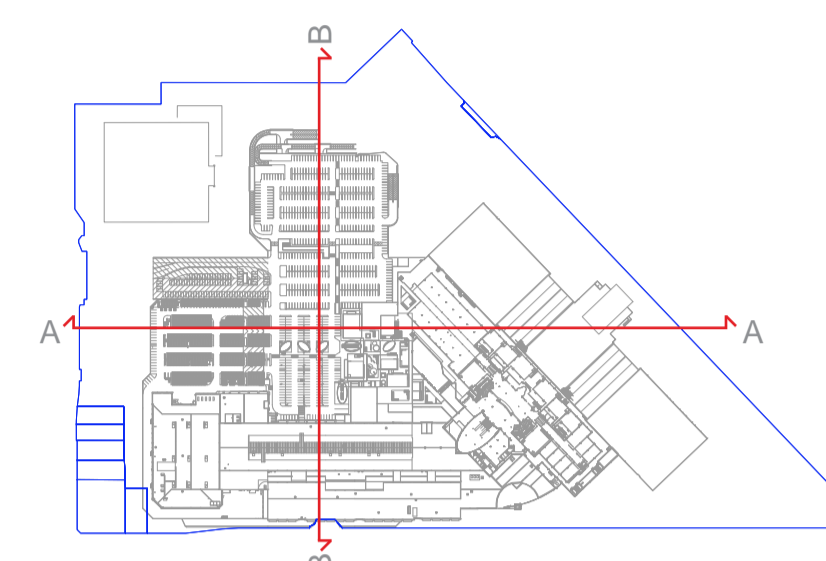
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 ROOF PLAN  
 STAGE 2**

Centre  
**MARION**

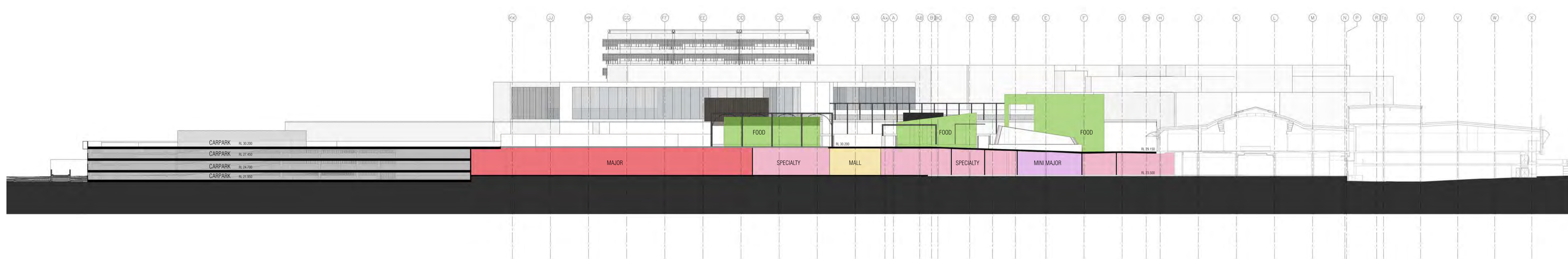
**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project No.	Drawing No.	Revision
5524	01.5206	B

Drawing Scale: 1:1000 @ A1  
 PWD Date: 17/04/2019



PROPOSED SECTION A-A LOOKING NORTH  
1 : 500



PROPOSED SECTION B-B LOOKING EAST  
1 : 500

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 ACR 001 287 288

PROPOSED SECTION A-A,B-B

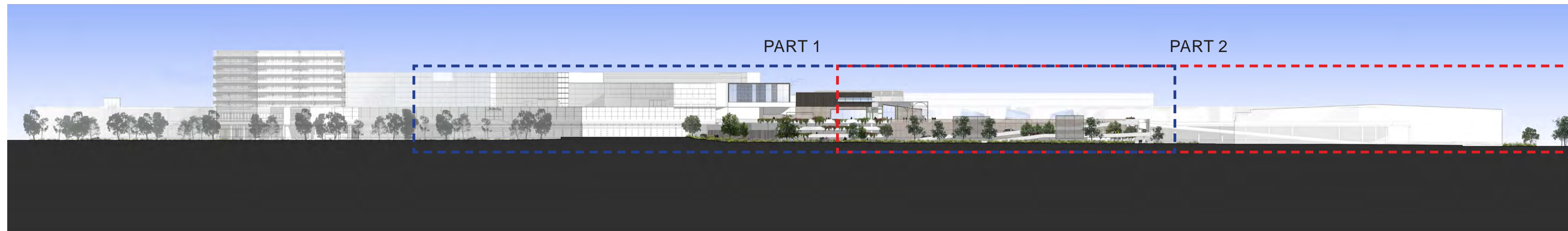
**MARION**

**DEVELOPMENT APPLICATION FOR SUBMISSION**

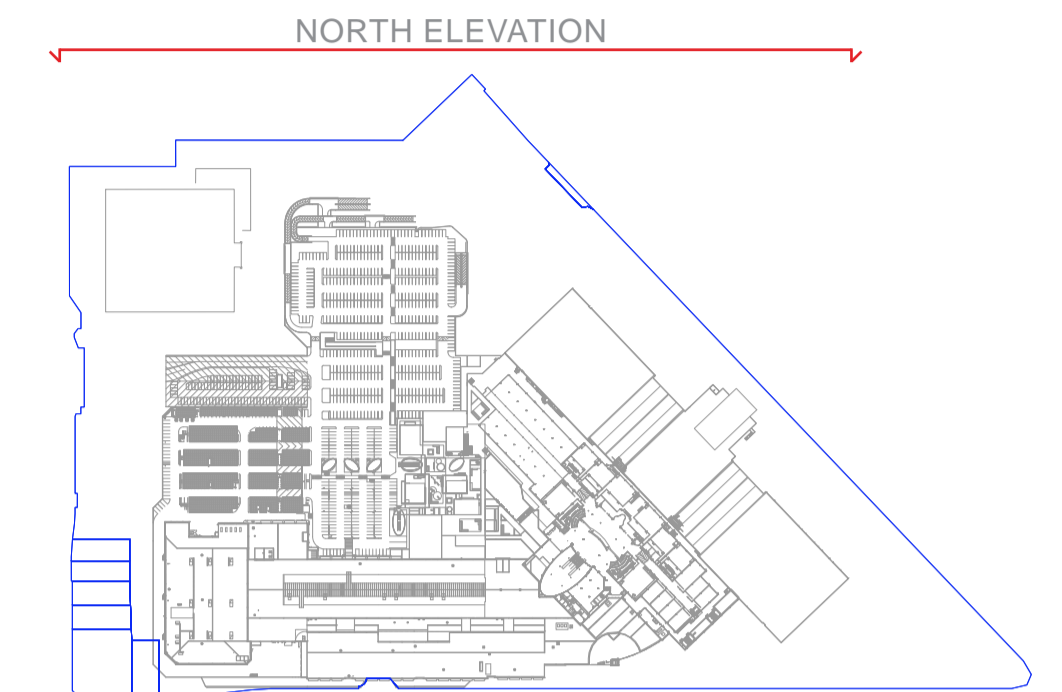
Project Number: 5524  
 Sheet: B Sheet 001  
 100% @ A1  
 Date: 2018-11-13  
**01.5301** A

\\PFDESIGN\hdm\MARION\5524 EXTENSION\CONCEPT\3D MASTERPLANNING... PARALLEL MALL SCHEM 3 (FUT LIA MAJOR WORKING PRESENTATION)\ACTIVE\A1 01.5301 SECTIONS.AIA





PROPOSED NORTH ELEVATION  
1 : 1000



PROPOSED NORTH ELEVATION - PART 1  
1 : 500



PROPOSED NORTH ELEVATION - PART 2  
1 : 500

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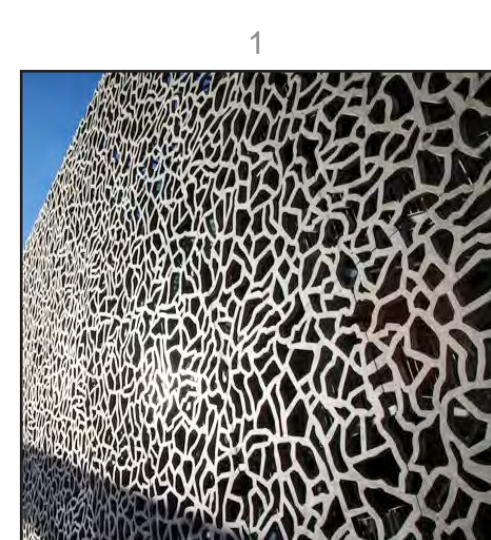
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 GPO Box 4004 Sydney NSW 2001  
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PROPOSED NORTH ELEVATIONS

MARION

DEVELOPMENT APPLICATION FOR SUBMISSION

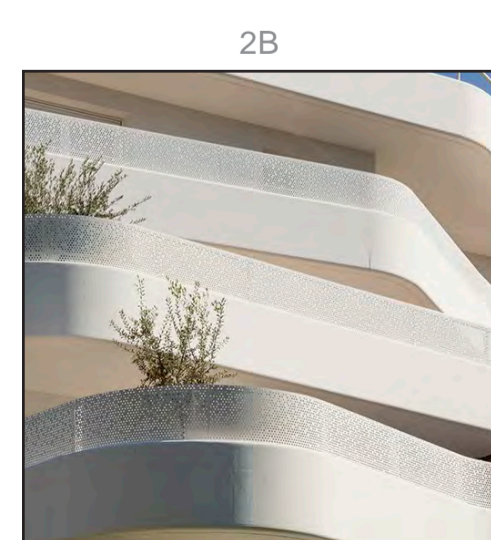
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 Revision: 01.5401 A



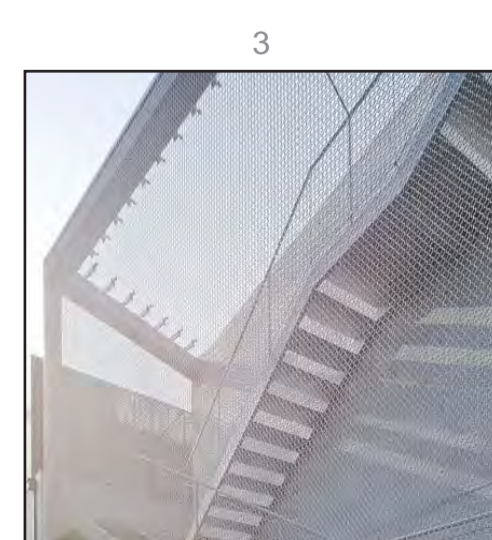
1  
FEATURE PATTERNED METAL SCREEN



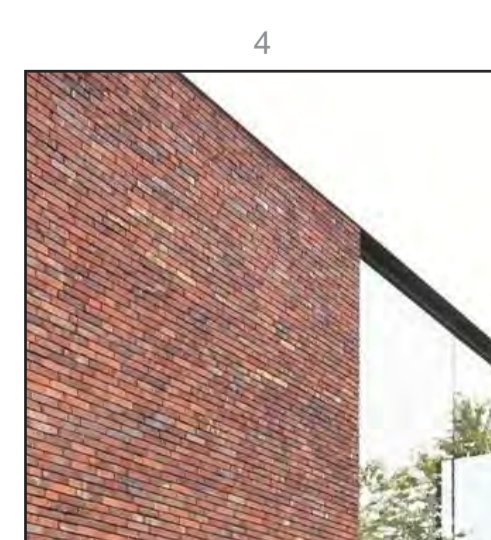
2A  
PLANTING TO SLAB EDGE



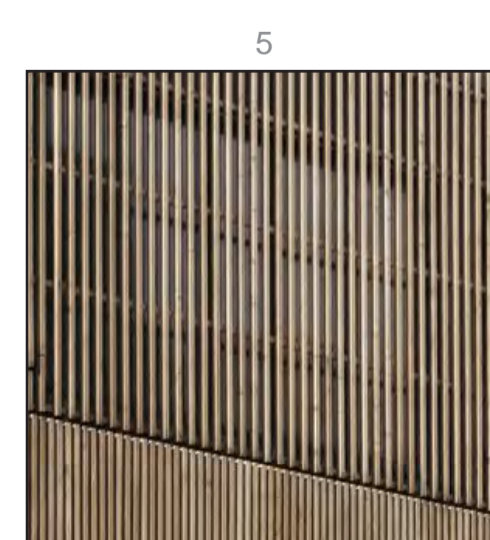
2B  
CONCRETE SLAB EDGE



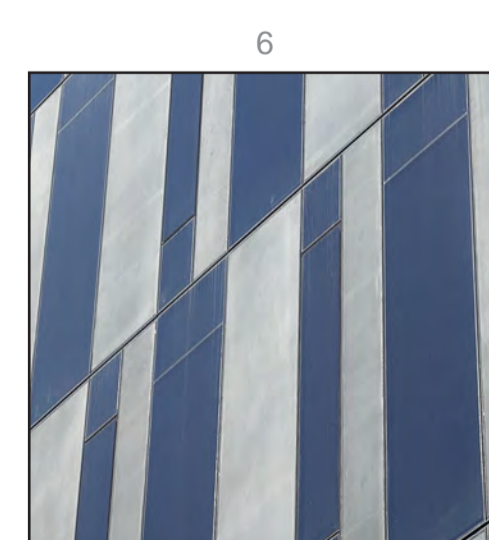
3  
ARCHITECTURAL METAL MESH FACADE



4  
BRICK FACADE



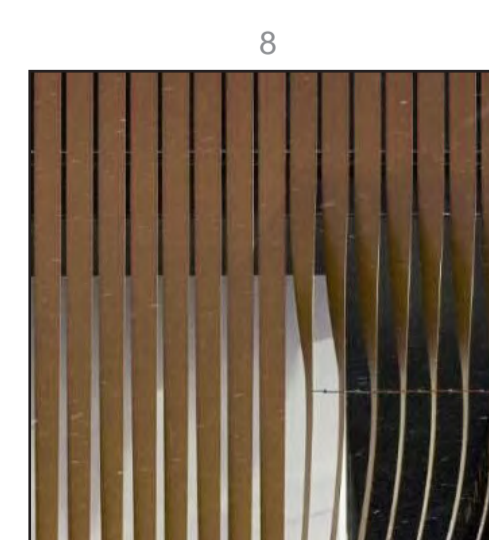
5  
TIMBERSCREEN



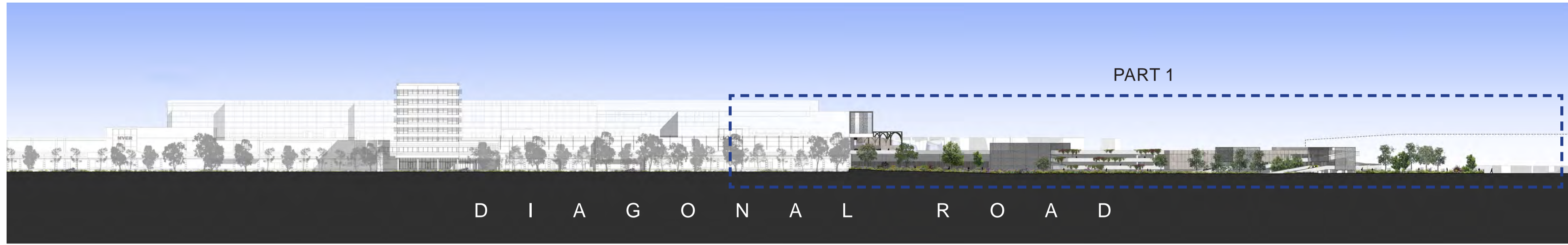
6  
GLAZING WITH PANELS



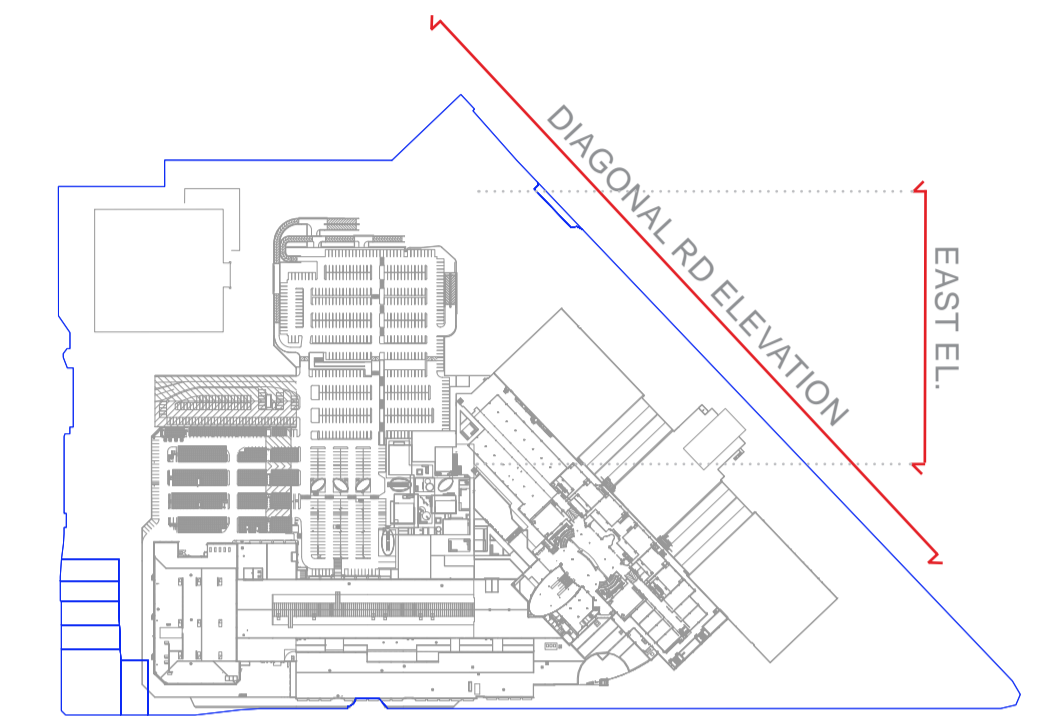
7  
STEEL FRAMING



8  
VERTICAL ALUMINIUM SCREEN



PROPOSED DIAGONAL ROAD ELEVATION  
1 : 1000



PROPOSED DIAGONAL ROAD ELEVATION - PART 1  
1 : 500



PROPOSED EAST ELEVATION (NORTHERN CARPARK)  
1 : 500

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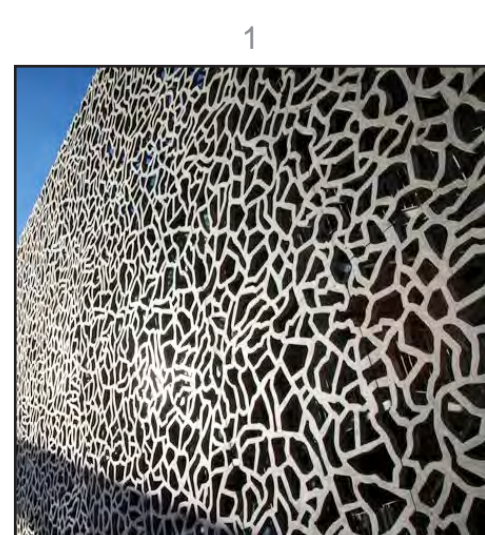
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GPO Box 4004 Sydney NSW 2001  
ACN 603 287 285

PROPOSED DIAGONAL ROAD & EAST ELEVATIONS

MARION

DEVELOPMENT APPLICATION FOR SUBMISSION

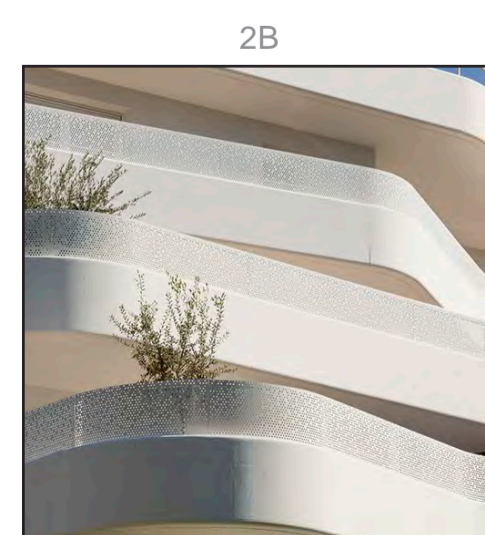
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Scale: 100% @ A1  
Date: 2018-11-14



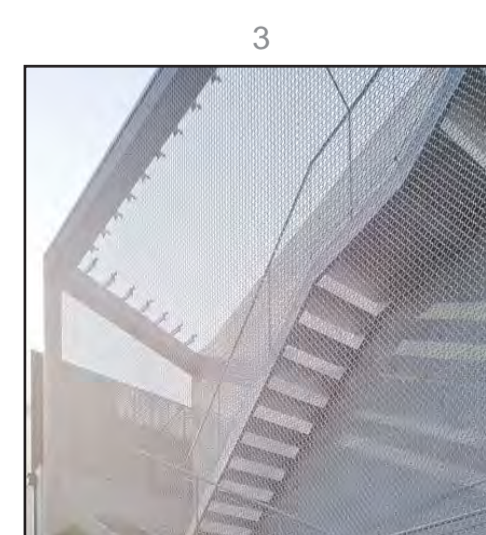
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FEATURE PATTERNED METAL SCREEN



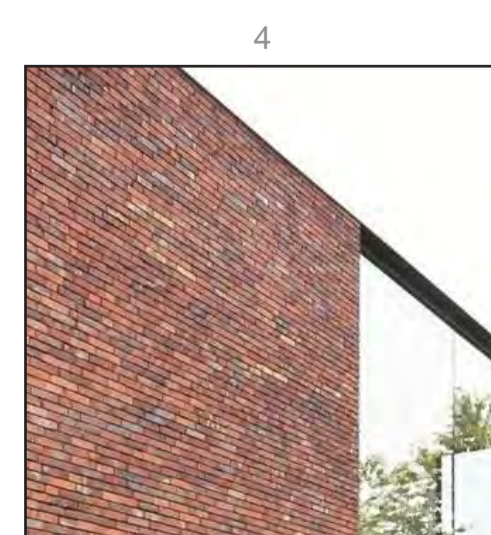
2A  
PLANTING TO SLAB EDGE



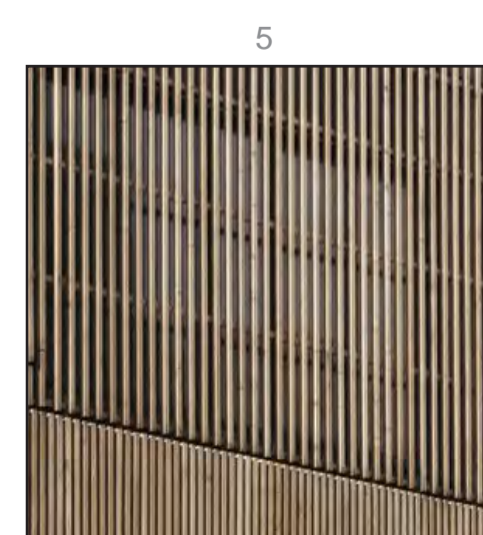
2B  
CONCRETE SLAB EDGE



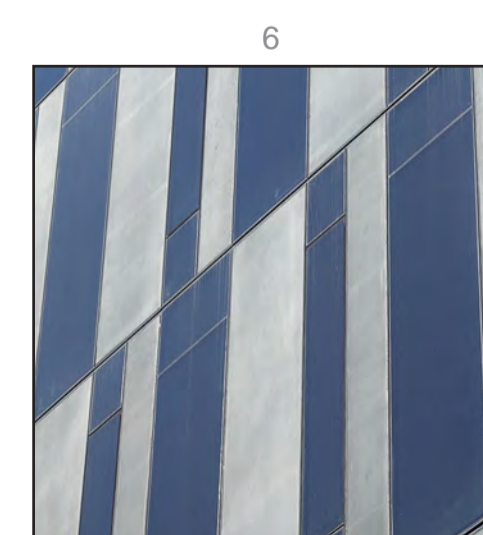
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4  
BRICK FACADE



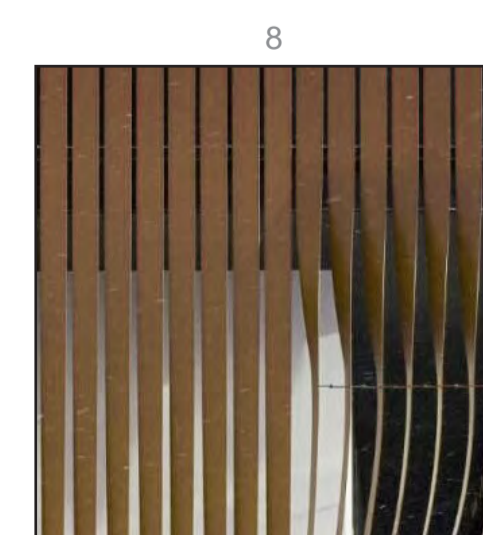
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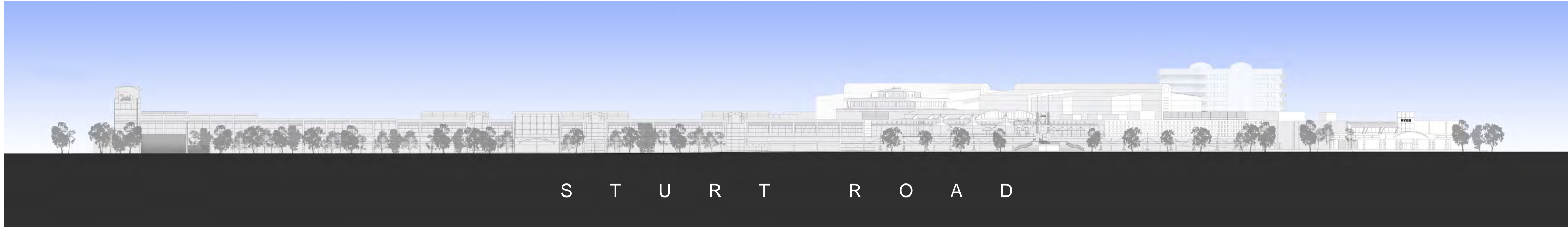
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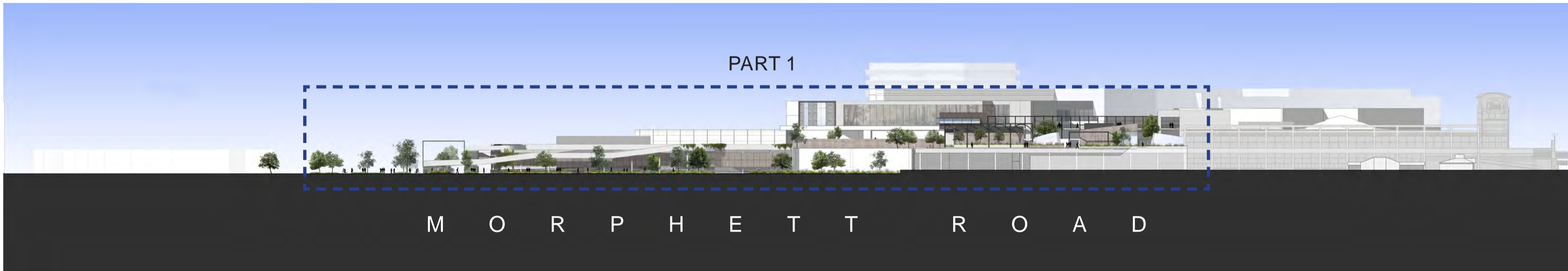
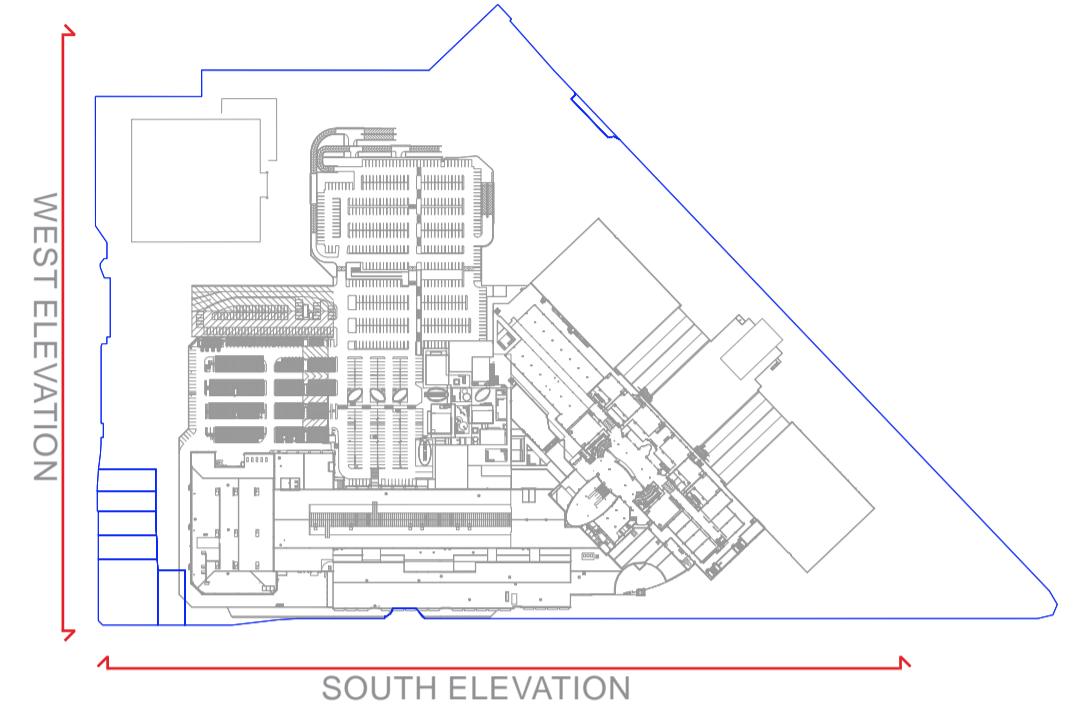
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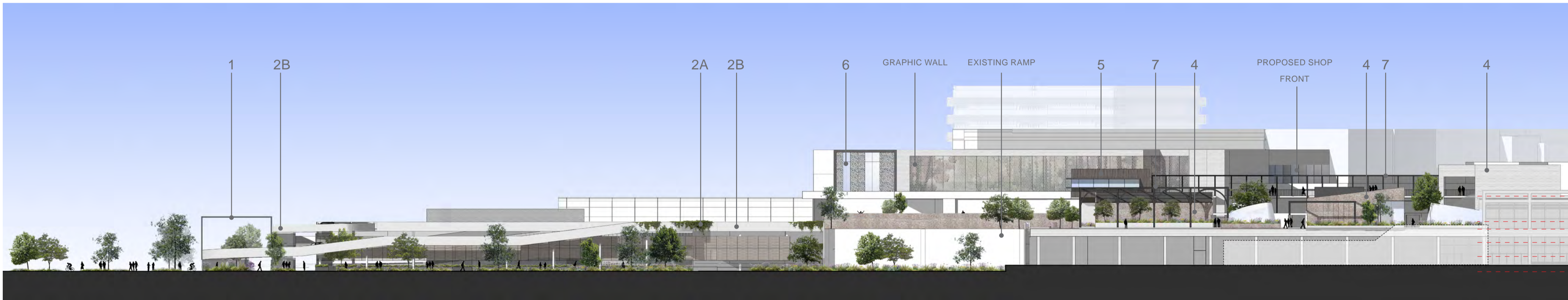
8  
VERTICAL ALUMINIUM SCREEN



PROPOSED SOUTH ELEVATION  
1 : 1000



PROPOSED WEST ELEVATION  
1 : 1000



PROPOSED WEST ELEVATION - PART 1  
1 : 500

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 Phone (02) 9338 7000 Fax (02) 9328 8500  
 GPO Box 4004 Sydney NSW 2001  
 ACR 001 267 265

PROPOSED SOUTH/  
WEST ELEVATIONS

Client

MARION

DEVELOPMENT  
APPLICATION  
FOR SUBMISSION

Project Number Drawing No. Revision

5524

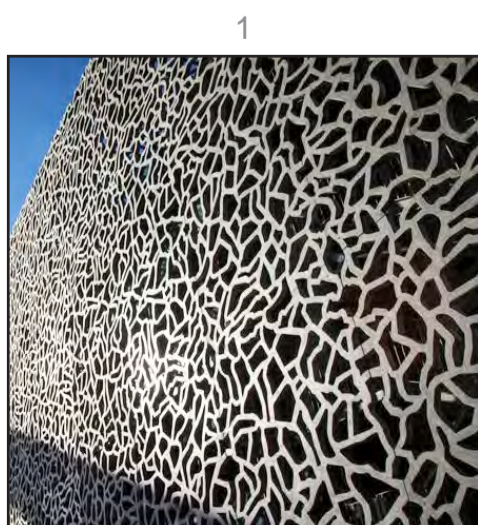
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2018-11-14

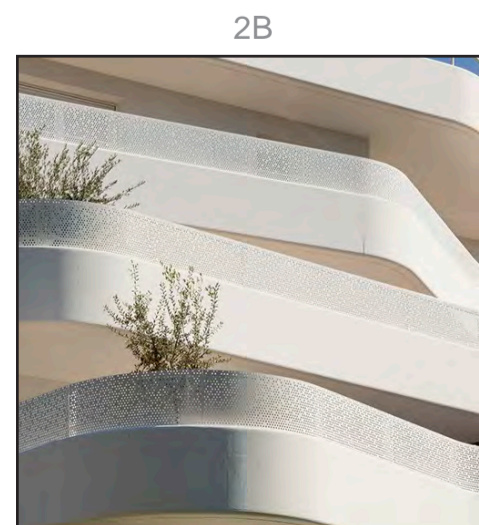
2018-11-14



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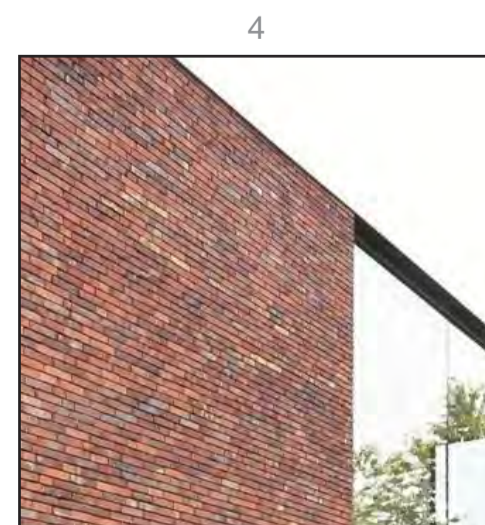
2A  
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2B  
CONCRETE SLAB EDGE



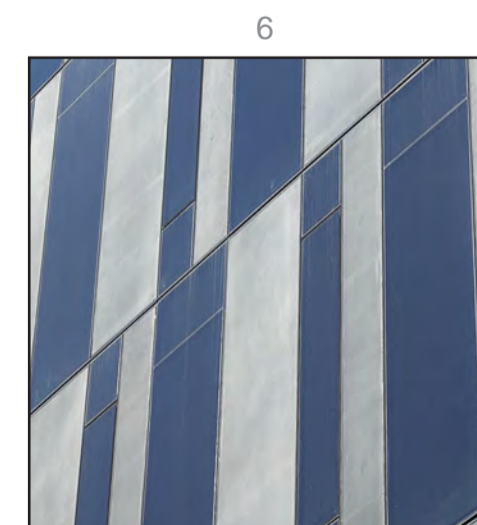
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MESH FACADE



4  
BRICK FACADE



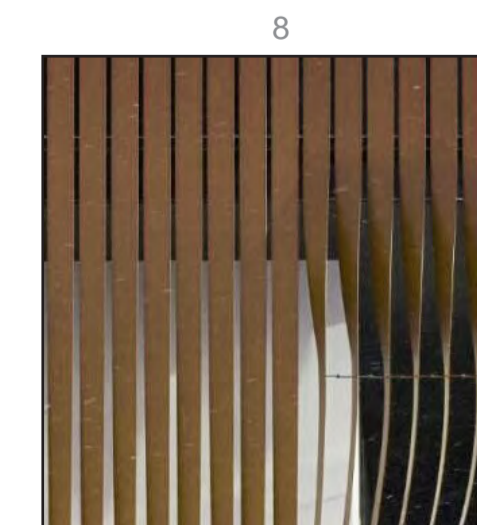
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TIMBERSCREEN



6  
GLAZING WITH PANELS



7  
STEEL FRAMING



8  
VERTICAL ALUMINIUM  
SCREEN

TIMBERSCREEN EXTENSION01 CONCEPTS MASTERPLANNING... PARALLEL WALL SCHEMES (FOR LUX MARION WORKING PRESENTATIONS) ACTIVE (MAY 15) 15403 ELEVATIONS (MAY 15)



**PERSPECTIVE 01 - DIAGONAL ROAD ENTRY**

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 ACR 001 287 385

PERSPECTIVE 01  
 DIAGONAL ROAD  
 ENTRY

MARION

DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION

Project Number	Drawing No.	Revision
5524		
Scale @ Sheet Size	100% @ A1	01.5501
Proj Date	2018-11-14	A



**PERSPECTIVE 02 - NORTHERN ENTRY**

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**PERSPECTIVE 02  
 NORTHERN ENTRY**

**MARION**

**DEVELOPMENT  
 APPLICATION  
 FOR SUBMISSION**

Project Number	Drawing No.	Revision
5524		
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Print Date	2018-11-14	A

T:\MARIONSH EXTERNSION\01 CONCEPTS MASTERPLANNING\... PARALLEL MALL SCHEME B (Full LRA Master WORKING PRESENTATION)\ACTIVE\MA 01.5500 PERSPECTIVE 02.A11



FEATURE PATTERNED METAL SCREEN



PLANTING TO SLAB EDGE



CONCRETE SLAB EDGE



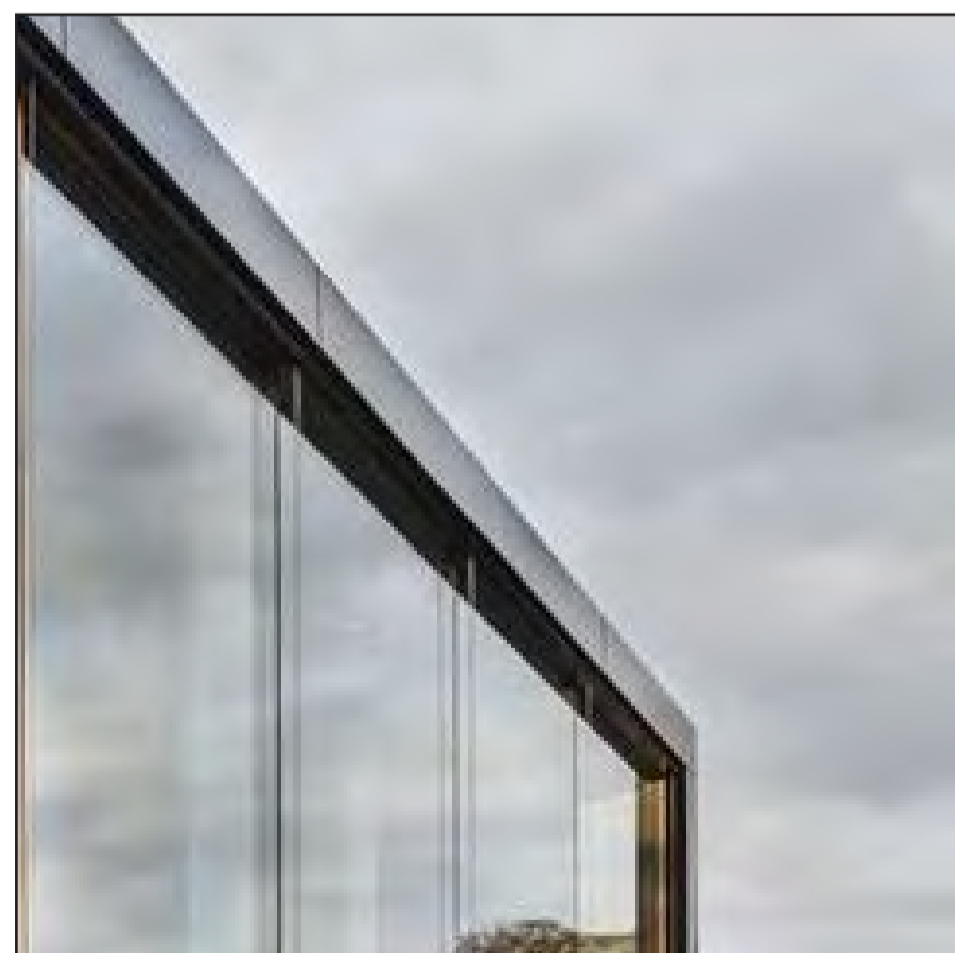
ARCHITECTURAL METAL MESH FACADE



BRICK FACADE



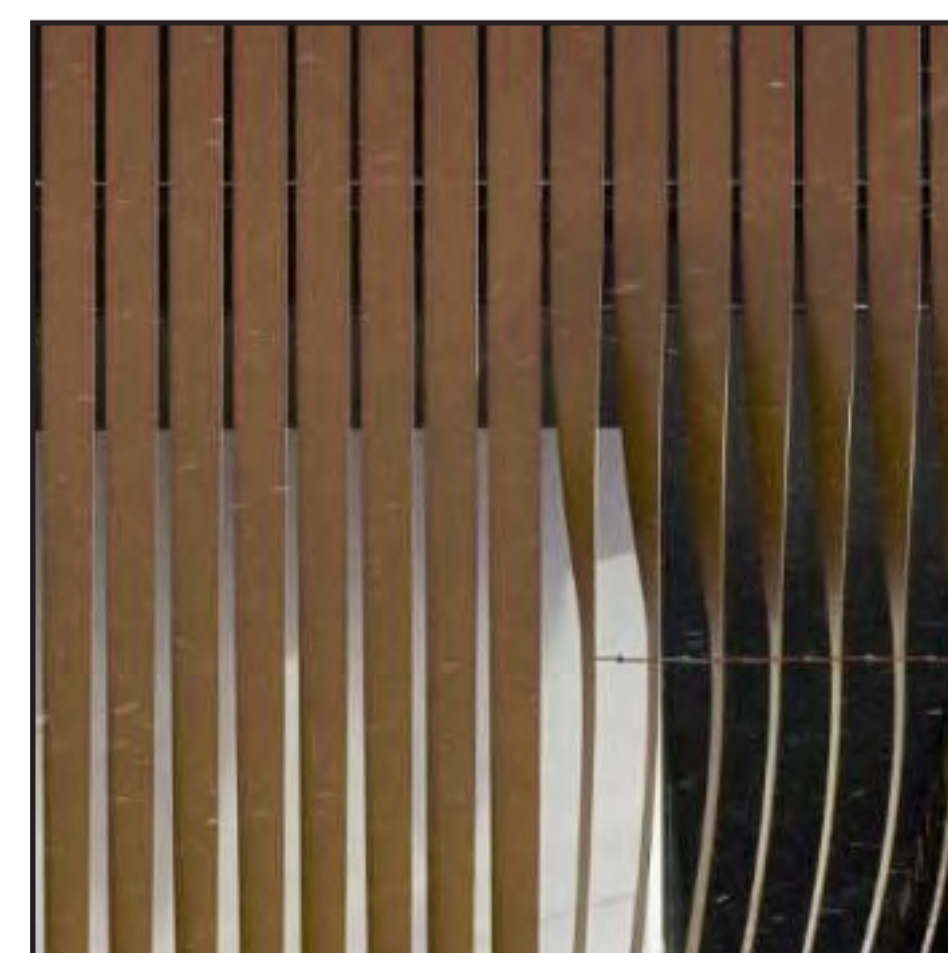
TIMBER SCREEN



GLAZING WITH PANELS



STEEL FRAMING



VERTICAL ALUMINIUM SCREEN

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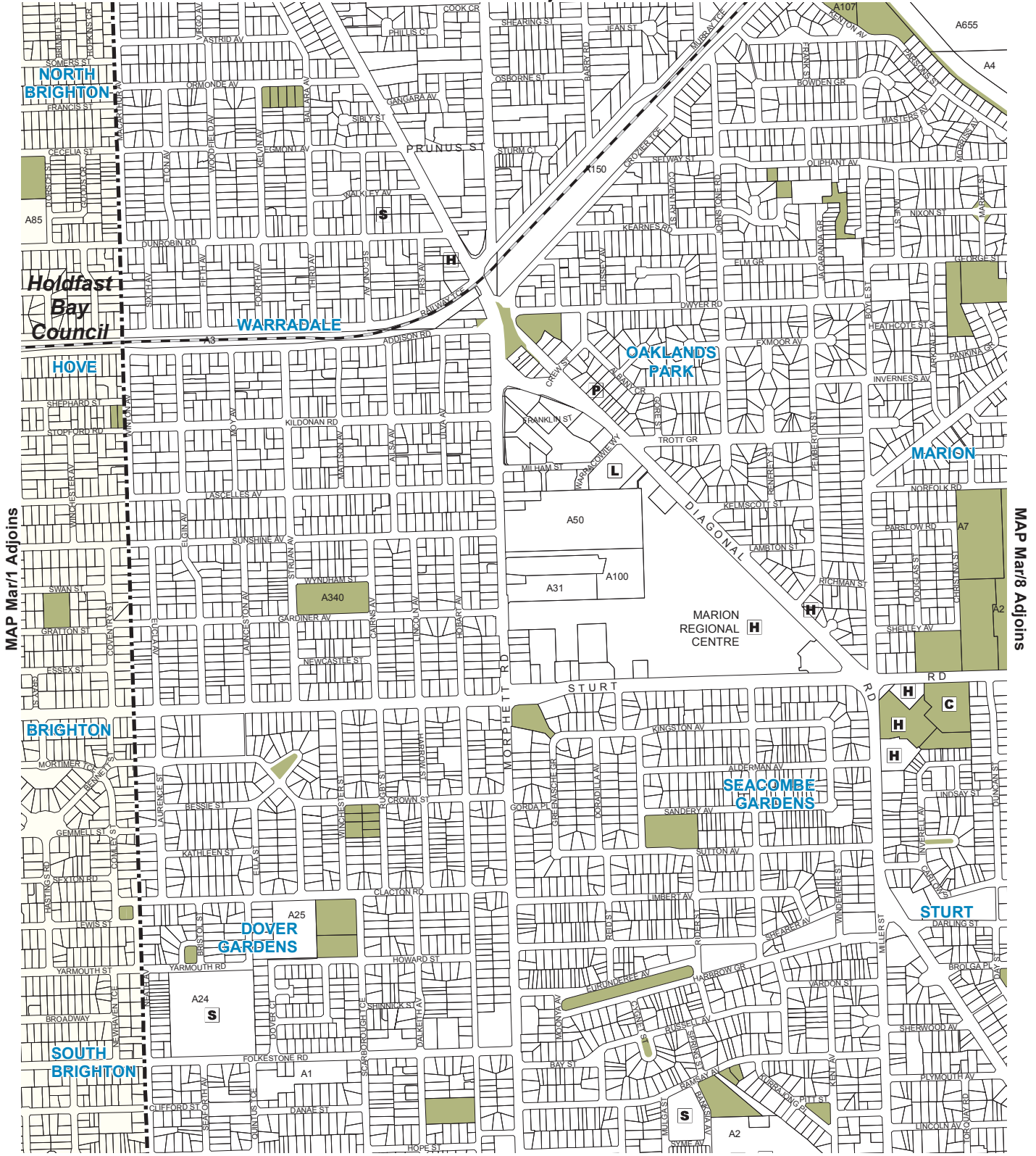
MATERIALS AND FINISHES SCHEDULE

MARION

DEVELOPMENT APPLICATION FOR SUBMISSION

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Print Date	2018-11-14	A

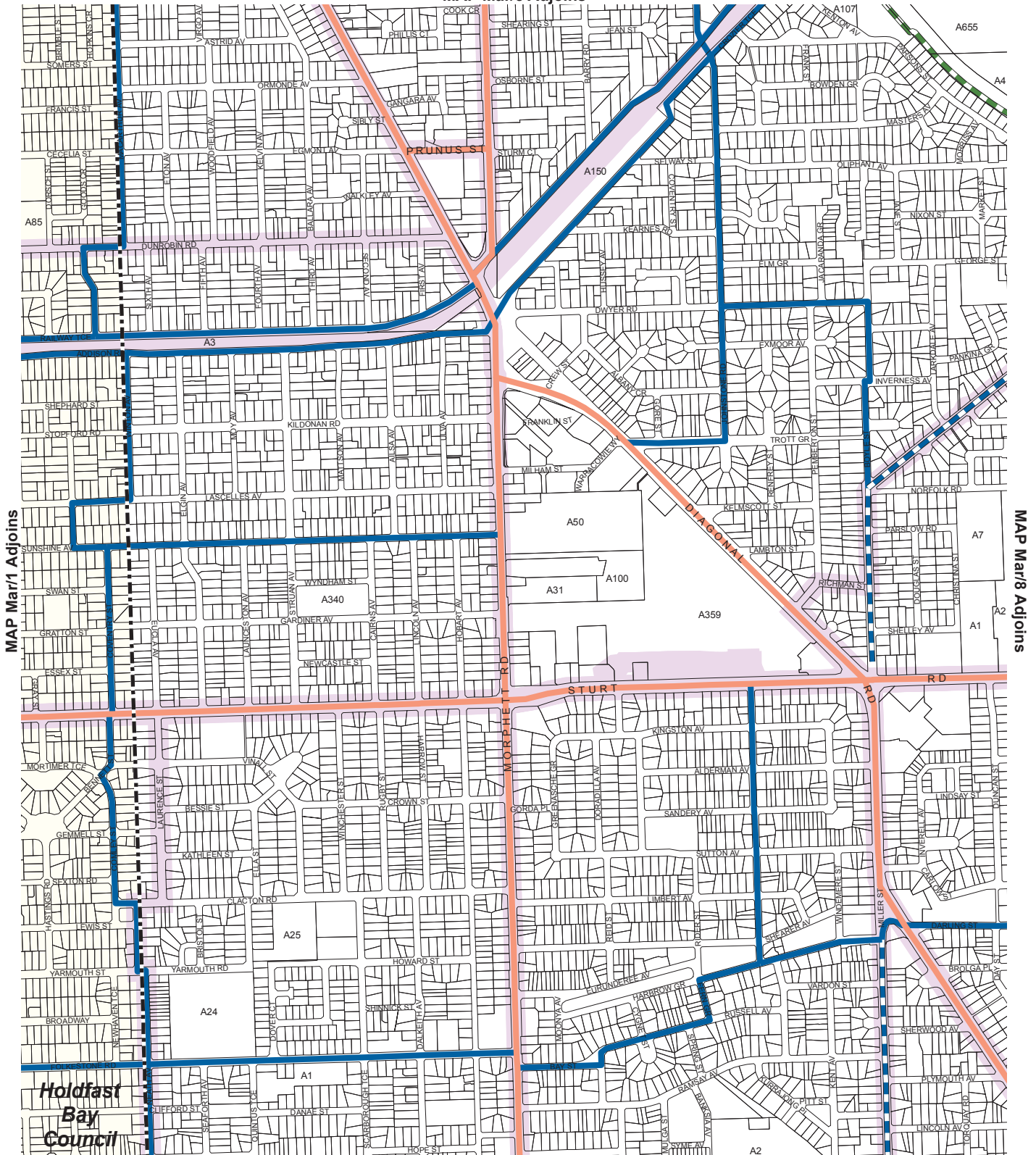
MAP Mar/5 Adjoins



- S** School
- L** Public Library
- C** Council Office
- P** Post Office
- H** Other Health Services
- Railways
- Local Reserves
- Development Plan Boundary

# Location Map Mar/7

MAP Mar/5 Adjoins



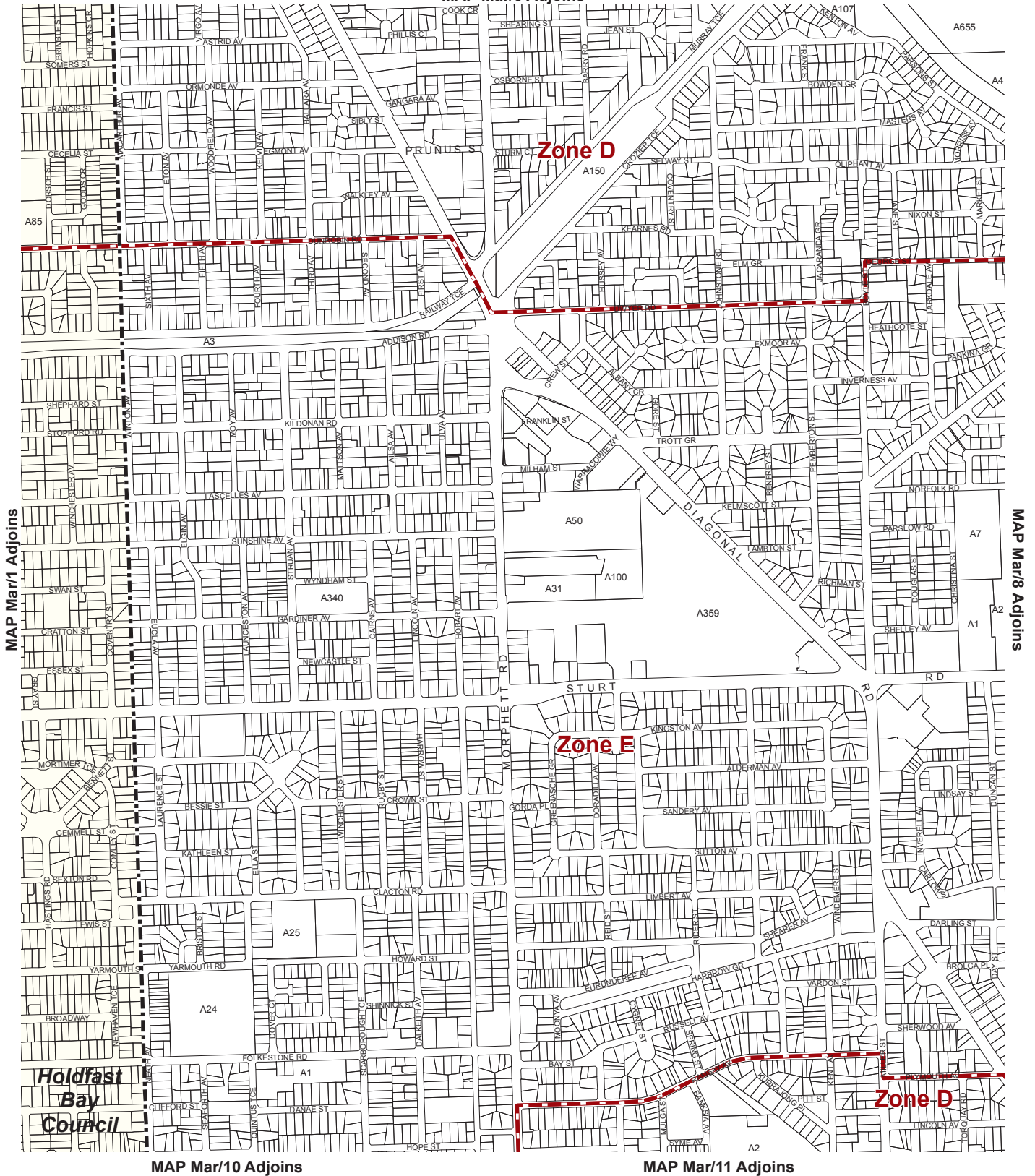
- Secondary Arterial Roads
- Bikedirect Network
- Secondary Road - Bike Lane
- Secondary Road
- Off Road Sealed Path
- Public Transport
- Development Plan Boundary

# Overlay Map Mar/7

## TRANSPORT



MAP Mar/5 Adjoins



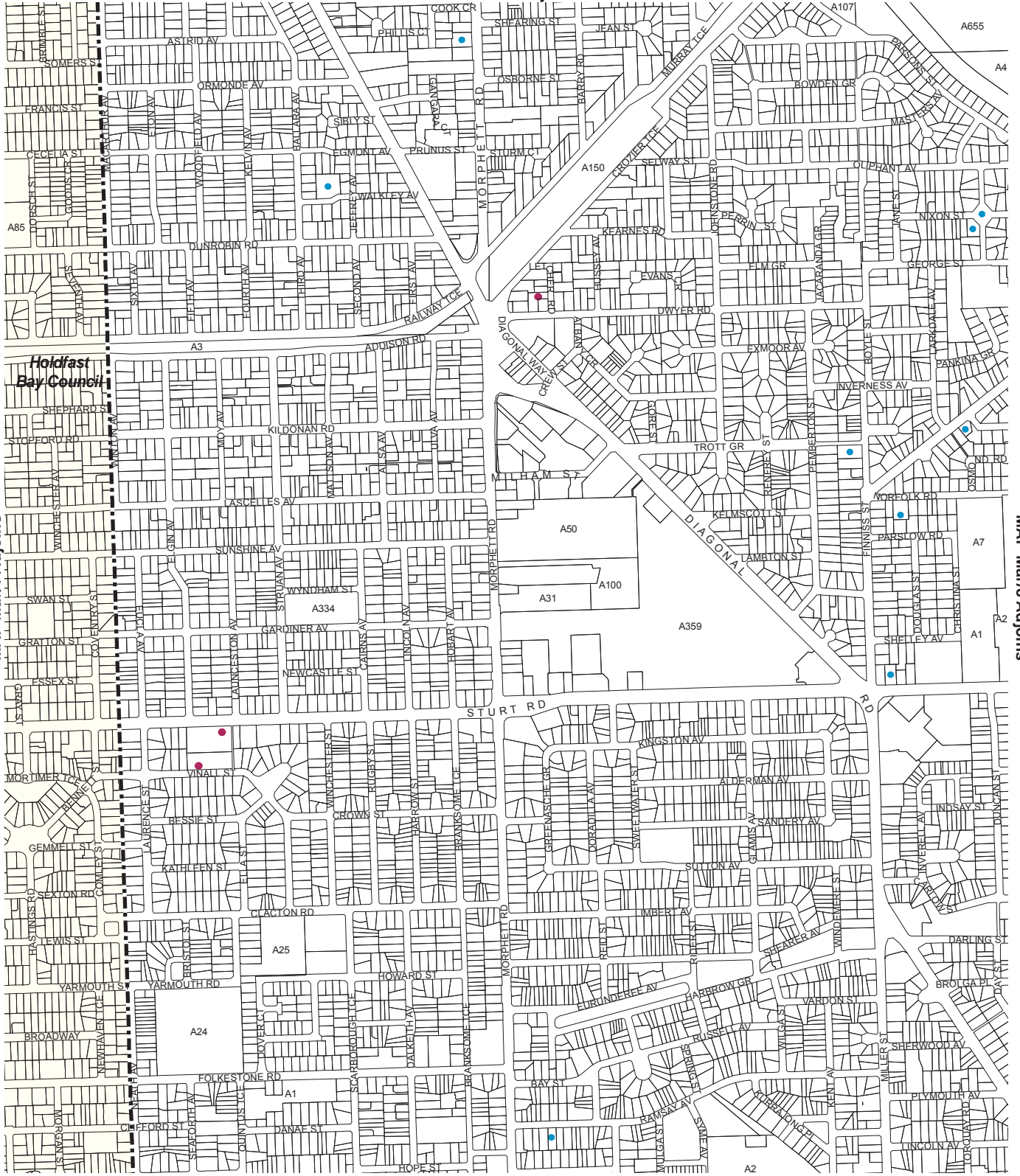
**Airport Building Heights**  
**Zone D** All Structures Exceeding 45 metres above existing ground level  
**Zone E** All Structures Exceeding 100 metres above existing ground level



# Overlay Map Mar/7 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MAP Mar/5 Adjoins



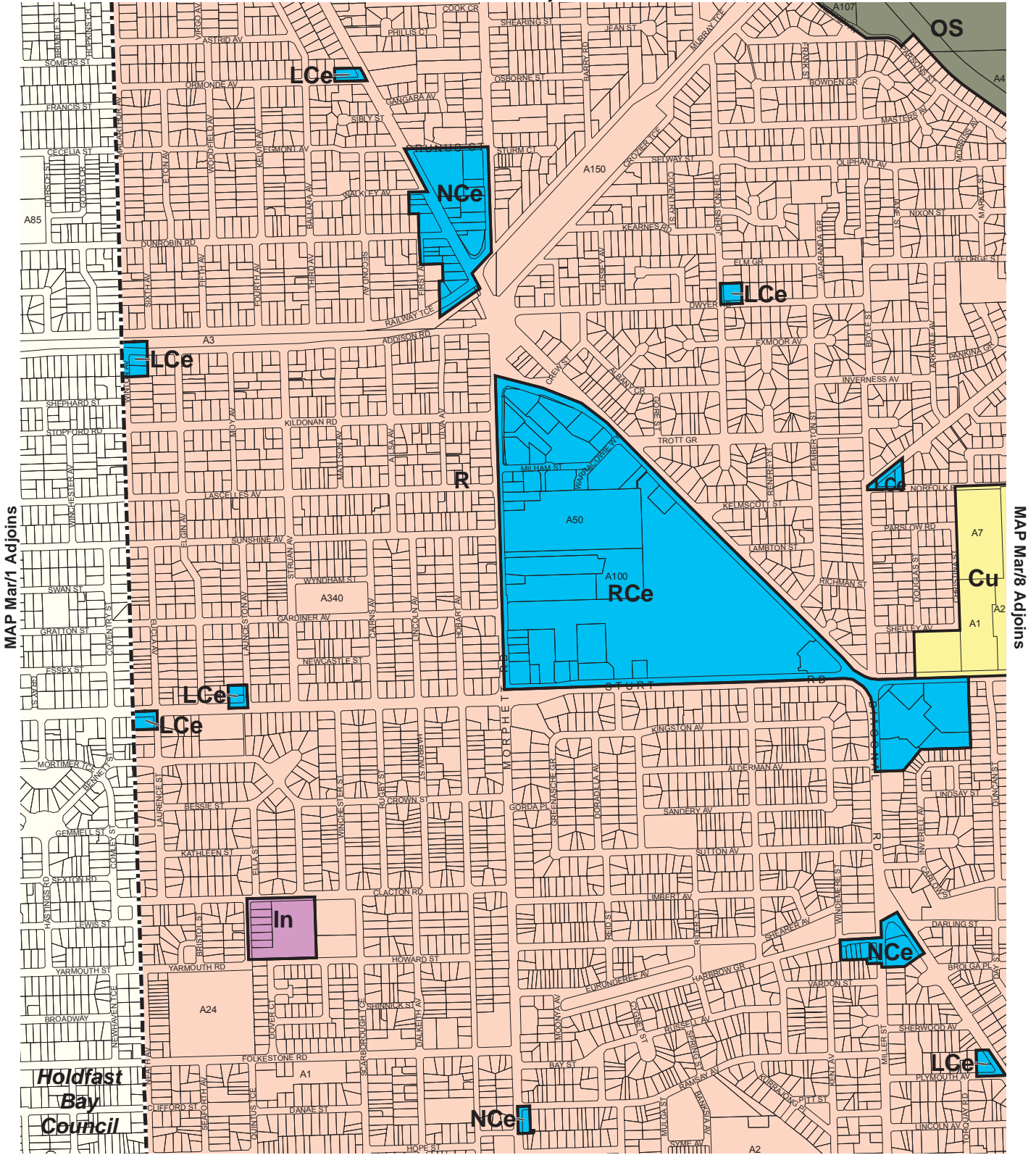
Heritage points are indicative only.  
 For further information on State and Local Heritage Places and Contributory  
 Items please refer to the relevant tables within this document.



# Overlay Map Mar/7 HERITAGE

- Local heritage place
- State heritage place
- Development Plan Boundary

MAP Mar/5 Adjoins



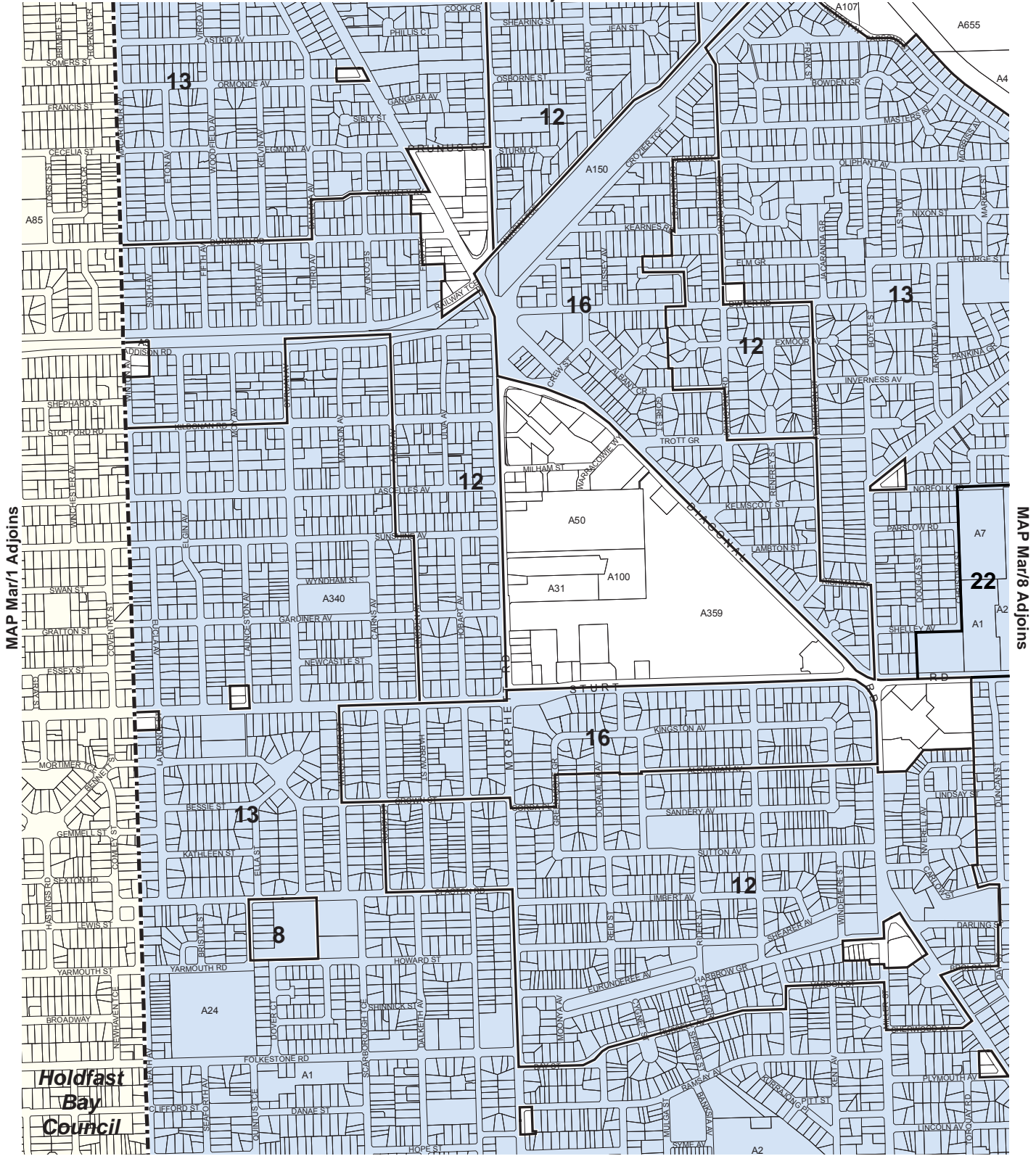
Lamberts Conformal Conic Projection, GDA94

- Zones**
- Cu Community
  - In Industry
  - LCe Local Centre
  - NCe Neighbourhood Centre
  - OS Open Space
  - RCe Regional Centre
  - R Residential
  - Zone Boundary
  - Development Plan Boundary



# Zone Map Mar/7

MAP Mar/5 Adjoins



Lamberts Conformal Conic Projection, GDA94

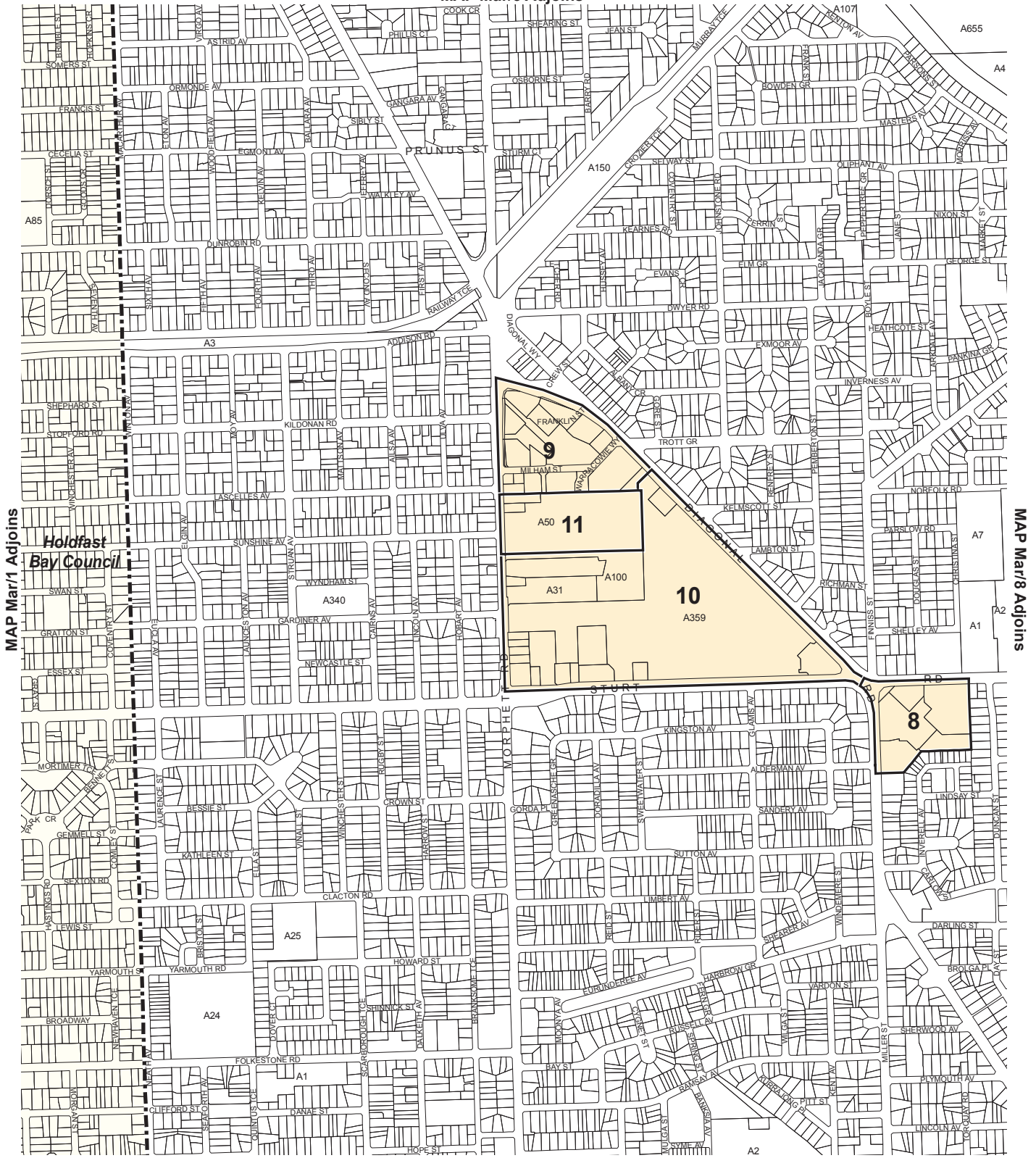
- Policy Area**
- 12 Medium Density
  - 13 Northern
  - 16 Regeneration
  - 8 Winery
  - 22 Recreation



# Policy Area Map Mar/7

- Policy Area Boundary
- Development Plan Boundary

**MAP Mar/5 Adjoins**



MAP Mar/1 Adjoins

MAP Mar/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

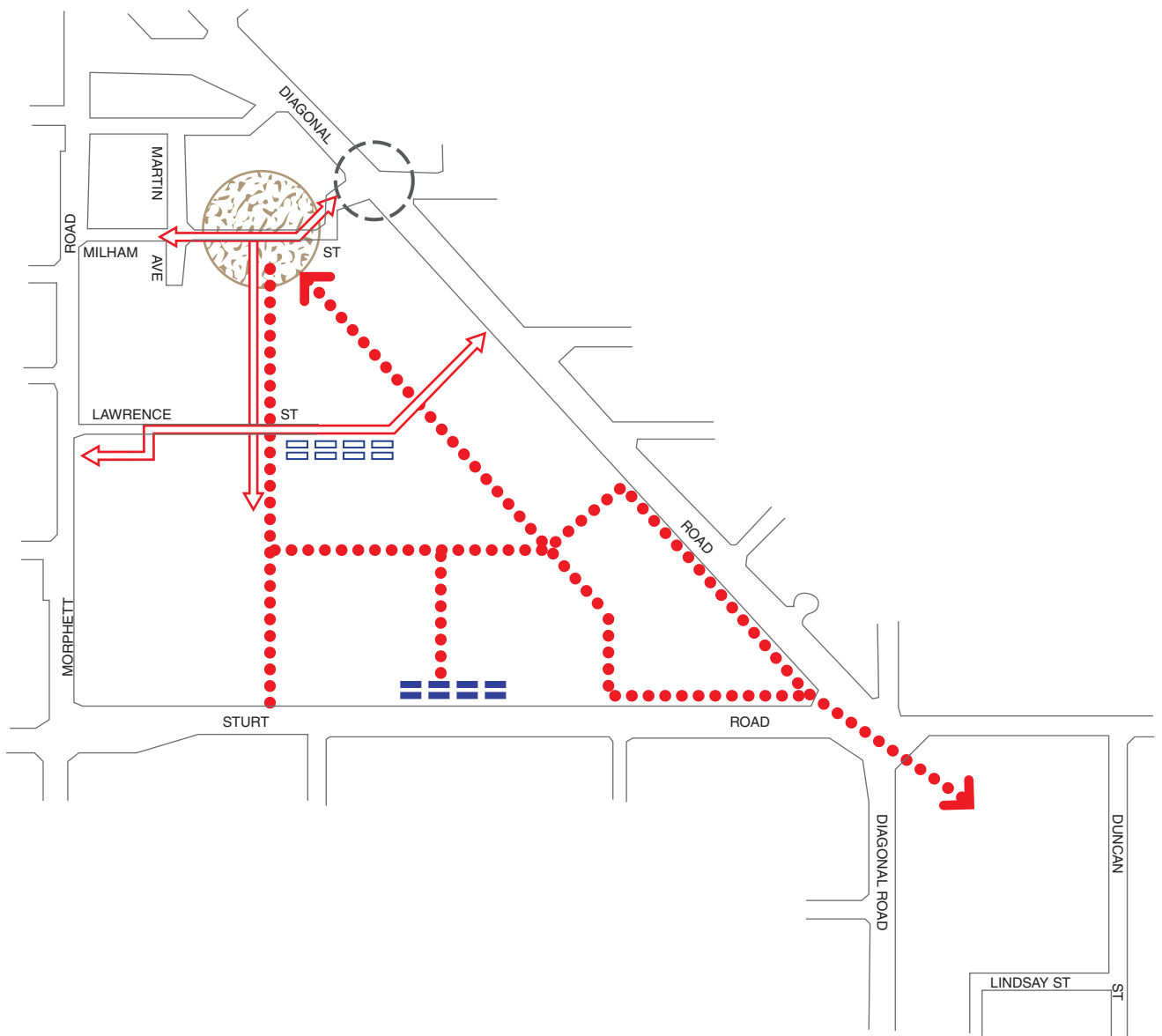
**Precinct**

- 10 Retail Core Marion
- 11 Retail Support Marion
- 8 Community Services Marion
- 9 Northern Fringe Marion



# Precinct Map Mar/7

- Precinct Boundary
- Development Plan Boundary



-  Major Public Open Space
-  Major Pedestrian Accessway
-  Bus Transfer Station Site
-  Alternative Bus Transfer Station Site
-  Major Vehicle Accessway
-  Traffic Control Measure



MARION

# Concept Plan Map Mar/5

## REGIONAL CENTRE



Image 1 – North-western mall entrance (ground level) looking north.



Image 2 – Under-croft car park looking east.



Image 3 – Under-croft car park looking south.



Image 4 – Under-croft car park looking south to south-east





Image 5 – North-eastern entry point looking south-east in to the mall.



Image 6 – Under-croft car park looking south-west.



Image 7 – Existing car park and ramp looking west.



Image 8 – Existing car park and ramp looking north-west.



Image 9 – Existing car park looking north.



Image 10 – Existing car park and ramp looking north-east to Diagonal Road.



Image 11 – View from upper level car park looking north-west.



Image 12 – View from upper level car park looking north to Marion Cultural Centre.



Image 13 – Upper level car park looking south-east.



Image 14 – North-western entry point looking south-east (upper level car park).



Image 15 – Existing target entry point looking east (upper level car park)



Image 16 – Upper level car park looking north-east.

RECEIVED  
10 December 2018  
SCAP

# PLANNING REPORT

## Westfield Marion Redevelopment



Prepared by  
MasterPlan SA Pty Ltd  
ABN 30 007 755 277, ISO 9001:2015 Certified  
33 Carrington Street, Adelaide SA 5000  
Telephone: 8193 5600, [masterplan.com.au](http://masterplan.com.au)

**November 2017**



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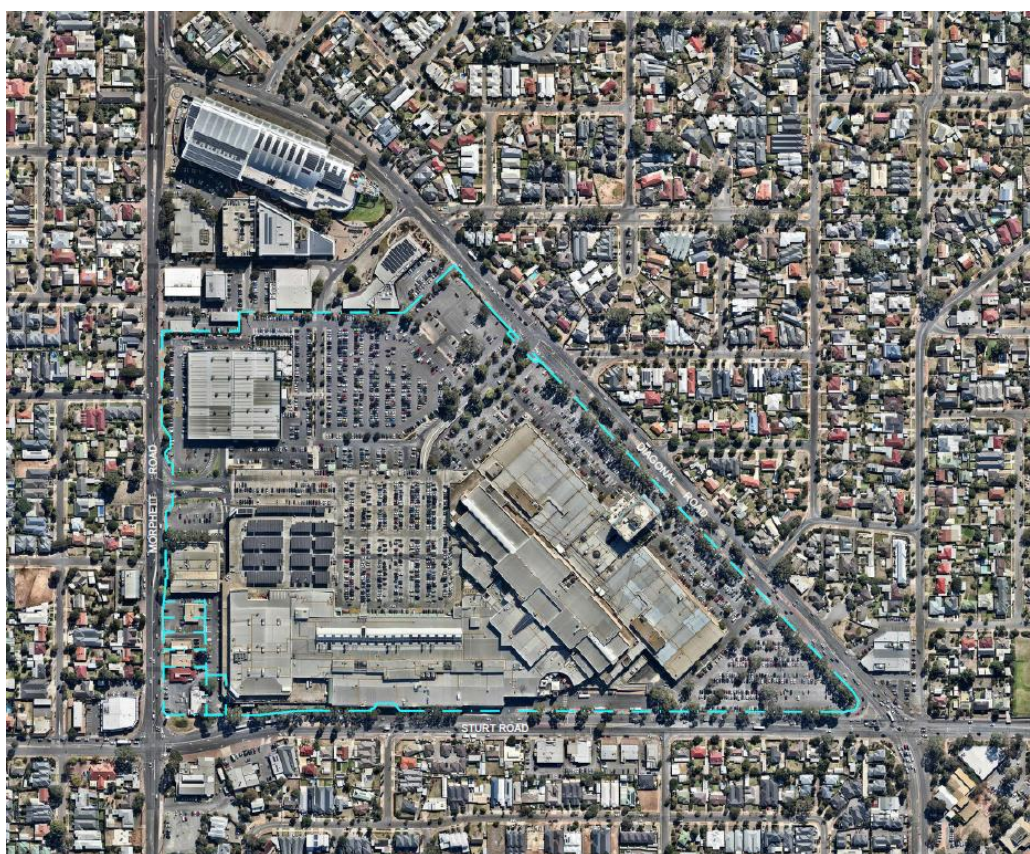
## 1.0 INTRODUCTION

MasterPlan SA Pty Ltd has been engaged by the Scenic Group Pty Ltd to provide town planning advice and prepare a planning report to accompany the development application for a major upgrade and expansion to Westfield Marion.

Having regard to the economic significance of this proposal the Acting State Coordinator-General, by letter dated 20 August 2018, has advised that pursuant to Regulation 20(1)(c) of Schedule 10 of the *Development Regulations 1988* (the "Regulations") the application is one that should be assessed by the State Planning Commission.

Westfield Marion (the 'Centre') was originally constructed in 1968 and has been progressively developed over several decades to meet the growing demand for regional scale facilities with the expansion of the southern region of Adelaide, and in response to evolving retail trends throughout Australia.

The Centre is the largest landholder and land use in the Marion Regional Centre, one of several regional activity centres outside the Adelaide CBD.



**Existing Shopping Centre, 2018**

This report provides a brief overview of the historical development and current extent of the Centre, a description of the proposed expansion and redevelopment, and a detailed assessment of the proposal against the relevant provisions of the Development Plan.



## 2.0 BACKGROUND

Westfield Marion (the 'Centre'), originally constructed in 1968, has been progressively developed over several decades as the demand for regional scale facilities has grown with the expansion of the southern region of Adelaide, and in response to evolving retail trends throughout Australia.

Plans to undertake a major expansion of the Centre have been active since 2007. In January 2007 an application (100/48/2007) was lodged and subsequently approved for a major expansion of the Centre and incorporated a secondary mall system at both first and second levels creating an additional 18,275 square metres leasable floor space, and a new multideck car park adjacent Diagonal Road.

A variation (100/2387/2010) to that approval was granted in 2011 incorporating a reconfiguration of the original plans, a new free standing "bowland", new free-standing car wash adjacent Diagonal Road, and the staging of the project.

In 2012 a further variation (100/1297/2012) was proposed and subsequently approved increasing the extent of new leasable floor space to 19,213 square metres, reconfiguration of internal floor space, and consequential amendments to the car park layout and relocation of the Diagonal Road car park access ramps.

In 2014 the consent was varied again (100/1536/2014) and subsequently approved to amend Stage 1 of the 2012 approval comprising changes to the outdoor dining precinct, fresh food precinct and amendments to tenancies and car parking. That approval also extended the operative date of the consent for a period of five years from the date of Development Plan Consent, being 10 December 2014, lapsing on 10 December 2019.

In 2015, Development Application (100/417/2015) sought to further vary the development authorisation and subsequently approved a four staged development: Stage 1A: Fresh Food Precinct and to undertake modifications to the loading facility for the proposed mini-major tenancy in the new Fresh Food Precinct and amendment to the refuse storage area; Stage 1B: Dining Precinct, Duplicate Mall (Level 1 - eastern end), Freestanding Tenancy, Pedestrian Boulevard and Car Parking; Stage 1C: Relocation of Tenancy, Completion of Duplicate Mall (Level 1) and Car Parking; Stage 2: Level 2 Duplicate Mall and Car Parking.

An application for controlled parking structures (DA 100/1687/11) has also been approved and remains active.

To date only Stage 1A of the 2015 approval has been completed - Fresh Food Precinct and to undertake modifications to the loading facility for the proposed mini-major tenancy in the Fresh Food Precinct and amendment to the refuse storage area.



Changes in ownership of the Centre, revised retail projections, economic circumstances and fundamental changes in customer needs have resulted in a comprehensive review of the previously approved scheme that has led to the approach now embodied within this application. The extent of expansion has been reduced to a second parallel mall with associated shops at Level 1 only, a new multi deck car park, an aspirational expansion of the lifestyle precinct on Level 2 and several other improvements.

Given the extent of change from the previously approved scheme, it was considered appropriate to lodge a fresh application rather than seek further variations to existing approvals.

### **3.0 DESCRIPTION OF PROPOSAL**

It is proposed to expand the Centre through the development of a second parallel mall on Level 1, expansion of the existing lifestyle precinct on Level 2 and consequential alterations to car parking, vehicle access, vehicle and pedestrian circulation and service vehicle access and loading/unloading arrangements. A secure ticketless parking system will also be established. Details of the main components of the proposal are as follows:

- additional gross leasable area of 16,896 square metres from the existing 135,302 square metres to 152,198 square metres (inclusive of cinema, leisure and storage areas) - comprising second parallel mall linked to the existing mall on Level 1, and new major, mini-major and specialty shops around the re-configured Level 1 plan with a second mall connecting north/south to link the new parallel and existing malls, along with a new Lifestyle and Dining Precinct on Levels 2 and 3. The floor area expansion will generally occupy the undercover car park area to the immediate north of the existing centre building;
- Level 2 Lifestyle Precinct – new outdoor *Lifestyle Precinct* comprising a landscaped pedestrian plaza with outdoor seating, landscaped planters and water features, lightweight shade and shelter structures integrated with a number of cafés/restaurants, fitness and leisure offers. To be located across Levels 2 and 3 on the existing car park deck adjoining the current north-western Level 2 entrance to the upper mall and connectivity to the existing Level 3 entertainment precinct whilst connecting conveniently to the Centre's car park;
- new four level car park situated on the northern side of the new retail area and east of the Bunnings building, integrated into the existing deck car park;
- vehicle access to the new car park will be from the existing ramp from Morphett Road (re-configured to meet new circulation arrangements, and a new ramp system from the existing Diagonal Road access (also re-configured));
- re-configuration of the existing western most vehicle access point to Sturt Road to introduce an exit movement for commercial vehicles servicing the Woolworths and Aldi loading facility;



- new internal travelator and lift connections between the car park and Levels 1, 2 and 3;
- installation of a ticketless controlled parking scheme offering three hours free car parking, and associated minor modification to existing access points to accommodate access controls for the improved ticketless parking experience;
- upgrade of the north-south pedestrian link from the Centre to Marion's Cultural Centre and Oaklands Crossing (the Northern Fringe Precinct, Marion Domain) in association with the reconfigured access and car parking including enhanced pedestrian amenity and safety, a new pedestrian boulevard and amenity; and
- landscaping treatments to complement the new built form, site layout and enhance the visual and customer amenity of the Centre.

A folio of plans prepared by the Scentre Group and dated 20 November 2018 comprise the plans of the proposed re-development and are the plans referred to herein.

DRAWING NO.	DRAWING TITLE	REVISION
<b>01.5000</b>	<b>PRELIMINARIES</b>	
01.5001	Drawing List	A
<b>01.5050</b>	<b>EXISTING CONDITIONS</b>	
01.5051	Site Aerial Photo	A
<b>01.5100</b>	<b>GENERAL ARRANGEMENT: EXISTING</b>	
01.5101	Existing Level 1 Plan	A
01.5102	Existing Level 1M Plan	A
01.5103	Existing Level 2 Plan	A
01.5104	Existing Level 3 Plan	A
01.5105	Existing Roof Plan	A
<b>01.5150</b>	<b>GENERAL ARRANGEMENT: DEMOLITION</b>	
01.5151	Demolition GA Level 1 Plan	A
01.5152	Demolition GA Level 2 Plan	A
<b>01.5200</b>	<b>GENERAL ARRANGEMENT: PROPOSED</b>	
01.5201	Proposed GA Level 1 Plan	A
01.5202	Proposed GA Level 1M & 1Ma Plan	A
01.5203	Proposed GA Level 1Mb Plan	A
01.5204	Proposed GA Level 2 Plan	A
01.5205	Proposed GA Level 3 Plan	A



DRAWING NO.	DRAWING TITLE	REVISION
01.5206	Proposed GA Roof Plan	A
<b>01.5300</b>	<b>GENERAL ARRANGEMENT: SECTIONS</b>	
01.5301	Proposed Section A-A, B-B	A
<b>01.5400</b>	<b>GENERAL ARRANGEMENT: ELEVATIONS</b>	
01.5401	Proposed North Elevation	A
01.5402	Proposed Diagonal Road & East Elevation	A
01.5403	Proposed South & West Elevation	A
<b>01.5500</b>	<b>PERSPECTIVES</b>	
01.5501	Perspective 01	A
01.5502	Perspective 02	A
<b>01.5900</b>	<b>MATERIALS AND FINISHES SCHEDULE</b>	
01.5901	Materials and Finishes Schedule	A

The following technical and supporting reports are submitted in conjunction with the application and are referenced in this planning report:

- Traffic and Parking Report prepared by MFY Pty Ltd;
- Arborman Tree Solutions. Preliminary Tree Assessment, Site: Westfield Shopping Centre at Marion, ATS5170-WestMarionPTA;
- Stormwater Management Plan prepared by Wallbridge Gilbert Aztec, 17 August 2018; and
- Landscape Concept Report prepared by Outer Space, September 2018.

The following sections describe in more detail the key features of the proposal.

### **3.1 Floor Area Schedule**

It is proposed to add an additional 16,896 square metres to the shopping centre increasing the existing leasable area from 135,302 square metres to 152,198 square metres (inclusive of cinema, leisure and storage areas).



The following table summarises the breakdown of existing and proposed lettable floor area.

GROSS LETTABLE AREA BY TYPE								
	Existing	Demolish		Proposed		Incremental		Total on Completion
	M <sup>2</sup>	Nos.	M <sup>2</sup>	Nos.	M <sup>2</sup>	Nos.	M <sup>2</sup>	M <sup>2</sup>
Specialty Shops		14	1,918	63	8,922	49	7004	
Restaurant		1	349	10	3,154	9	2,805	
Kiosk		0	0	6	160	6	160	
Mini-major		3	3,576	6	14,760	3	11,184	
Major		1	7,948	1	3,328	0	-4620	
<b>SUBTOTAL</b>	<b>124,272</b>	<b>19</b>	<b>13,791</b>	<b>86</b>	<b>30,324</b>	<b>67</b>	<b>16,533</b>	<b>140,805</b>
Cinema		1	11,030	1	7,661	0	-3,369	
Leisure		0	0	1	3,369	1	3,369	
Storage		0	0	3	363	3	363	
<b>TOTAL</b>	<b>135,302</b>	<b>20</b>	<b>24,821</b>	<b>91</b>	<b>41,717</b>	<b>71</b>	<b>16,896</b>	<b>152,198</b>

### 3.2 Access and Car Parking

The proposal retains the existing major vehicle access points to the site and no new access points are proposed. A number of the existing accessways will be modified to accommodate the new traffic flow and circulation patterns required to be established (described in more detail in the MFY report) and the ticketless access control parking system as outlined in further detail below.

In general terms the proposal includes the construction of a new multi deck car parking structure that replaces existing car parking areas that will be lost due to the expanded floor area, in particular the area currently below the existing deck car park.

A change in the number of car parking spaces on the site will occur as a result of the site alterations from the existing provision of 5,250 spaces to 4,956 spaces, resulting in a net decrease of 294 spaces.



### 3.3 Description of the Ticketless Access Control Parking System

The proposed development includes the installation of a ticketless access control car parking system and seeks approval to:

- install automated car parking control structures to facilitate the management and control of car parking arrangements on the site; and
- undertake alterations to the Centre car park and access points to accommodate the automated car parking control structures.

The automated car parking control structures will take the form of cameras and a pay on exit facility. Pay machines will also be provided throughout the car parks to enable payment prior to exit.

The minor amendments to the car parking layout together with the proposed location of the exit boom gates are detailed in the report and illustrated on the plans submitted with the application prepared by MFY.

The parking control structures do not change the existing provision of free on-site car parking provided for the legitimate users of the associated land uses, but do introduce an alternate regime of payment for users who out-stay the reasonable timeframe for parking imposed under the Private Parking Areas Act.

#### 3.2.1 Automated Parking Control Structures

The parking control structures to be installed include the following equipment and facilities:

- exit boom gates capable of accommodating 600 cycles per hour with detachable arms with a break feature in the event of emergencies and interruption detection to avoid vehicle damage;
- bollards will be installed to protect the car parking structures from damage;
- pay-on-foot ticket validators and pay stations will be conveniently located at the entrances and exits of the Centre together with additional locations within the car park; and
- car park control will be located within the existing shopping centre and integrated with the existing security office.

All equipment will be linked via an intercom system to a master intercom station. This will allow patrons having any difficulties to contact staff at the car park office. Each piece of equipment will have CCTV vision which can be operated by remote control. The system's intelligence allows the majority of issues to be controlled from the car park control office. If it is unable to be resolved, car park staff will be in radio contact with the staff deployed throughout the car park to provide immediate resolution.



### 3.2.2 Management Arrangements

The automated parking structures do not result in a change in use in that the parking remains for the benefit of the users of the Centre. Users that exceed the three hour free parking time limit will be charged a standard rate as opposed to the current management practice where users who breach the existing time limits are issued an expiration notice under the Private Parking Areas Act.

Patrons will have the ability to pay any required charge at a 'pay-on-foot' facility or at the gate 'Column Gate Control Unit' by credit card.

Most car park users do not exceed the three hour free parking period which, based on empirical data collected from the automated parking systems implemented at other Westfield centres with two hour free parking controls account for approximately 87.65 percent of the vehicles utilising the centre car parking. The length of parking duration recorded was approximately 70 minutes or just over one hour.

A shared parking arrangement has been in place for a nested car parking area for the Aquatic Centre on large event occasions, and the new ticketless system can facilitate these arrangements as necessary.

Staff car parking for Centre staff will be controlled through the issue of staff parking permits through Centre Management. Specified non-premium areas will be allocated within the existing parking area for use by staff.

The existing bus interchange is separately accessible from Sturt Road and will not be subject to the installation of automated access control structures.

Delivery vehicle access will enter and egress in the same fashion as above or otherwise egress by intercom, if needed.

## 3.4 Landscaping

A landscaping concept has been prepared by Outer Space and is submitted with the application. The concept embodies four key design principles relating to Connectivity, Greeting Space, Lifestyle and Dining, and Green Edges.

The report illustrates the application of these principles to the main areas of the site – the main vehicle and public entry points, the car park and building, pedestrian paths, northern boulevard and the Lifestyle Precinct.

The principles and illustrations in the report will guide the development of a detailed landscape plan for approval by the planning authority prior to construction of the development.





In addition to the impact on the existing landscaping generally, the redevelopment will require the removal of eight regulated trees. Whilst removal of any trees is undesired, the planning and design process has specifically sought to minimise this impact, and the new landscape strategy is developed to provide an improved overall landscape and pedestrian environment than existing.

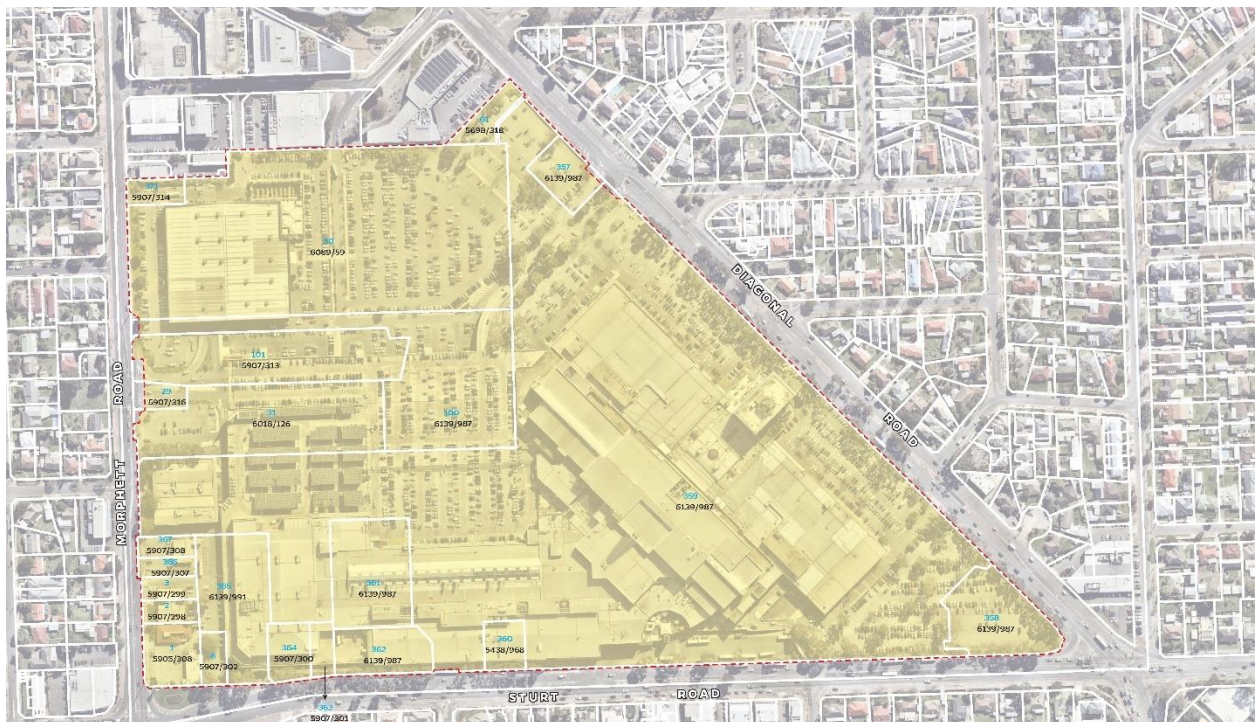
An arborist is proposed to be engaged to advise on design detail where the retained trees may be impacted by the development and a final Tree Protection Plan will be prepared in accordance with the relevant Australian Standard AS4970-2009.

#### 4.0 SUBJECT LAND AND LOCALITY

##### 4.1 Subject Land

Westfield Marion is located approximately 13 kilometres south west of the Adelaide CBD and is contained on a large triangular site that has frontage to three main arterial roads - Diagonal, Sturt and Morphett Roads.

The site has a total area of approximately 23 hectares and the land comprises some 22 separate titles as shown below. Copies of all titles are contained in **Appendix 1**.



Marion Shopping Centre – Land Parcels



The subject land comprises the main shopping centre building and associated car parking and manoeuvring, a number of individual shop buildings fronting Morphett and Sturt Roads with independent and/or integrated access and car parking.

The main shopping centre building comprises approximately 135,302 square metres of gross leasable floor area which includes:

- two full line department stores (David Jones and Myer);
- three supermarkets (Coles, Aldi and Woolworths);
- four discount department stores (Big W, Target, Kmart and Harris Scarfe);
- 14 mini-major stores (including Cotton On Mega, Best and Less, Rebel Sport and JB HiFi);
- specialty shops and services;
- offices;
- fast food court;
- fresh food precinct;
- cafes and restaurants;
- bowling centre;
- two licensed entertainment venues (Shenanigans' Irish Pub and the New York Bar and Grill); and
- a 27 screen cinema complex and games centre.

The stand-alone premises outside of the main Centre include a Bunnings Store, a Dan Murphy's retail liquor outlet, a Super Cheap Auto store, KFC, Pizza Hut, motor vehicle registration office, and a Supercheap Auto store.

The Marion bus interchange is located at the centre of the site's frontage to Sturt Road and has connections to Adelaide city centre, Flinders University, Hallett Cove and Port Adelaide.

There are a total of eight access points from the surrounding arterial roads to the shopping centre, three of which are controlled by traffic lights.



## 4.2 The Locality

Immediately adjoining the subject land to the north of the shopping centre and comprising the remainder of this part of the Regional Centre Zone is the area known as the "Marion Domain" (the Domain). The Domain is designed to be the civic and cultural focal point of the Marion Regional Centre. The Domain contains several significant buildings including the Marion Cultural Centre, the State Aquatic Centre, a number of health, social services, consulting room and administrative service facilities and an associated multi-deck car park.

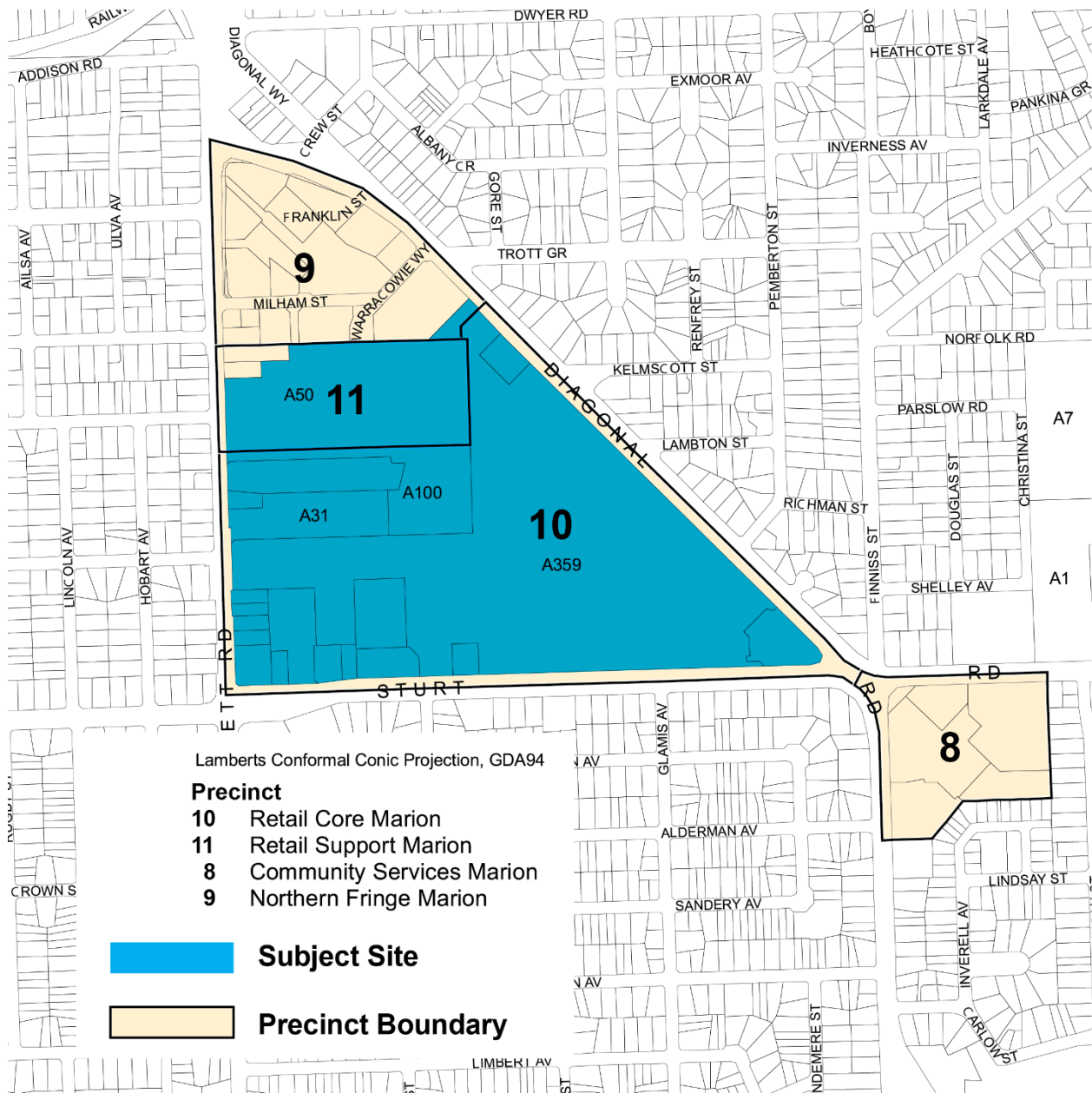
Surrounding the Regional Centre Zone on the opposite side of Morphett, Diagonal and Sturt Roads is a mixture of predominantly residential area, interspersed with commercial, office, retail and community service facilities. These include:

- a small strip of shops and two bank branches and a two storey medical centre opposite the bus interchange on Sturt Road;
- Salvation Army centre at the intersection of Sturt and Morphett Roads (south eastern corner);
- a small cluster of consulting rooms and a childcare centre opposite the Bunnings Hardware store on the western side of Morphett Road;
- several commercial properties and a dwelling converted for use as consulting rooms on the eastern side of Diagonal Road; and
- the Marion City Council Chambers and a range of other community administration and public health services diagonally opposite the shopping centre site at the intersection of Diagonal and Sturt Roads.

## 5.0 DEVELOPMENT PLAN PROVISIONS

### 5.1 Relevant Policies

Westfield Marion is located within the Regional Centre Zone of the Marion (City) Development Plan, consolidated 20 February 2018, and predominantly within Precincts 10 and 11 of the Zone. The Development Plan provisions for the aforementioned zone and precincts are directly relevant to the assessment of the application.



It is noted one land parcel (Lot 61) at the northern most part of the Centre adjoining Diagonal Road is situated in Precinct 9. This could be regarded an anomaly as the precinct boundary does not follow the current cadastral boundary. Precinct 9 – Northern Fringe Marion – is described in the Desired Character for the Zone as being for “further community and other related development”. As there is no change in use in this area and effectively no development being undertaken that would otherwise require planning consent, nor are there any policies in the zone provisions that would impact on the continuation of the existing use of the land, the proposal requires no further consideration in respect to the Precinct 9 provisions.



In addition to the zone provisions, the Council's Development Plan contains a number of general Council-wide provisions that will be relevant to the assessment of the application, in particular:

- Advertisements;
- Centres and Retail Development;
- Crime Prevention;
- Design and Appearance;
- Interface between Land Uses;
- Landscaping, Fences and Walls;
- Natural Resources;
- Regulated Trees;
- Transportation and Access; and
- Strategic Transport Routes Overlay.

Section 6 of this report provides our assessment of the application against the relevant provisions of the Development Plan.

## **5.2 Procedural Matters**

### *5.2.1 Relevant Authority*

As noted previously the State Planning Commission is the relevant Authority in relation to the application pursuant to a determination of the A/State Coordinator-General. The Commission's powers to determine development applications are delegated pursuant to Section 30(1) of the *Planning Development and Infrastructure Act 2016* to the State Commission Assessment Panel.

### *5.2.2 Form of Assessment*

The proposal is not listed in the Regional Centre Zone provisions as either complying or non-complying development, and accordingly is a kind of development that must be determined on its merits against the relevant provisions of the Development Plan.



### 5.2.3 Public Notification

The proposal fits within the prescription of Category 2 for the purposes of public notification as set out under paragraph 19 of Schedule 9 of the Regulations, in that while all forms of development in the Regional Centre Zone would ordinarily be Category 1, the land is located adjacent to land in a different zone. Category 2 notification requires owners or occupiers of adjoining land to be given written notice of the application, and the right to lodge a written representation within the prescribed time of 10 business days. Persons who lodge representations may be invited to attend a hearing by the relevant authority (at its discretion) before making its decision. A Category 2 representor has no right of appeal against the decision of the relevant authority. The applicant may exercise their right to appeal if aggrieved by the decision of the relevant Authority.

### 5.2.4 Referrals

The application will be required to be referred to the Commissioner of Highways for “direction” pursuant to item 3 of Schedule 8 of the Regulations as it affects access to an arterial road.

The application also requires referral to State Commission Assessment Panel (SCAP) for “direction” pursuant to item 13 of Schedule 8 of the Regulations - being development within a Regional Centre where the gross lettable area of the development exceeds 10,000 square metres. It is noted the SCAP is the relevant Authority in this instance.

As the SCAP has been appointed the Relevant Authority by the State Coordinator-General, the application will also be required to be referred to the City of Marion Council, which will have six weeks to make any submissions to the Commission.

## 6.0 ASSESSMENT AGAINST THE RELEVANT PROVISIONS OF THE DEVELOPMENT PLAN

### 6.1 Land Use

Westfield Marion is the principle retail component of the Marion Regional Centre Zone as delineated on Map Mar/7 of the Marion (City) Development Plan and is situated specifically within Precincts 10 and 11 of the Zone.

The policies for the Regional Centre Zone seek the provision of a wide range of shopping, convenience and service facilities aimed at a regional level catchment. The following Objectives, Desired Character provisions, and Principles of Development Control (PDCs) for the zone set out the land use policies for development in the zone:



## REGIONAL CENTRE ZONE - OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.
- 5 Development that contributes to the desired character of the zone

### Desired Character (extracts)

The State Government's Planning Strategy for Metropolitan Adelaide envisages the Marion Regional Centre as the major regional centre serving the inner southern suburbs of metropolitan Adelaide.

To meet this objective, the existing regional centre must expand and diversify the activities within it to provide a central focus for a range of facilities that can be conveniently accessed by the surrounding population....

To accommodate new facilities, the existing regional centre must be allowed to intensify within the already developed areas and expand to incorporate new areas. The designated area for expansion of the regional centre is to the north of the existing major shopping centre encompassing all of the land within the triangle bounded by Morphett, Diagonal and Sturt Roads.

Within this area it is envisaged major expansion of the existing shopping complex will occur, complemented by a mix of bulky good outlets, smaller and lower order retail establishments, offices, community and leisure facilities. To ensure opportunities are available for a range of commercial and non-commercial developments, expansion of core retail facilities, is to be allowed within and generally limited to Precinct 10 Retail Core Marion

## REGIONAL CENTRE ZONE - PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The following forms of development are envisaged in the zone:

• affordable housing • bank • child care centre • civic centre • community health centre • consulting room • department store • dwelling in conjunction with non-residential development • educational establishment • emergency services facility • entertainment facility • hospital • hotel • indoor games centre • library • motel • motor repair station • office • place of worship • playing field • pre-school • residential flat building in conjunction with non-residential development • restaurant • shop • supermarket • swimming pool.

The zone provisions specifically envisage the continued expansion and diversification of facilities within the zone to ensure it continues to meet the needs of the surrounding population. This proposal directly meets this objective in that it provides for the expansion and further diversification of shopping facilities and related services in the centre zone to meet the needs of its growing catchment and in response to projected future demand.

It is proposed to expand the lettable floor area of the Centre through the development of a second linking mall parallel to and to the north of the existing west-east mall to enable the development of additional lettable floor space. The expansion is proposed in the area designated for expansion in the Desired Character statement above *"to the north of the existing major shopping centre"* and *"generally limited to Precinct 10 Retail Core Marion"*.



#### **Precinct 10 Retail Core Marion**

- 22** The precinct should contain an extensive range and diversity of regional centre facilities related to its function as the core retail area for the region.
- 23** Major expansion of the existing shopping centre complex should occur primarily in a northerly direction to facilitate integration of the existing complex in respect to function, access, car parking, built-form and landscaping with other development (existing or proposed) in Precinct 9 Northern Fringe Marion and Precinct 11 Retail Support Marion to the north.

#### **Precinct 11 Retail Support Marion**

- 24** The following forms of development are envisaged in the precinct:

• bulky goods outlet • concession stalls and open air markets developed along main pedestrian and/or vehicle linkages • offices • recreation and entertainment activities • restaurants • small-scale specialty shops • taverns.

- 25** Concession stalls and open air markets should only occur on weekends and public holidays.

The new mall and shopping centre floor space will primarily occupy the area under the existing car parking deck on the northern side of the existing building, situated entirely within Precinct 10 where expansion of the existing Centre is intended to facilitate integration of the new with the existing.

The existing deck parking will remain and integrate with a new multi-level car park to be constructed over the open car parking area immediately adjacent to the north of the new building and east of the Bunnings building in Precinct 11. Precinct 11 is a secondary retail precinct supporting the core precinct with a range of complementary and other facilities.

The Precinct is currently fully developed and contains a bulky goods store (Bunnings) and at-grade car parking. This proposal does not change the established uses of this area but intensifies the car parking component through the development of a multi-level car parking structure over a substantial portion of the existing car park.

The proposal will increase the current lettable floor area by 16,896 square metres from 135,302 square metres to 152,198 square metres. Many of the "envisaged" uses for the zone are accommodated within the existing Centre, and the expanded Centre will incrementally provide opportunity for additional facilities including:

- 52 specialty shops;
- 20 restaurants/cafés/fresh food tenancies;
- three additional Mini-Major stores;
- eight kiosks; and
- additional leisure and entertainment facilities.





A breakdown of the existing and proposed lettable floor area by primary use type is set out in Section 3.1 above.

The expansion will provide for a wider and more diversified offering of retail, dining, entertainment, leisure and service activities that will enhance and expand the range of uses desired by the policies for the zone.

A particular feature of the proposal is the new Lifestyle Precinct on Levels 2 and 3 which will introduce a new outdoor dining and leisure experience to complement and enhance the existing experiences in the Centre.

In summary, the proposal represents an orderly and economic use of land and expansion of the existing Centre and meets the guiding principles of the Zone and Precincts in respect to desired land use and the form of development.

## **6.2 Form and Character of Development**

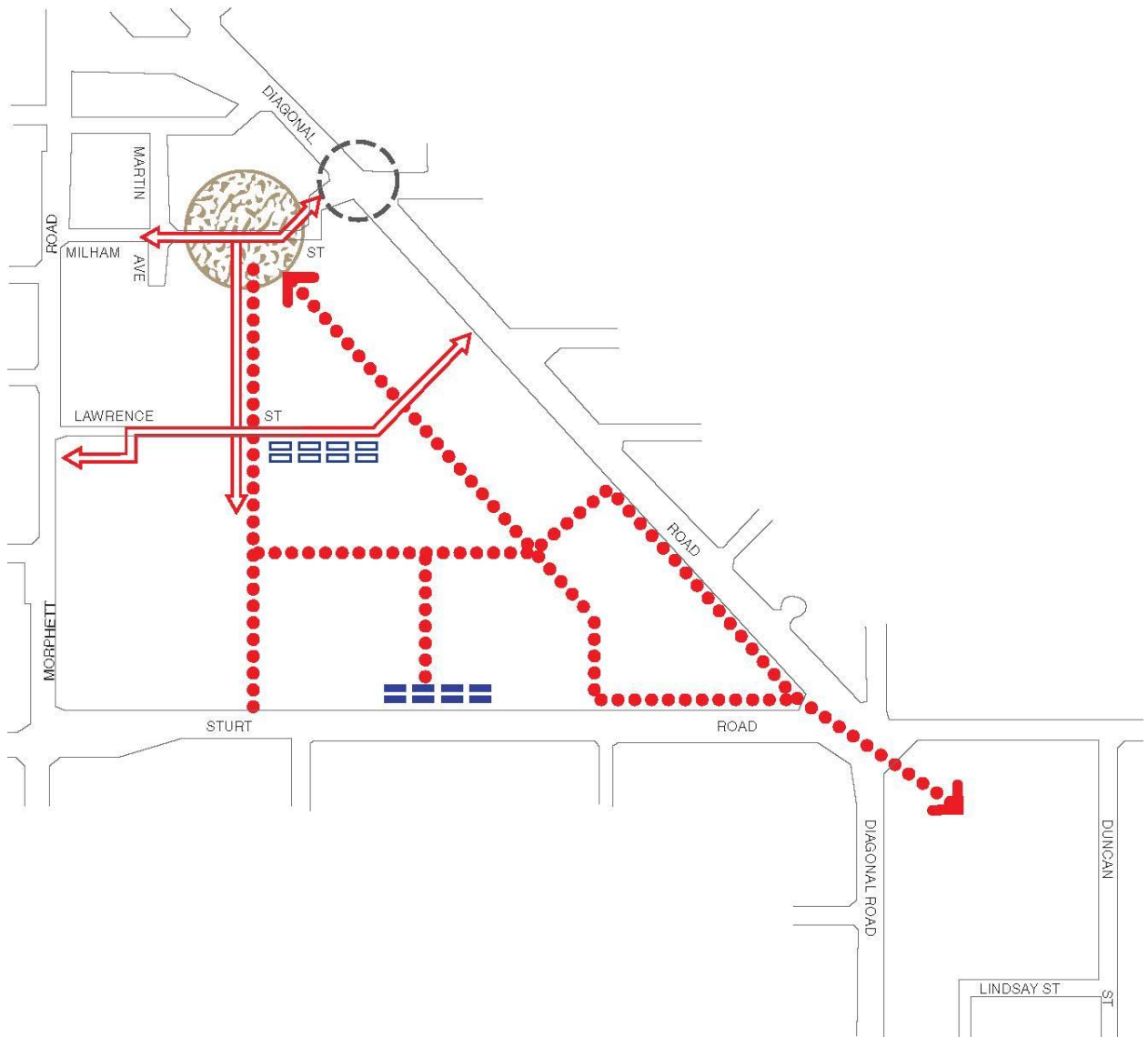
The following Principles of Development Control are relevant to the form and character of development in the Regional Centre Zone:

### **Regional Centre Zone - Principles**

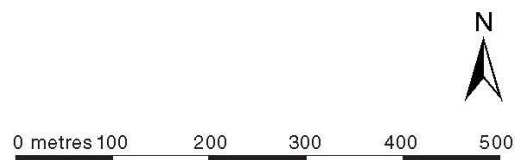
- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.**
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.**
- 10 Development outside of Precinct 10 Retail Core Marion should comprise new regional centre facilities that complement but do not duplicate that precinct's function as the focus for major retailing activities.**
- 11 Development should be carried out in accordance with Concept Plan Map Mar/5 - Marion Regional Centre.**

The shopping centre, being one component of the Regional Centre Zone, provides a range of activities and land uses that promote after hours use, including recreation and leisure facilities, entertainment, restaurants and licensed premises as envisaged by Principle 4. This proposal further expands these activities, particularly with the introduction of the new outdoor Lifestyle Precinct on Levels 2 and 3. This outdoor area will link into the covered mall at the upper level entry from the northern deck car park, providing after-hours activity and access complementary to the cinemas and other entertainment facilities.

The Concept Plan Map Mar/5 indicates the location of major public open space, major pedestrian accessways, bus transfer station site (including an alternative site), major vehicles accessways, and traffic control measures.



-  Major Public Open Space
-  Major Pedestrian Accessway
-  Bus Transfer Station Site
-  Alternative Bus Transfer Station Site
-  Major Vehicle Accessway
-  Traffic Control Measure



MARION

# Concept Plan Map Mar/5

## REGIONAL CENTRE



In terms of land use and form of development, the proposal meets the concepts depicted in Concept Plan Map Mar/5 in that it retains the location of the existing bus transfer station, facilitates the primary access routes, and does not impact on the major open space. Later sections of the assessment will consider the pedestrian and vehicle access arrangements including linkages to the adjoining arterial roads and pedestrian access within the Centre, and linkages to external features including the major open space as shown on the Concept Plan.

### 6.3 Building Heights and Setbacks

The following Principles of Development Control refer to the height and setback of development in the Regional Centre Zone:

- 13 **Within Precinct 10 Retail Core Marion, the height and setback of buildings should satisfy the following parameters:**

Road	Height of building (metres)	Minimum setback from road boundary (metres)
Diagonal Road	up to 11	20
Diagonal Road	over 11	30
Morphett Road	up to 8	8
Morphett Road	between 8 and 11	20
Sturt Road	up to 11	Nil provided the building addresses Sturt Road and are designed to present an attractive frontage
Sturt Road	over 11	8

- 14 **Outside of Precinct 10 Retail Core Marion, the height and setback of buildings should achieve a transition from the largest and tallest buildings located well within the zone boundaries and satisfy the following parameters:**

Road	Maximum building height (metres)	Setback from road boundary (metres)
Diagonal, Morphett and Sturt Roads	N/a	No building should be located within 8 metres of the road boundary
Diagonal, Morphett and Sturt Roads	8	8 to 20
Diagonal, Morphett and Sturt Roads	11	20 to 30
Diagonal, Morphett and Sturt Roads	23	more than 30



The effect of the above provisions is to provide a gradation in the height of buildings from the tallest in the central part of the zone to the lowest on the peripheries adjoining the surrounding arterial roads by setting maximum height limits at certain setback distances.

### Precinct 10

In the Retail Core Precinct 10 the principles do not set a maximum height limit for development outside of the prescribed setback distances to Diagonal or Sturt Roads other than requiring development “over 11 m” high to be setback more than 30 and 8.0 metres respectively.

For development from Morphett Road the principles require a maximum height limit of 8.0 metres between a distance of 8.0 to 20 metres from the road frontage, and a maximum height of 11 metres beyond the 20 metre setback. It is not clear where the maximum height limit of 20 metres from Morphett Road would end as you move towards the centre of the zone and where the Sturt and Diagonal Road height limit provisions would apply.

In regard to the proposed development within the Retail Core Precinct 10 there are no new building elements within the prescribed setback distances from Diagonal and Sturt Roads. Alterations to the car park ramps serving the deck car park adjoining Sturt Road are internal to the existing structure.

### Precinct 11

Principle 14 indicates the maximum building height for development that is setback more than 30 metres from Diagonal, Morphett and Sturt Roads is 23 metres. The proposed new structures (multi-level car park and centre additions) are both setback more than 30 metres from the roads and are less than 23 metres high.

In summary therefore, the proposal meets the prescriptive criteria for building heights in the zone and precincts.

## **6.4 Appearance and Design**

The following Council-wide PDCs refer to the appearance and design of development in centre zones.

### *6.4.1 Centre design*

#### **Council-wide PDCs - Centres and Retail Development**

##### **1 Development within centres should:**

- (a) integrate facilities within the zone**
- (b) allow for the multiple use of facilities and the sharing of utility spaces**
- (c) allow for the staging of development within the centre**



- (d) **be integrated with public and community transport**
- (e) **should not include service trade premises except where located on the periphery of the centre.**

**3 Development within centres should provide:**

- (a) **public spaces such as malls, plazas and courtyards**
- (b) **street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character**
- (c) **unobtrusive facilities for the storage and removal of waste materials**
- (d) **public facilities including toilets, infant changing facilities for parents, telephones and community information boards**
- (e) **access for public and community transport and sheltered waiting areas for passengers**
- (f) **lighting for pedestrian paths, buildings and associated areas**
- (g) **a single landscaping theme**
- (h) **safe and secure bicycle parking.**

**4 A single architectural theme should be established within centres through:**

- (a) **constructing additions or other buildings in a style complementary to the existing shopping complex**
- (b) **renovating the existing shopping complex to complement new additions and other buildings within the centre**

The Centre redevelopment will enhance the current visitor amenity and experience already established. In addition to new and additional retail and other tenancy opportunities, the proposal incorporates a significant new outdoor leisure precinct on Levels 2 and 3, which provides an additional and alternative shopping/dining/leisure experience for visitors. Many of the visitor amenities referred to in Principle 3 will be carried into the new extensions, with seating placed conveniently within the malls and outdoor pedestrian linkages, litter bins, concierge stations, automatic teller machines, toilets and amenities, lifts and escalators, and disabled access to all areas.

The Regional Centre Zone comprises a range of buildings and activities in addition to the principal shopping centre, and has not adopted a single theme or architectural style. However, Westfield Marion, which has evolved over several decades, has established a homogenous, compatible and integrated architectural appearance between the older and newer parts of the Centre, and the surrounding built form.



In respect of the new additions now proposed, the built form has been designed and sited to integrate seamlessly with the existing built form of the Centre both functionally and in appearance. Being expanded predominantly to the north of the existing building, any view of the new development is either masked by view by the existing Centre building from the south and east or framed within the bulk of the current buildings when viewed from the north and west.



**Image 1: Indicative view of approach to the Centre from Diagonal Road looking south-west**

The general section of the Development Plan discusses the desire for high quality designs, which increase the attractiveness of the locality in terms of built form and the pedestrian environment. The design of the proposed 'link-mall' responds directly to the provisions of this section in terms of its design, siting and materials used.

The proposed building facades will incorporate a range of high quality materials as shown on the accompanying plans (refer plans numbered 01.5401 - 5403) including a combination of textured and patterned pre-cast concrete in a range of colours, patterned metal screens, a mix of metal, brick and pre-cast concrete facades, steel framing and clear glazing. The car park structure will incorporate planting along the external edges to create a green wall effect.

In summary it is considered the proposal responds to and substantially meets the qualitative provisions for the design and appearance of development in the centre zone.



**Image 2: Indicative view North-south pedestrian link looking south from the Domain towards the Centre**

#### 6.4.2 *Compatibility with adjoining development*

##### **Council-wide PDCs - Centres and Retail Development**

- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.**

The Regional Centre Zone is adjoined on all sides by land zoned for residential purposes. The areas adjoining Sturt and Diagonal Roads are situated within the Medium Density Policy Area 16, and along Morphett Road, the Regeneration Policy Area 12. Both policy areas are similar in that they seek a range of new dwelling types at higher densities than the older original dwelling stock. The Regeneration Policy Area in particular seeks a substantial upgrade in the quality of dwellings and the public environment generally.

Re-development as envisaged has been on-going in the surrounding area and is expected to continue well into the future with many opportunities remaining, particularly along the main road frontages. This intensification of the area will amongst other things support changes in the population profile and increase the population of the area overall.

The presence of the Regional Centre, and Westfield Marion, are primary catalysts for the nature of the surrounding residential zoning and the re-development already underway. The Centre has evolved respectfully within the locality minimising any direct impact on the peace, convenience and amenity of the adjacent community, and the proposed development herein will ensure this continues into the future.



The proposal will not introduce or locate any new features or land uses that will change or detrimentally impact on the current amenity of the surrounding residential areas. The proposal for licensed outdoor dining associated with café/restaurant premises in the new Lifestyle Precinct is central to the site and remote from any sensitive land uses.

As noted above, the Centre will also present a respectful, high quality architectural appearance and design that complements the surrounding area.

In summary it is considered the proposed development will not hinder or prevent the attainment of the policies for development in the adjoining zones surrounding the Centre and remains compatible in form and appearance with its locality.

#### 6.4.3 Stormwater

The following Principles of Development Control best represent the range of matters relevant to the capture, treatment and potential re-use of stormwater in development:

##### **Council-wide PDCs – Water Sensitive Design**

- 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**
- 14 Stormwater management systems should:**
- (a) maximise the potential for stormwater harvesting and reuse, 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.**

Wallbridge Gilbert Aztec (WGA) has prepared a preliminary Stormwater Management Plan (SMP) for the proposal which is submitted with the application. The report conceptually outlines the stormwater management design for the development and details the stormwater management methodology. Final detailed design will be undertaken for the building rules approval stage of the project.

The key findings and recommendations of the preliminary SMP are summarised as follows:

- some portions of the site are subject to up to 200 millimetres depth of flooding during a 1 in 100 year storm event, but does not include any building areas and can be managed in the design;
- the northern multi-deck car park stormwater will be directed to the existing stormwater system on the eastern side of the Bunnings building. The western multi-deck car park stormwater will be directed to the drainage network heading towards Morphett Road;
- whilst the impervious area will not change from the existing situation, detention storage is required to reduce post-development flow rates to pre-development flow rates. Underground storage is therefore proposed of 15 m<sup>3</sup> and 10 m<sup>3</sup> respectively prior to connection to the existing network. Final location and design will occur at detail design stage in consultation with Council;
- detention storage is not required for the existing undercover car parking area as the flow conditions remain unchanged;
- detailed design will be required for the altered car park and access roads (kerbing, flow paths and pits);
- building design will need to maintain existing underground connections; and
- as the overall pollutant load from the existing site will not change, new measures to address water quality are not considered applicable.

The proposal will make provision for the channelling of stormwater to landscape strips adjoining the car park and access roads wherever possible, and these details will form part of the detailed design and reflected in the final SMP and incorporated within the detailed landscape plan.



## Sustainability

It is noted retention tanks are proposed to be installed as part of the development. It is proposed these tanks would be utilised for grey water re-use within the Centre. It is envisaged the tanks would be in the order of 50,000 litres. The exact location and size are yet to be determined, however will be incorporated with the final detailed design.

The proposal will also make provision for the collection and storage of a quantity of roof water for re-use within the Centre. Storage of up to 50,000 litres is proposed for toilet flushing. The exact location and design of the retention tanks will be determined at detailed design.

Subject to detailed design, the stormwater treatment proposed for the site will satisfactorily meet the water sensitive design provisions of the Development Plan.

## **6.5 Transportation and Access**

The following Council-wide provisions of the Development Plan are most relevant to the design and provision of access, parking and movement within the Regional Centre Zone specifically, and centre zones generally:

### **Regional Centre Zone**

#### **Desired Character - Access and Movement (excerpt)**

**The regional centre should develop an integrated, safe and convenient movement system for vehicles, pedestrians and cyclists with as little reliance as possible on the use of the surrounding arterial roads for intra-centre movement of vehicles.**

**This should be achieved through the co-ordination and integration of access and parking areas for individual developments to contribute to and gradually build up an integrated circulation system.**

**Main vehicle access points from the surrounding arterial roads should be limited, and main entrance points may become signalised in the future.**

**Development should provide, and the design of buildings and open spaces should promote, pedestrian linkages that form an integrated network for safe and convenient movement within and between the policy areas in the zone, and in particular to form links between the civic centre, the main shopping complex, the major public open space and towards the Oaklands Railway Station.**

**The council will promote and encourage access and facilities for cyclists to and within the regional centre in accordance with the City of Marion Local Area Bike Plan**

Specialist traffic planning advice has been provided by MFY throughout the course of preparing the proposal and detail in regard to the design and provision of access, manoeuvring and car parking is contained within that report which is submitted in conjunction with this application.



Given that access to the subject land is obtained from arterial roads, the proposal has been developed in close consultation with the Department of Planning Transport and Infrastructure – Transport Services Division (DPTI). The following assessment of the proposed traffic and parking arrangements against the provisions of the Development Plan relies on the information in and conclusions of the traffic and parking report.

### 6.5.1 Access and Circulation

Further specific Council-wide provisions in relation to vehicular access to, and circulation within, centre zones include:

#### **Council-wide PDCs - Transportation and Access**

- 23 Development should be provided with safe and convenient access which:**
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads**
  - (b) provides appropriate separation distances from existing roads or level crossings**
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision**
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.**
- 25 The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport should be minimised and, where possible, access points should be:**
- (a) limited to local roads (including rear lane access)**
  - (b) shared between developments.**
- 26 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse onto or from the road.**
- 32 Development should be sited and designed to provide convenient access for people with a disability.**

The provisions for the Zone and the Council-wide policies seek the safe and convenient provision of access and facilities for motorists, pedestrians, cyclists and public transport services.

The proposed expansion of the shopping centre will primarily utilise the existing access points to the surrounding arterial roads and no new access points will be created. Modification to existing access points and the access paths directly leading into the Centre car parks will be required to support the new internal access and parking arrangements and to accommodate the new ticketless parking control system (refer further detail below).

The MFY report has undertaken an assessment of the proposed design in accordance with the projected traffic volumes and flow. The report concludes the percentage increase in traffic volumes at any one location will be less than 10% which will have a negligible impact on the adjoining road network.



The car parking and vehicle movement design ensures convenient access through the Centre and maintains the major west-east and north-south vehicle accessways desired in the Concept Plan Map Mar/5, and ensures motorists do not need to rely on the surrounding public roads to access all parts of the Centre and other facilities in the Zone.

The design also provides safe and convenient access for service vehicles and service loading areas that minimise potential conflict with customer vehicles wherever possible. All new service areas will provide for drivers to enter and exit in a forward direction and will be consistent with relevant Australian Standards.

In summary, the proposal reasonably meets the access and movement requirements of the Development Plan as follows:

- no new access points are created;
- the existing major access points are to be upgraded to maintain safe and convenient access to the adjoining arterial roads to the satisfaction of DPTI;
- the proposal will result in significant modifications to the existing car park and internal roadways to improve circulation throughout the site ensuring access to facilities and services elsewhere within the Regional Centre Zone are maintained;
- maintains an integrated, safe and convenient movement system for vehicles, pedestrians and cyclists with as little reliance as possible on the use of the surrounding arterial roads for intra-centre movement of vehicles; and
- improved separation of service and patron vehicles to enhance convenience and improve safety of movement within the Centre.

#### 6.5.2 Car Parking

The following additional provisions to those already listed are relevant to the provision and design of car parking for development in centre zones:

##### **Council-wide PDCs - Vehicle Parking**

- 34 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table Mar/2 - Off-street Vehicle Parking Requirements.**
- 35 Development should be consistent with Australian Standard AS: 2890 - Parking facilities.**
- 36 Vehicle parking areas should be sited and designed to:**
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development**



- (b) **include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network**
  - (c) **not inhibit safe and convenient traffic circulation**
  - (d) **result in minimal conflict between customer and service vehicles**
  - (e) **avoid the necessity to use public roads when moving from one part of a parking area to another**
  - (f) **minimise the number of vehicle access points onto public roads**
  - (g) **avoid the need for vehicles to reverse onto public roads**
  - (h) **where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points**
  - (i) **not dominate the character and appearance of a site when viewed from public roads and spaces**
  - (j) **provide landscaping that will shade and enhance the appearance of the vehicle parking areas**
  - (k) **include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.**
- 37 **Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.**
- 38 **Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.**
- 39 **Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.**
- 40 **To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.**
- 41 **Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.**

A number of minor internal design changes are proposed to the car parking areas on the subject land to accommodate the new ticketless access control system.

A major change to the on-site parking arrangements occurs as a result of locating the Centre expansion under the existing deck car park, necessitating the construction of the proposed four level car park on the at-grade parking area to the east of Bunnings. This structure will integrate with the upper deck of the existing Level 2 car park and provide pedestrian access into the Centre and connectivity to the surrounding pedestrian paths.



The dimensions, aisle widths, sight lines, and swept paths relevant to the design of the car park ramps, parking spaces, manoeuvring areas, aisles and the roundabout are detailed in the MFY report and meet with the relevant Australian Standards.

Table Mar/2A provides the applicable car parking rates for development in the Regional Centre Zone (being a designated area in the table).

**Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas (summarised)**

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

The proposed new total leasable floor area of 152,198 m<sup>2</sup> generates a minimum car parking requirement of 4,566 spaces in accordance with Table Mar/2A.

The proposal makes provision for a total of 4,956 car parking spaces, which equates to a ratio of 3.26 spaces per 100 square metres. If the cinema floor area were excluded due to its differing peak demand, the car parking ratio would be 3.52 spaces per 100 square metres. These ratios fall within the minimum and maximum requirements of the Development Plan and accordingly comply with the relevant standards.

There are currently some 5,250 car parking spaces on the site and hence this proposal reduces that number marginally. The current parking provision reflects parking standards that were in force over a decade ago and which have subsequently been updated to reflect changed trading patterns and customer behaviour.

The car parking areas, both open and undercover, will continue to be line-marked, lit, and sign-posted in accordance with both Australian standards and Scentre Management Limited practices.

Provision will be made for disability compliant car parks as required under the Building Code of Australia and designed having reference to AS/NZS2890.6.

### 6.5.3 Ticketless Access Control Parking System

A ticketless access control car parking system is proposed as part of this application for the site. Details of the system are contained in the MFY traffic and parking report and summarised in Section 3.2 above.

It is noted that approval has previously been granted for the installation of a ticketed car parking control system (DA 100/1687/11).

The ticketless system now proposed is considered much superior to the currently approved ticketed system as the capacity for vehicles passing through is greatly increased, along with improved customer



experience. The exit lanes will still have boom gates, however the automatic recognition of many vehicles and the subsequent raising of the boom gate means that the efficiency of the exit is significantly increased.

The following comments refer to an assessment of the ticketless parking controls as set out in the MFY report against the relevant provisions of the Development Plan.

#### Impact on the Continued Use of the Land

The proposed parking structures do not result in a change of use of the land. The car parking remains for the benefit of the users of the shopping centre and associated uses on the subject land. The car parking is therefore ancillary and subordinate to the primary use of the land as a shopping centre comprising a mix of retail, entertainment, recreational and community uses.

The car parking control structures simply provide for the improved management of the existing car park and provide better customer functionality through more efficient use of the existing car parking spaces.

#### Visual Impact of Structures

The proposed structures result in little if any visual impact within the context of the existing shopping centre. The structures are setback from the street alignment and present no greater impact than the existing parking control signage advising users of the car park that the car park is controlled with a maximum three hour time limit under the Private Parking Areas Act.

#### Safety to Public and Free Flow of Traffic on Adjacent Road Network

MFY has provided a detailed assessment of the alterations to the existing access points and the implementation of the parking control structures in the form of barriers (boom gates).

The proposed barriers have been designed and located to ensure that sufficient on-site queuing is provided to avoid any impact on the safety to public and free flow of traffic on the adjacent road network.

To ascertain this, MFY undertook a detailed queuing analysis based on surveyed traffic count data at the peak usage times for the Centre and have based the design for the queue lengths on the accepted engineering practice of accommodating the 98 percentile queue as detailed in Table 1 and 2 of their report.

Accordingly, the proposed installation of the car parking barriers will maintain and enhance the free flow of traffic on the adjacent road network and therefore satisfy Council-wide Transportation and Access PDC 22:



- 22 Development should be provided with safe and convenient access which:**
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads**
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision**
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.**

### Shared Car Parking Arrangements

Council-wide Transportation and Access PDC 36 seeks to provide opportunities to minimise the overall extent of car parking through opportunities for shared parking provision.

- 36 Vehicle parking areas should be sited and designed to:**
- (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points**

The existing Centre development and approved expansion specifically provides for the shared use of car parking between uses and adjacent development more so than any other development within the Regional Centre or on adjacent land. Specifically, all tenancies within the Centre proper together with the peripheral tenancies fronting Morphett Road all benefit from the shared parking provided within the subject land.

The existing Cultural Centre car parking areas share access across the Westfield land, which remains unaffected by the controlled parking system. The proposal retains the ability to facilitate shared car parking arrangements with the adjacent State Aquatic Centre on special large event days, which further integrates and allows for the provision and management of shared car parking where differing peak demands exist.

Accordingly, the proposed development continues to satisfy Council-wide Principle of Development Control 36.

### Impact on the Pedestrian and Vehicle Network

The design of the car parking layout, internal car parking aisles, access points to the surrounding road network and designated pedestrian movement network within the centre will not be detrimentally impacted by the installation of the parking controls. The pedestrian network within and at the periphery of the site is maintained.

The vehicle network within the site maintains access to all uses within the controlled area. There is unlikely to be a requirement for vehicles once they have passed through the barriers to exit and re-enter the site in order to find a vacant car parking space as most of the car parking areas are internally connected.





### Impact on Parking in Adjacent Residential Areas

Car parking spaces are proposed that exceed the minimum requirements of the Development Plan (see previous discussion) which should minimise any unreasonable or excessive 'spill over' into the adjoining residential street network by motorists not able to benefit from the free parking limitations and who choose to avoid any payment.

Empirical evidence<sup>1</sup> collated from Westfield's existing experience with barrier controlled parking, identifies that 87.65 percent of all customers at Westfield Shopping Centres where barrier controlled parking has been implemented spend less than two hours at the Centre.

The additional measures proposed to provide permits for, and dedicated on-site parking for staff also serve to minimise the likelihood of parking in the adjacent street network.

We also note that the adjoining streets are designated 'no stopping' adjacent the shopping centre and anyone choosing to park in a residential area would therefore experience a long walk to the Centre.

The existing conditions for use of the car park include a three hour time limit, which if exceeded could result in an infringement notice. The installation of the now proposed ticketless access control system will not change the existing time limit and therefore should not change the current parking behaviour of patrons to the Centre.

There is no evidence of increased on-street parking pressures at other shopping centre locations (Norwood or North Adelaide) where ticketing equipment has been installed to limit extended stay parkers. These systems are based on a two hour unpaid period and are well used by patrons of the particular shopping centres.

Accordingly, the proposed development of the installation of automated barrier controlled parking mechanisms should not result in any increase in on-street parking and will not detrimentally affect the adjacent street network.

#### 6.5.3 Public Transport

The following Desired Character provisions of the Regional Centre Zone are relevant to the provision of public transport facilities in the Regional Centre Zone:

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<sup>1</sup> Data Source: Empirical Data collected from the audited automated parking systems implemented at other Westfield Centres.



## Regional Centre Zone

### Desired Character - Access and Movement (excerpt)

**The existing bus interchange, located immediately adjacent to the shopping centre, provides an essential facility and service by enabling public transport users convenient access to the shopping centre without having to cross major traffic flows or walk through large car parking areas. In the future, as substantial development occurs in Precinct 9 Northern Fringe Marion and Precinct 11 Retail Support Marion, the interchange should move further north towards the centre of the zone to one of the two locations shown on Concept Plan Map Mar/5 - Marion Regional Centre as the main public transport destination. Either potential location would be immediately adjacent and directly accessible to the existing shopping centre and thereby provide the greatest convenience in the longer term to the largest number of centre users, and to others who are likely to access public transport such as users of the cinemas, entertainment facilities, library and educational facilities.**

The proposed extensions do not impact on or generate any requirement to re-locate the existing bus interchange. It is noted that the option to re-locate the interchange has not been taken for over a decade and the northern part of the Zone is now fully developed. Any possible relocation is now considered unlikely, but if required would need to be designed to fit within the Centre design prevailing at the time.

It is noted an existing community bus services currently operates and will be retained with service located adjacent the north western entrance where a customer lounge has previously been established. The smaller buses associated with the community bus service enable the Centre to accommodate and maintain a community bus service focus central to the site while retaining the existing operation of the largest destination for public transport services outside of the City of Adelaide in an interchange off Sturt Road. The Public Transport Interchange adjacent Sturt Road continues to operate effectively and provides convenient access to the Regional Centre Services.

### 6.5.4 Pedestrian Movement

The following zone and Council-wide provisions of the Development Plan are most relevant to access and movement paths for pedestrians with the Centre and Zone:

#### Regional Centre Zone

##### Desired Character - Access and Movement (excerpt)

**Development should provide, and the design of buildings and open spaces should promote, pedestrian linkages that form an integrated network for safe and convenient movement within and between the policy areas in the zone, and in particular to form links between the civic centre, the main shopping complex, the major public open space and towards the Oaklands Railway Station.**

**The council will promote and encourage access and facilities for cyclists to and within the regional centre in accordance with the City of Marion Local Area Bike Plan**

#### PDCs

**12 The major public open space shown conceptually on Concept Plan Map Mar/5 - Marion Regional Centre should be developed to a high standard of design and amenity to create a major focus within the regional centre and designed to accommodate:**

- (a) a mixture of outdoor leisure, community and entertainment activities



- (b) **formal and informal spaces**
- (c) **paved areas in the nature of a square or piazza**
- (d) **variety of landscape/planting treatments with a cohesive thematic tree planting and edge treatment**
- (e) **pedestrian shelters and structures such as gazebos, rotundas, pavilions, pergolas and colonnades**
- (f) **clearly defined safe and attractive pedestrian paths providing access to its facilities**

**Council-wide: Centres and Retail Development (excerpt)**

**3 Development within centres should provide:**

- (a) **public spaces such as malls, plazas and courtyards**
- (b) **street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character.**

The above policies, and the Concept Plan Map Mar/5, desire a north south link between the existing Centre and the adjacent community facilities within the norther precincts of the zone (the Domain). The proposal maintains and reinforces this link as follows:

- a high-quality courtyard and urban design response adjacent 'the Northern Boulevard' that leads directly to the Level 1 major entry in the north western corner of the existing Centre;
- as the pedestrian link progresses south towards the Centre entrance, it is framed by a colonnade formed by the structural grid of the upper level car park deck which includes voids to allow natural light enhancing the amenity of the pedestrian link;
- where the pedestrian link crosses car park aisles and the major east west link between Morphett and Diagonal Roads, pedestrian crossings are proposed to be established to provide well defined and safe places to cross the vehicular routes;
- the urban design approach and landscaping provides for a themed pedestrian avenue incorporating high quality design to define and accentuate the pedestrian link; and
- directional and interpretation signage will be incorporated within the pedestrian link.

The Desired Character states that development *"should provide, and the design of buildings and open spaces should promote, pedestrian linkages that form an integrated network for safe and convenient movement within and between the policy areas in the zone, and in particular to form links between the civic centre, the main shopping complex, the major public open space, and towards the Oakland's railway station."*



Pedestrian access is maintained in the re-designed car park and access layout in accordance with Concept Plan Map Mar/5. In particular the proposal strengthens the definition of the north south pedestrian link between the Centre and the Domain and will provide a number of vibrant opportunities for community amenity including landscaping and seating. These details are proposed to form part of the overall detailed landscape design for the site.

## **6.6 Landscaping**

### *6.6.1 Landscaping*

The following Council-wide provisions are relevant to the provision of landscaping within the Regional Centre Zone:

#### **Council-wide Principles: Landscaping, Fences and Walls**

- 1 Development should incorporate open space and landscaping in order to:**
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)**
  - (b) enhance the appearance of road frontages**
  - (c) screen service yards, loading areas and outdoor storage areas**
  - (d) minimise maintenance and watering requirements**
  - (e) enhance and define outdoor spaces, including car parking areas**
  - (f) provide shade and shelter**
  - (g) assist in climate control within buildings**
  - (h) maintain privacy**
  - (i) maximise stormwater re-use**
  - (j) complement existing native vegetation**
  - (k) contribute to the viability of ecosystems and species**
  - (l) promote water and biodiversity conservation.**
- 2 Landscaping should:**
  - (a) include the planting of locally indigenous species where appropriate**
  - (b) be oriented towards the street frontage**
  - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.**

The expansion of the centre is primarily to the north of the site, and includes the expansion of elevated parking areas in the centre of the site and extending west towards Morphett Street. As such the expansion will not affect the established landscaping around the perimeter of the zone within the control of the Centre. There will be alterations to landscaping strips that define the access and parking areas, and eight regulated trees within the existing car park area will be impacted (refer below).



The Landscape concept prepared by Outer Space Landscape Architects illustrates conceptually the proposal for landscaping within the car park. It is envisaged a more detailed landscape plan will be developed in consultation with Council prior to construction having regard to the relevant policies above and the specific requirements of the site.

#### 6.6.2 *Regulated Trees*

##### **Regulated Trees**

##### **OBJECTIVES**

- 1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.**
- 2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:**
  - (a) significantly contributes to the character or visual amenity of the locality**
  - (b) indigenous to the locality**
  - (c) a rare or endangered species**
  - (d) an important habitat for native fauna.**

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

- 1 Development should have minimum adverse effects on regulated trees.**
- 2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:**
  - (a) the tree is diseased and its life expectancy is short**
  - (b) the tree represents a material risk to public or private safety**
  - (c) the tree is causing damage to a building**
  - (d) development that is reasonable and expected would not otherwise be possible**
  - (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.**

A Preliminary Tree Assessment of the site has been undertaken by arboriculture specialists Arborman Tree Solutions Pty Ltd, and is submitted with the application. The assessment identified 13 trees meeting the definition of a Regulated tree are likely to be impacted by the development. The Arborman report undertook a tree retention rating for each as follows (tree identifiers are as set out in the Arborman report):

- One tree (E 12) is a species exempt from protection under the Development Act and may be removed without any approval;
- One tree (R 2) achieved a low retention rating;
- One tree (R 8) achieved a high retention rating; and
- Ten trees (R 1, 3-7 and 9-13) including the exempt tree, achieved a moderate retention rating. The report advises these trees should be retained, but may be approved for removal if they are restricting an otherwise reasonable and expected development and alternative design solutions are not available.



Apart from the exempt tree, all other regulated trees would require development approval to be removed.

Particular effort was made in the design of the site to avoid impact on the Regulated trees, however traffic and engineering design constraints limited the extent to which all trees could be retained. The following trees can be retained in the redevelopment: R 1, 2, 8, 12 and 13, although tree 12 is not a Regulated under the Act and may therefore be removed without any approval.

Approval is therefore required for the removal of eight trees being R 3-7 and 9-11. Whilst removal of regulated trees should be avoided where possible, the Development Plan recognises that in some instances there is a need to balance development with preserving regulated trees, noting that removal may be acceptable in certain situations. Having regard to the criteria in Objective 2, it is noted:

- All trees contribute to a degree to the character and visual amenity of the area, however they are relatively isolated specimens, and represent only a small proportion of the total trees on the site;
- Only one tree is indigenous (River Red Gum, tree R1) and will be retained;
- None of the trees are endangered; and
- None of the trees would be highly valued for habitat as they are isolated and in an extremely modified built environment.

The Tree Assessment Report further recommends that an arborist be engaged to advise on design detail where the retained trees may be impacted by the development – to be detailed in a Tree Protection Plan in accordance with the relevant Australian Standard AS4970-2009.

On this basis and having regard to Principle 2 (d) above, and noting the advice in the Arborist report, as the proposed development is both reasonable and expected to occur in the zone, the requirement to remove eight regulated trees from the site when balanced against the expectations set out in the Desired Character and policies for the zone, is considered reasonable having regard to the scale of the development and site, the number of other trees retained on the site, and the opportunity to further enhance the site with new plantings in conjunction with this proposal.

In summary it is considered the proposal will not be to the detriment of the character or appearance of the locality. It is noted that any loss of trees on the site will be compensated for in the new landscape plan for the site. The location and species of new trees, shrubs and plants will be identified in the detailed landscape plan for the site referred to above.

## **6.7 Advertising**

The relocation of the major tenants' signs and any new signage will be the subject of a future separate development application.



## 7.0 CONCLUSION

In conclusion, having regard to the nature of the site, the character of the locality and the relevant provisions of the Development Plan, the proposed development is an appropriate form of development in the Regional Centre Zone. In particular:

- The Desired Character for the Regional Centre Zone promotes expansion of the Centre. In land use terms the existing shopping centre and the proposed redevelopment fulfils Objective 1, the Desired Character, and Principle 1 for the Zone.
- Objective 1 for the Zone envisages the provision of a full range of business, commerce, government, entertainment, public transport and community facilities within the Regional Centre Zone and Principle 1 lists land uses envisaged in the Zone. The proposed development expands the area of retail floor space in accordance with these policies;
- the intensification and expansion of the shopping centre to the north is clearly contemplated and encouraged;
- the proposed new retail floor space will occur within Precinct 10 as sought by the Regional Centre Zone policies;
- the main access points to the surrounding arterial road network are maintained and improved to accommodate the projected increase in vehicle access and the new ticketless access control parking system and will be adequately accommodated by the existing signalised access points to Diagonal, Morphett and Sturt Roads; to maintain safe and convenient access to the site;
- vehicle movement within the Centre considerably improves the separation of commercial and public vehicle movements improving safety and convenience;
- the proposal provides a high level of accessibility for vehicles and pedestrians through and within the Centre to adjoining facilities and land uses, roads and the public transport interchange achieves the key access and linkages envisaged in the Development Plan;
- safe and convenient car parking is provided consistent with the provision delivered at similar facilities and in excess of the minimum rate specified in the Development Plan;
- the ticketless access control system will immensely improve the turnover and efficiency of car parking;
- the current high-level accessibility of the Centre by private and public transport is maintained;



- the location, design and appearance of the extensions will consolidate the Centre within the site and minimise impact or intrusion on the surrounding locality and enhance the appearance of the Centre as viewed from the surrounding public realm;
- stormwater will be adequately controlled, reused or disposed to the adjacent council network; and
- the impact on existing Regulated trees on the site has been minimised in balance with the desire of the Development Plan provisions to expand the shopping centre. New landscaping will be incorporated to complement and enhance existing established landscaping around the Centre and zone.

**Greg Vincent**  
Masterplan SA Pty Ltd

20 November 2018





REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 6139 Folio 987

**Parent Title(s)** CT 5482/895

**Creating Dealing(s)** DDA 12130256

**Title Issued** 13/06/2014      **Edition** 19      **Edition Issued** 05/08/2018

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF L 14 TOWER THREE INTERNATIONAL TOWERS SYDNEY EXCHANGE PLACE 300 BARANGAROO  
AVENUE BARANGAROO NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 100 DEPOSITED PLAN 48045  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

ALLOTMENTS 357, 358, 359, 361 AND 362 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
6746366	CAVEAT BY SOUTH AUSTRALIAN TOTALIZATOR AGENCY BOARD OVER PORTION (120A IN GP 14/1983)
7090265	CAVEAT BY GRANNY MAY'S MANAGEMENT PTY. LTD. OVER PORTION (130 IN GP 178/1984)
7200229	CAVEAT BY ROCKMANS STORES LTD. OVER PORTION (99 IN GP 178/1984)
8254870	CAVEAT BY GARY LAWRENCE DEVERSON AND PAULA CORAL DEVERSON OVER PORTION
8971510	LEASE TO WOOLWORTHS LTD. COMMENCING ON 13/11/1998 AND EXPIRING ON 13/11/2019 OF PORTION (DEPARTMENT STORE 5M IN GP 14/1983)
8977459	LEASE TO VILLAGE CINEMAS AUSTRALIA PTY. LTD. AND THE GREATER UNION ORGANISATION PTY. LTD. COMMENCING ON 13/11/1998 AND EXPIRING ON 13/11/2019 OF PORTION (CINEMA COMPLEX SHOP 3001 AND CINEMA COMPLEX PLANT ROOM 1 AND CINEMA COMPLEX PLANT ROOM 2 IN GP 518/1998) AS TO THE SHARES SPECIFIED THEREIN
8988647	LEASE TO TARGET AUSTRALIA PTY. LTD. COMMENCING ON 27/8/1997 AND EXPIRING ON 28/8/2021 OF PORTION (STORE 11 AND STORE 11 PLANT ROOM IN GP 57/1998)

10207928	LEASE TO WOOLWORTHS LTD. COMMENCING ON 1/1/2004 AND EXPIRING ON 31/12/2018 OF PORTION (SHOP 1A IN GP 84/2005)
10431967	PARTIAL SURRENDER OF LEASE 8977459
10511276	LEASE TO MYER LTD. COMMENCING ON 3/4/2008 AND EXPIRING ON 3/4/2023 OF PORTION (DEPARTMENT STORE 2 GROUND FLOOR AND DEPARTMENT STORE 2 FIRST FLOOR IN GP 14/1983)
11624049	LEASE TO TGI FRIDAYS ASIA PACIFIC PTY. LTD. COMMENCING ON 5/10/2011 AND EXPIRING ON 4/10/2031 OF PORTION (SHOP 2051A IN FP 55719)
11672218	LEASE TO OPORTO LEASING PTY. LTD. COMMENCING ON 27/6/2011 AND EXPIRING ON 26/6/2018 OF PORTION (SHOP FC4 IN FP 49315)
11729142	LEASE TO DAVID JONES LTD. COMMENCING ON 1/7/2010 AND EXPIRING ON 30/6/2035 OF PORTION (DEPARTMENT STORE NO. 1 GROUND FLOOR, DEPARTMENT STORE NO. 1 FIRST FLOOR IN GP 178/1984)
11829630	LEASE TO DICK SMITH ELECTRONICS PTY. LTD. COMMENCING ON 12/9/2010 AND EXPIRING ON 11/9/2020 OF PORTION (SHOP 9M IN FP 56905)
12084354	LEASE TO VODAFONE HUTCHISON AUSTRALIA PTY. LTD. COMMENCING ON 3/7/2013 AND EXPIRING ON 2/7/2018 OF PORTION (SHOP 2070A IN FP 58375)
12367865	LEASE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124) COMMENCING ON 01/08/2014 AND EXPIRING ON 31/07/2019 OF PORTION (ATM 105 IN F250077)
12554637	LEASE TO COUNTRY ROAD CLOTHING PTY. LTD. (ACN: 005 419 447) COMMENCING ON 01/07/2014 AND EXPIRING ON 30/06/2016 AT 00:00 AM OF PORTION (SHOP 1100.1 IN F54524)
12761077	LEASE TO WITCHERY FASHIONS PTY. LTD. (ACN: 006 897 230) COMMENCING ON 12/04/2017 AND EXPIRING ON 11/04/2021 OF PORTION (SHOP 1052/1053 IN F252413)
12760971	LEASE TO MIMCO PTY. LTD. (ACN: 067 573 291) COMMENCING ON 12/04/2017 AND EXPIRING ON 11/04/2024 OF PORTION (SHOP 1056 IN F252413)
12760974	LEASE TO COMMUNITY CPS AUSTRALIA LTD. (ACN: 087 651 143) COMMENCING ON 01/07/2016 AND EXPIRING ON 30/06/2021 OF PORTION (SHOP 1069 IN F252413)
12821775	LEASE TO BAKERS DELIGHT HOLDINGS LTD. (ACN: 052 528 202) COMMENCING ON 15/12/2016 AND EXPIRING ON 14/12/2021 OF PORTION (SHOP 1146 IN F253036)
12887027	LEASE TO BOOST JUICE PTY. LTD. (ACN: 092 165 681) COMMENCING ON 02/04/2016 AND EXPIRING ON 01/04/2022 OF PORTION (KIOSK 211 IN F253364)
12887034	LEASE TO SALSAS PTY. LTD. (ACN: 129 061 543) COMMENCING ON 01/06/2017 AND EXPIRING ON 31/05/2023 OF PORTION (SHOP FC3 IN F253364)
12888393	LEASE TO MECCA BRANDS PTY. LTD. (ACN: 077 859 931) COMMENCING ON 20/10/2017 AND EXPIRING ON 19/10/2024 OF PORTION (SHOP 1034/5 IN F253239)

## Notations

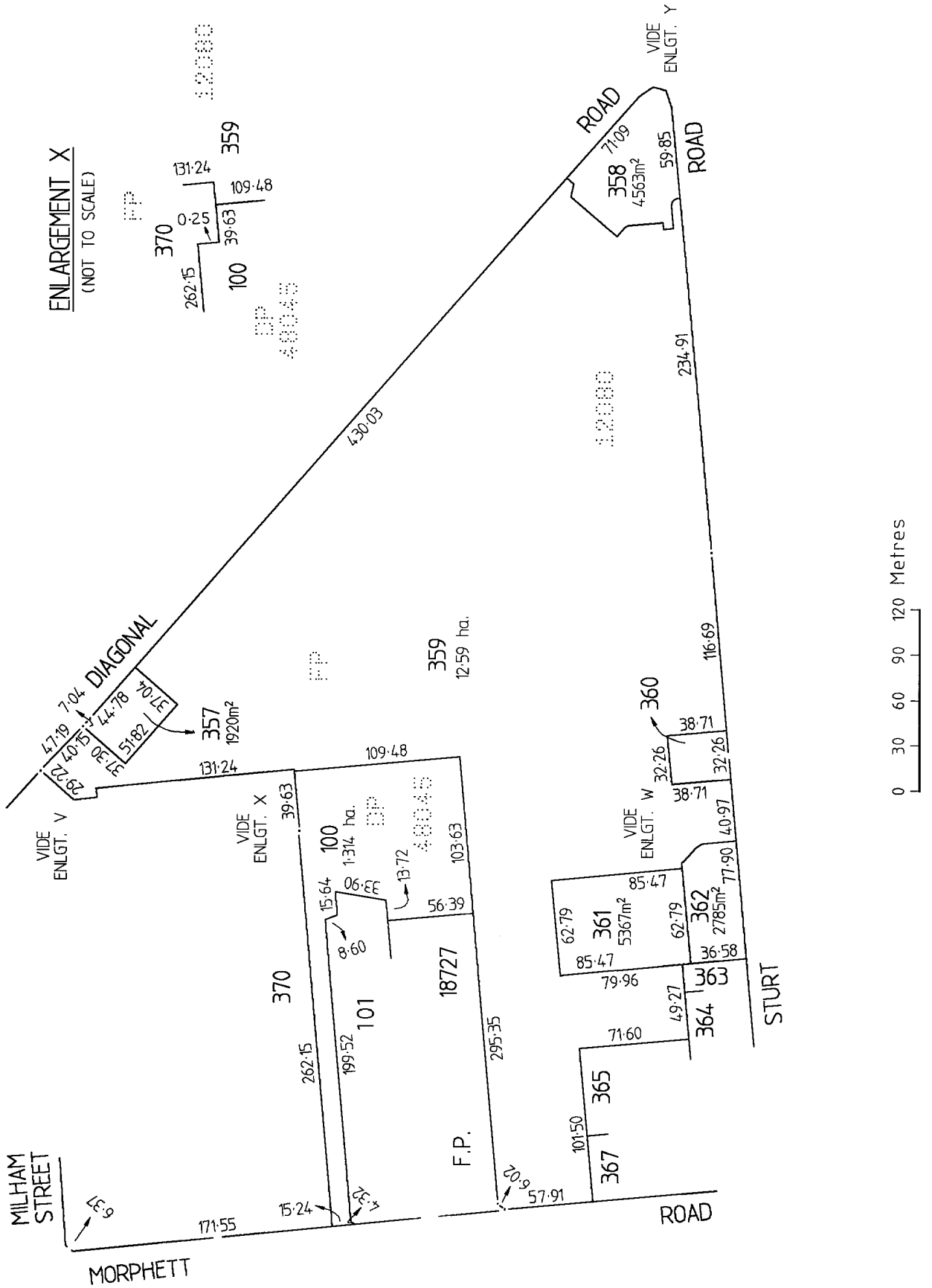
<b>Dealings Affecting Title</b>	NIL
<b>Priority Notices</b>	NIL
<b>Notations on Plan</b>	NIL

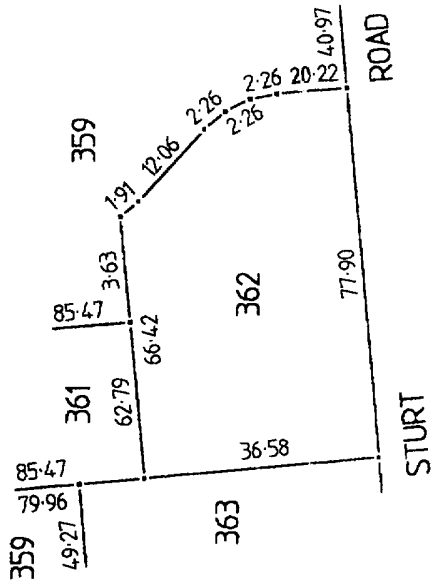
### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G14/1983  
 PLAN FOR LEASE PURPOSES VIDE G178/1984  
 PLAN FOR LEASE PURPOSES VIDE G198/1998  
 PLAN FOR LEASE PURPOSES VIDE G203/1995

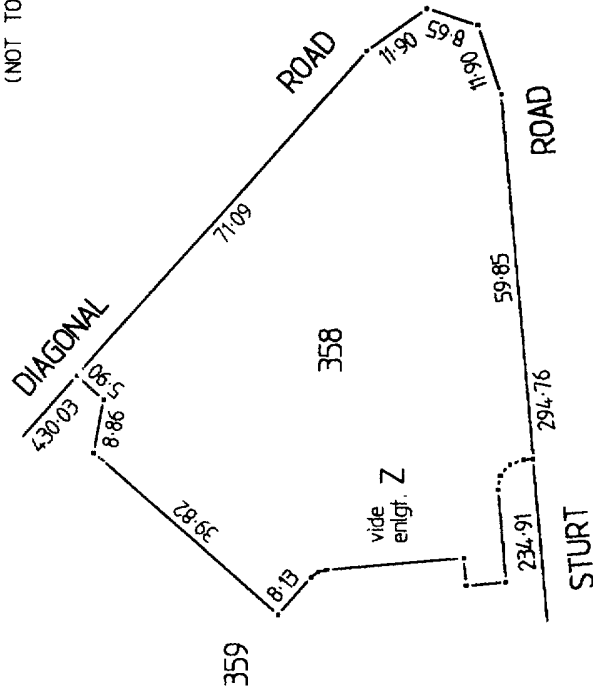
PLAN FOR LEASE PURPOSES VIDE G206/1994  
PLAN FOR LEASE PURPOSES VIDE G2253/1976  
PLAN FOR LEASE PURPOSES VIDE G233/2002  
PLAN FOR LEASE PURPOSES VIDE G245/1994  
PLAN FOR LEASE PURPOSES VIDE G273/1999  
PLAN FOR LEASE PURPOSES VIDE G291/2000  
PLAN FOR LEASE PURPOSES VIDE G30/1991  
PLAN FOR LEASE PURPOSES VIDE G312/2005  
PLAN FOR LEASE PURPOSES VIDE G342/1998  
PLAN FOR LEASE PURPOSES VIDE G348/2000  
PLAN FOR LEASE PURPOSES VIDE G358/1997  
PLAN FOR LEASE PURPOSES VIDE G365/2000  
PLAN FOR LEASE PURPOSES VIDE G37/1996  
PLAN FOR LEASE PURPOSES VIDE G399/1999  
PLAN FOR LEASE PURPOSES VIDE G470/1998  
PLAN FOR LEASE PURPOSES VIDE G474/2000  
PLAN FOR LEASE PURPOSES VIDE G483/1993  
PLAN FOR LEASE PURPOSES VIDE G486/2003  
PLAN FOR LEASE PURPOSES VIDE G518/1998  
PLAN FOR LEASE PURPOSES VIDE G56/1998  
PLAN FOR LEASE PURPOSES VIDE G57/1998  
PLAN FOR LEASE PURPOSES VIDE G579/1989  
PLAN FOR LEASE PURPOSES VIDE G60/2003  
PLAN FOR LEASE PURPOSES VIDE G611/1994  
PLAN FOR LEASE PURPOSES VIDE G686/1991  
PLAN FOR LEASE PURPOSES VIDE G769/1970  
PLAN FOR LEASE PURPOSES VIDE G786/2000  
PLAN FOR LEASE PURPOSES VIDE G84/2005  
PLAN FOR LEASE PURPOSES VIDE G97/1998  
APPROVED FILED PLAN FOR LEASE PURPOSES FX250077  
APPROVED FILED PLAN FOR LEASE PURPOSES FX250310  
APPROVED FILED PLAN FOR LEASE PURPOSES FX251945  
APPROVED FILED PLAN FOR LEASE PURPOSES FX252316  
APPROVED FILED PLAN FOR LEASE PURPOSES FX252413  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253036  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253239  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253364  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253649  
APPROVED FILED PLAN FOR LEASE PURPOSES FX49315  
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APPROVED FILED PLAN FOR LEASE PURPOSES FX56324  
APPROVED FILED PLAN FOR LEASE PURPOSES FX56397  
APPROVED FILED PLAN FOR LEASE PURPOSES FX56412  
APPROVED FILED PLAN FOR LEASE PURPOSES FX56905  
APPROVED FILED PLAN FOR LEASE PURPOSES FX58375  
APPROVED FILED PLAN FOR LEASE PURPOSES FX59173  
UNAPPROVED FX253239  
APPROVED FX39548  
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

**Administrative Interests** NIL

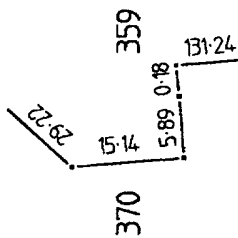




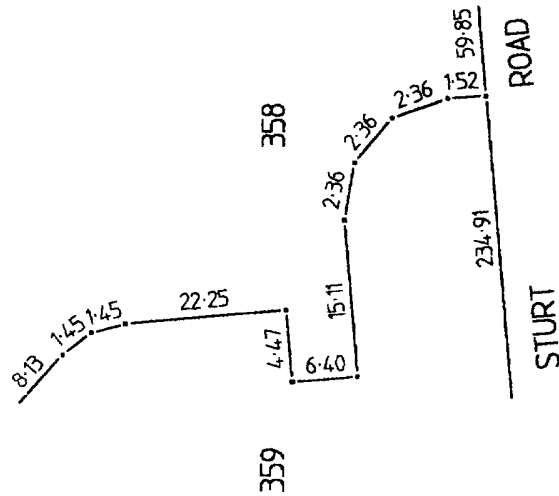
ENLARGEMENT W  
(NOT TO SCALE)



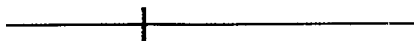
ENLARGEMENT Y  
(NOT TO SCALE)



ENLARGEMENT V  
(NOT TO SCALE)



ENLARGEMENT Z  
(NOT TO SCALE)



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5438 Folio 968

Parent Title(s) CT 4315/458  
Creating Dealing(s) CONVERTED TITLE  
Title Issued 30/07/1997 Edition 6 Edition Issued 06/03/2013

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 360 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
11829630	LEASE TO DICK SMITH ELECTRONICS PTY. LTD. COMMENCING ON 12/9/2010 AND EXPIRING ON 11/9/2020 OF PORTION (SHOP 9M IN FP 56905)

### Notations

Dealings Affecting Title NIL

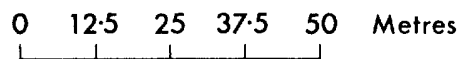
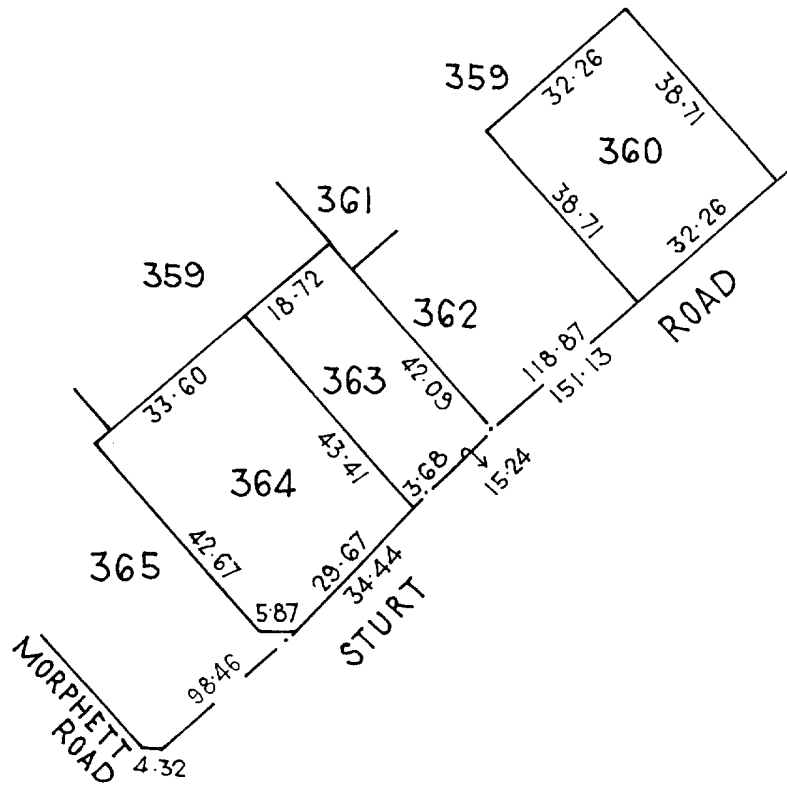
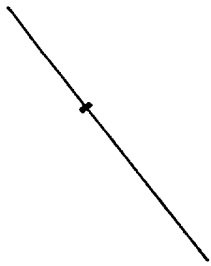
Priority Notices NIL

Notations on Plan NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G3299/1977  
PLAN FOR LEASE PURPOSES VIDE G97/1998  
APPROVED FILED PLAN FOR LEASE PURPOSES FX250077  
APPROVED FILED PLAN FOR LEASE PURPOSES FX250310  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253364  
APPROVED FILED PLAN FOR LEASE PURPOSES FX253649  
APPROVED FILED PLAN FOR LEASE PURPOSES FX56905  
APPROVED FILED PLAN FOR LEASE PURPOSES FX59173

Administrative Interests NIL





REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 301

**Parent Title(s)** CT 5438/971

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 363 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

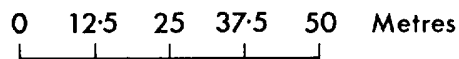
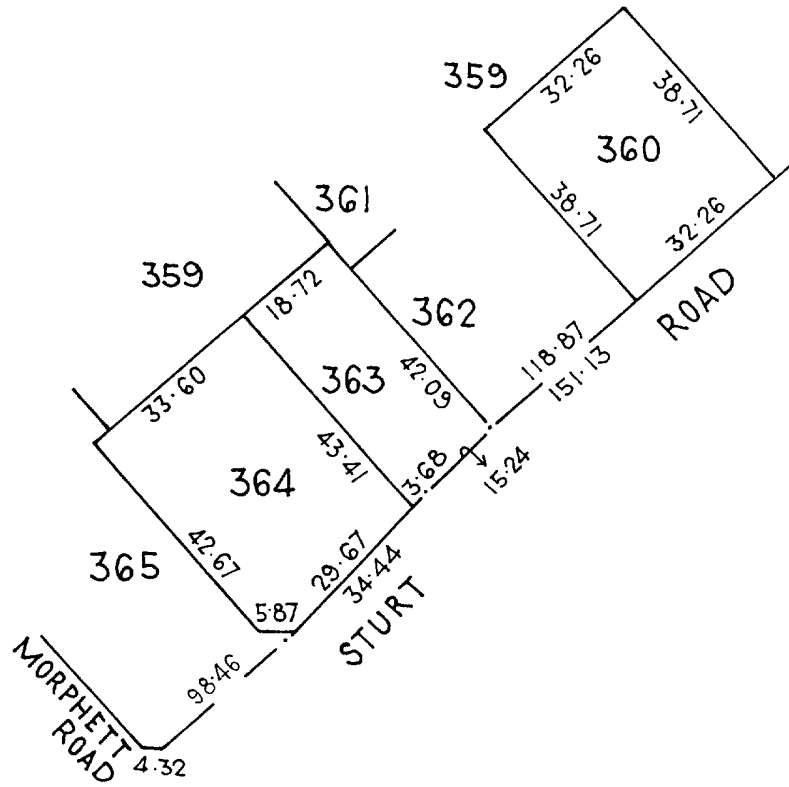
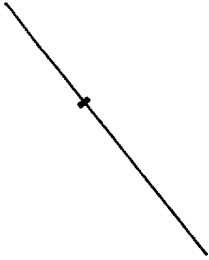
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G57/1998

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 300

**Parent Title(s)** CT 5438/966

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 364 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

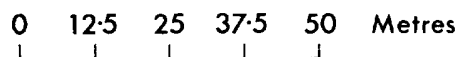
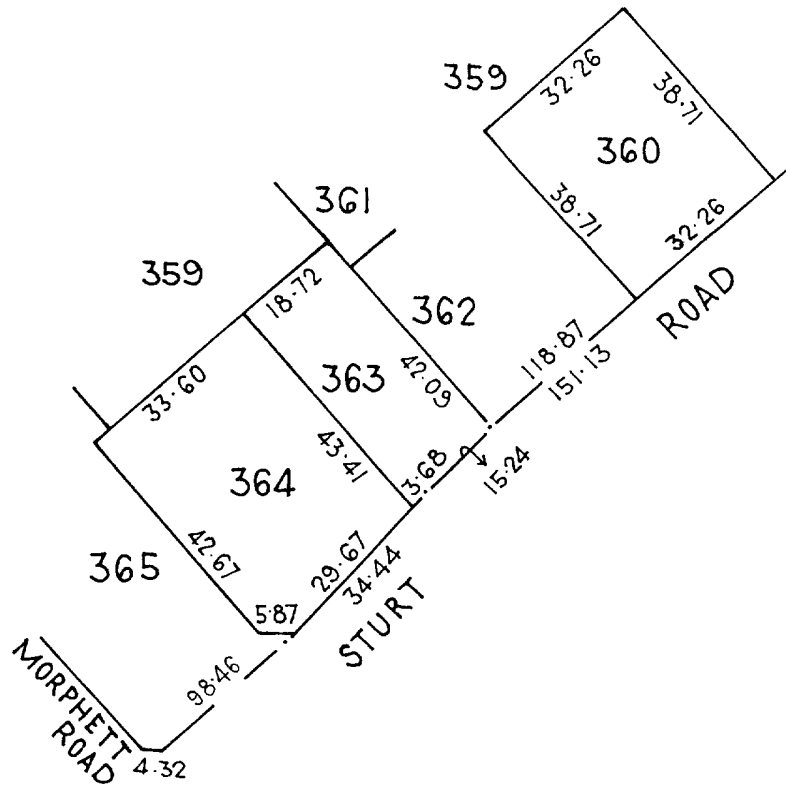
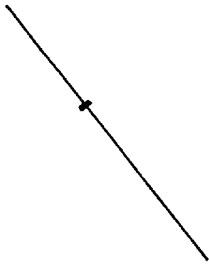
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G57/1998

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 6139 Folio 991

**Parent Title(s)** CT 5842/188

**Creating Dealing(s)** DDA 12130256

**Title Issued** 13/06/2014      **Edition** 3      **Edition Issued** 27/07/2018

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF LEVEL 4/30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 365 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G1733/1981  
PLAN FOR LEASE PURPOSES VIDE G56/1998  
PLAN FOR LEASE PURPOSES VIDE G57/1998  
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



South Australia

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



## Certificate of Title - Volume 5907 Folio 302

**Parent Title(s)** CT 5438/973

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 8 DEPOSITED PLAN 5548  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

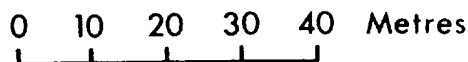
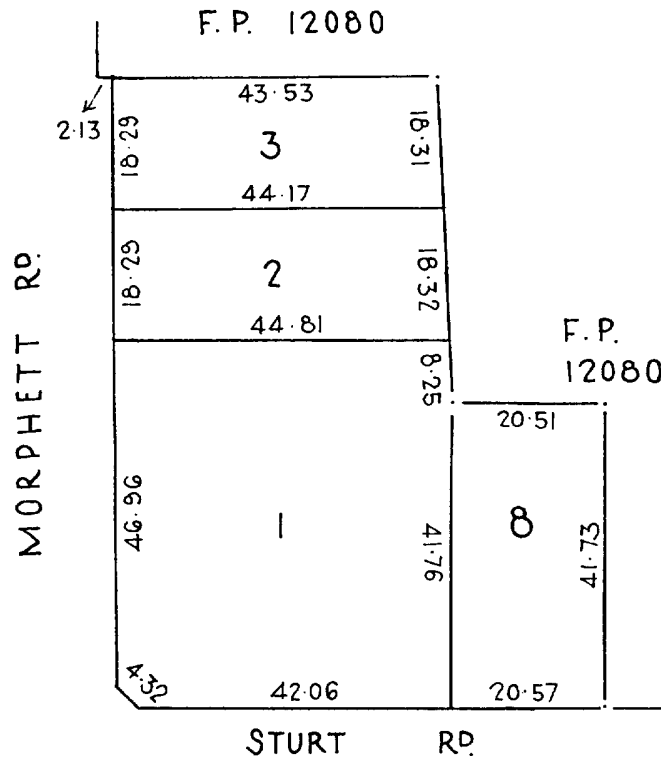
**Dealings Affecting Title** NIL

**Priority Notices** NIL

**Notations on Plan** NIL

**Registrar-General's Notes** NIL

**Administrative Interests** NIL





REAL PROPERTY ACT, 1886



South Australia

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



## Certificate of Title - Volume 5905 Folio 308

**Parent Title(s)** CT 5438/975

**Creating Dealing(s)** SC 9674050

**Title Issued** 29/10/2003      **Edition** 5      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 1 DEPOSITED PLAN 5548  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

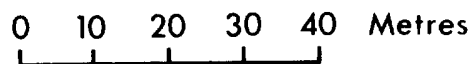
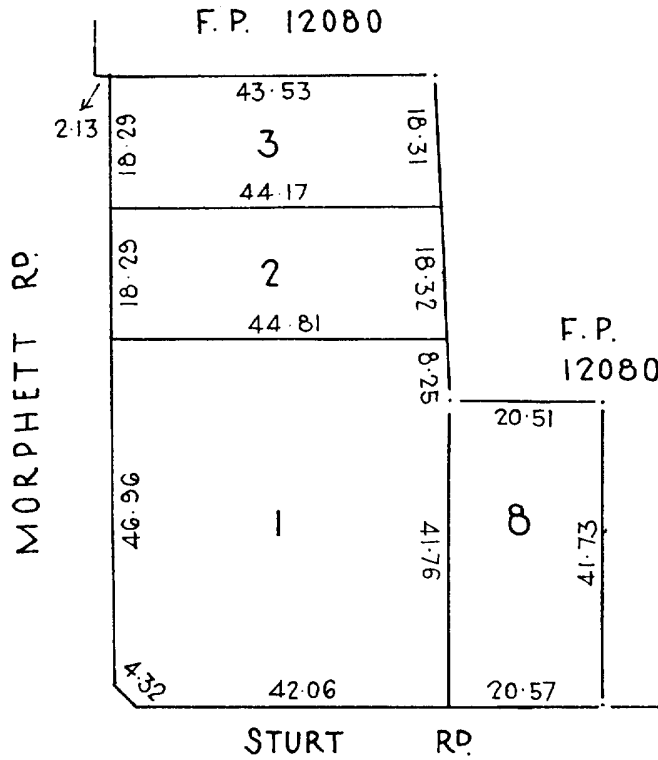
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G48/2002  
PLAN FOR LEASE PURPOSES VIDE G52/1983

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



South Australia

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



## Certificate of Title - Volume 5907 Folio 298

**Parent Title(s)** CT 5439/60

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003

**Edition** 4

**Edition Issued**

26/04/2005

## Estate Type

SHARE TITLE OF THE FEE ONLY

## Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

## Description of Land

ALLOTMENT 2 DEPOSITED PLAN 5548  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

## Easements

NIL

## Schedule of Dealings

NIL

## Notations

**Dealings Affecting Title** NIL

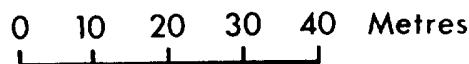
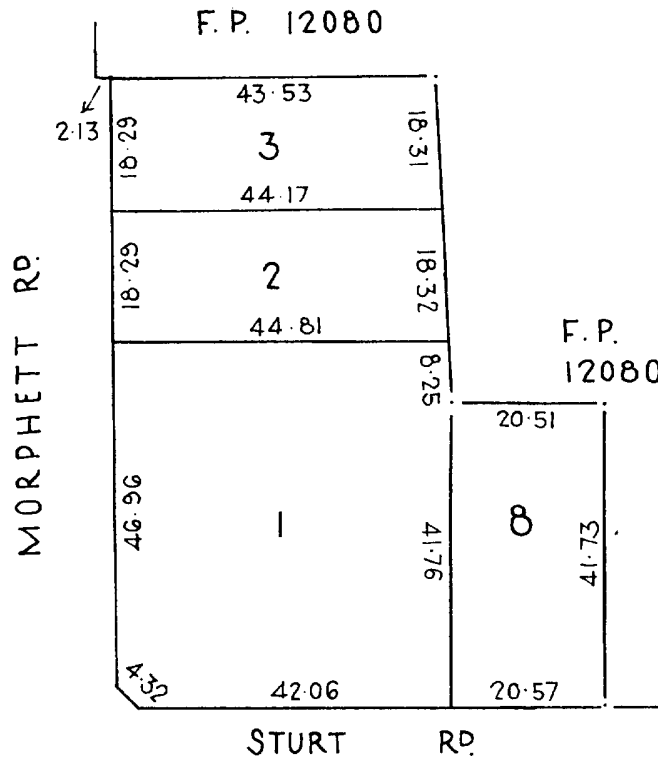
**Priority Notices** NIL

**Notations on Plan** NIL

## Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G1700/1979

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 299

Parent Title(s) CT 5438/964

Creating Dealing(s) SC 9712621

Title Issued 21/11/2003 Edition 4 Edition Issued 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 3 DEPOSITED PLAN 5548  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

Dealings Affecting Title NIL

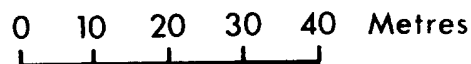
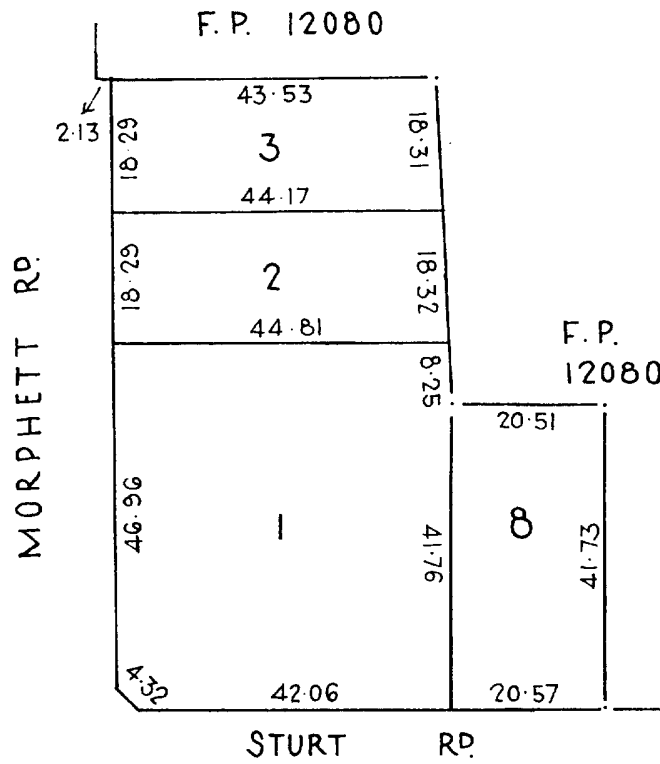
Priority Notices NIL

Notations on Plan NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G1700/1979

Administrative Interests NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 307

**Parent Title(s)** CT 5443/796

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 366 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

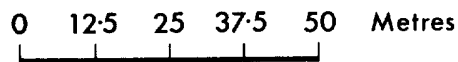
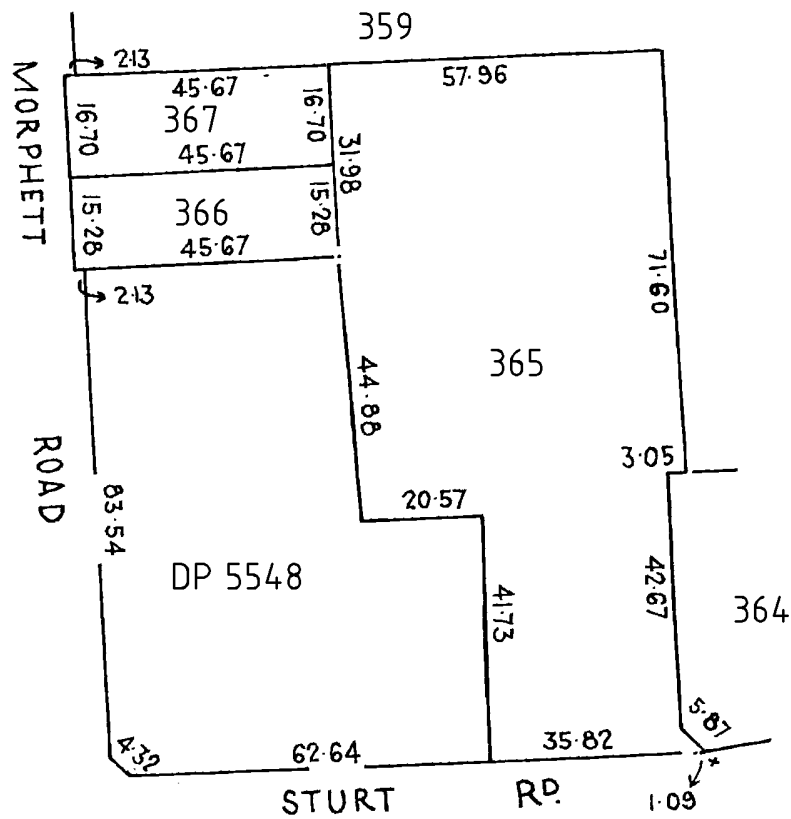
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G1733/1981

**Administrative Interests** NIL





REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 308

**Parent Title(s)** CT 5443/797

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 367 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

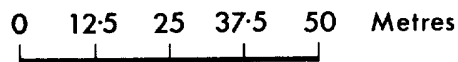
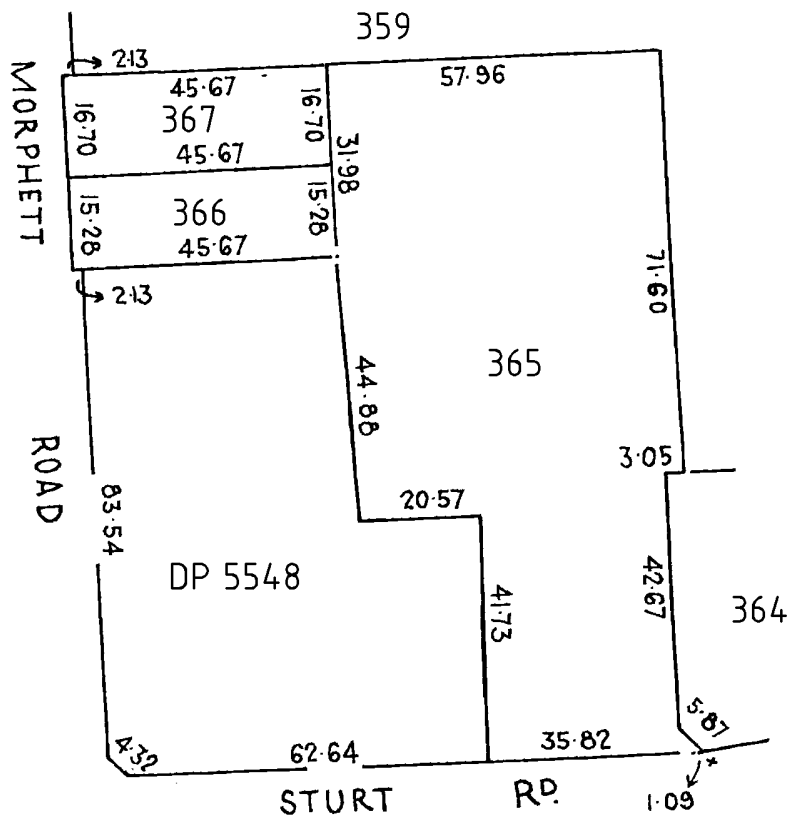
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G1733/1981  
PLAN FOR LEASE PURPOSES VIDE G362/1977

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 6018 Folio 126

**Parent Title(s)** CT 5907/297  
**Creating Dealing(s)** VE 10932197, VE 10932198, VE 10932199  
**Title Issued** 11/09/2008      **Edition** 1      **Edition Issued** 11/09/2008

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 31 FILED PLAN 18727  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

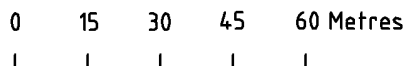
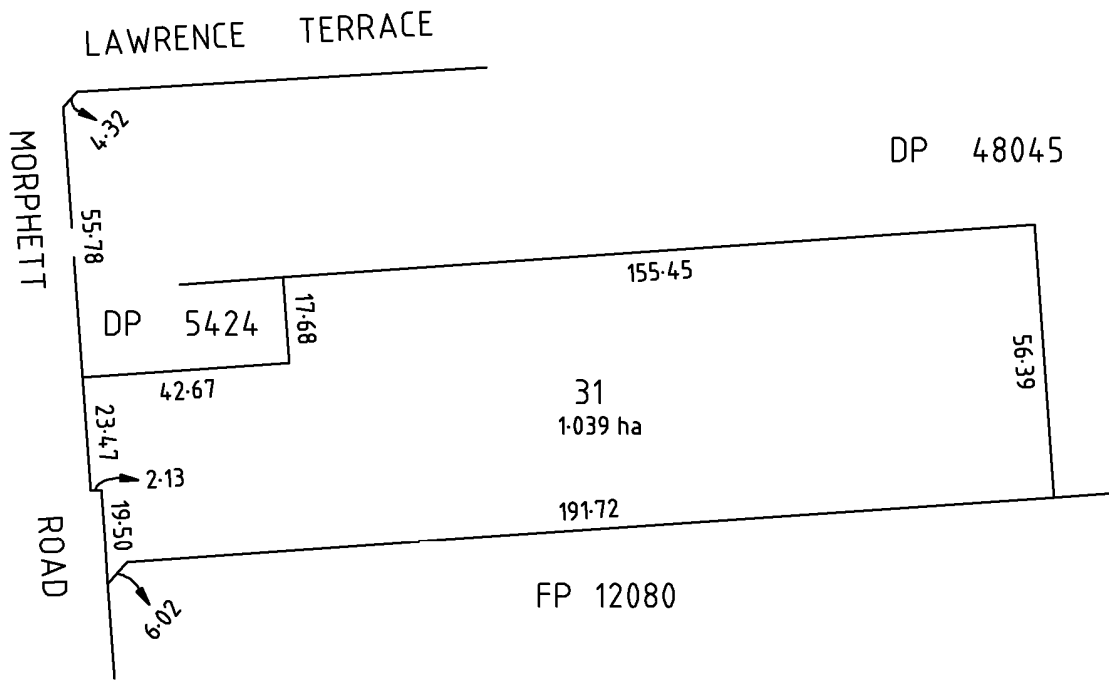
### Notations

**Dealings Affecting Title** NIL  
**Priority Notices** NIL  
**Notations on Plan** NIL

### Registrar-General's Notes

APPROVED FILED PLAN FOR LEASE PURPOSES FX251945

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 5907 Folio 316

**Parent Title(s)** CT 5864/276

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 29 DEPOSITED PLAN 5424  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

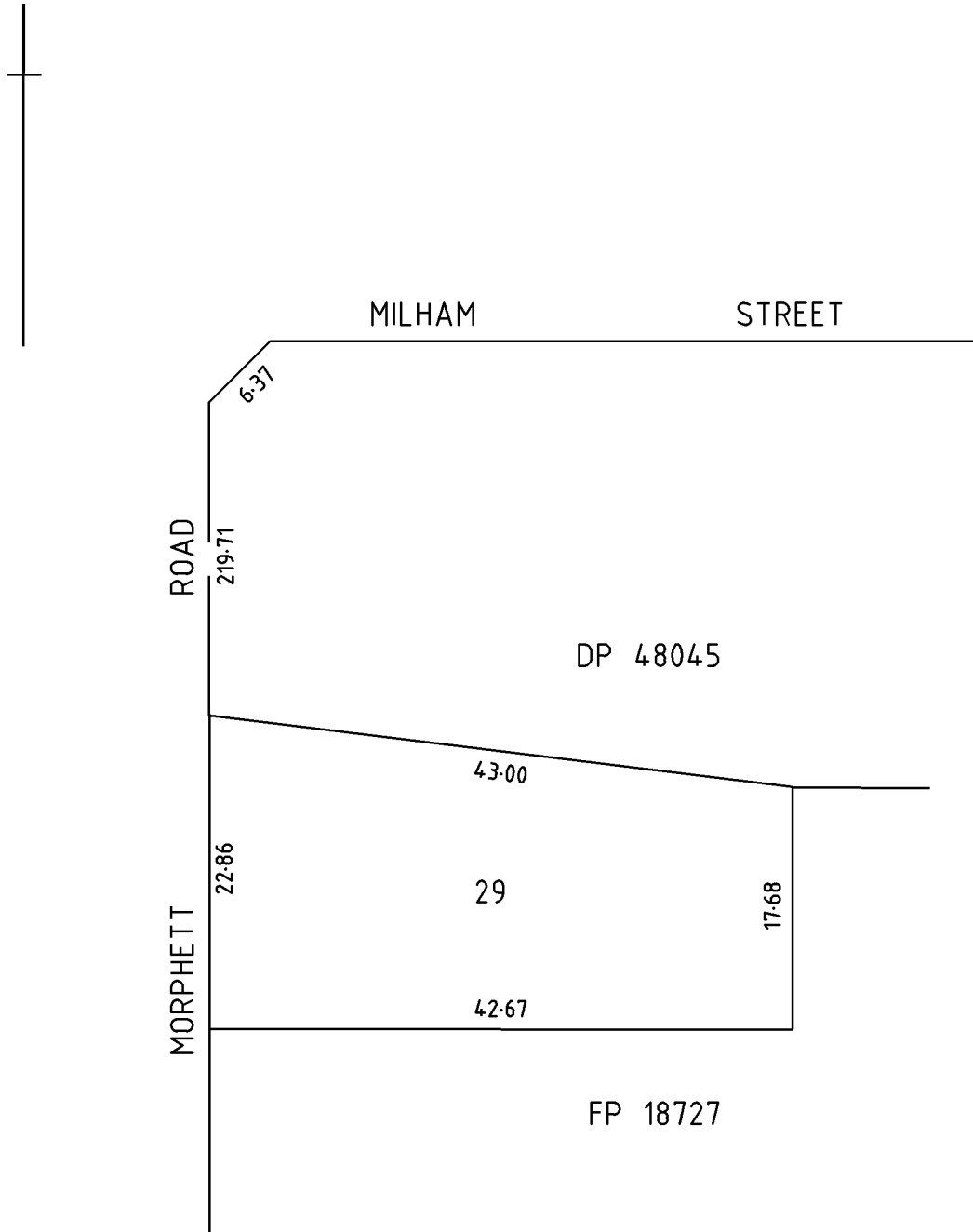
**Dealings Affecting Title** NIL

**Priority Notices** NIL

**Notations on Plan** NIL

**Registrar-General's Notes** NIL

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



South Australia

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



## Certificate of Title - Volume 5907 Folio 313

**Parent Title(s)** CT 5482/897

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 101 DEPOSITED PLAN 48045  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

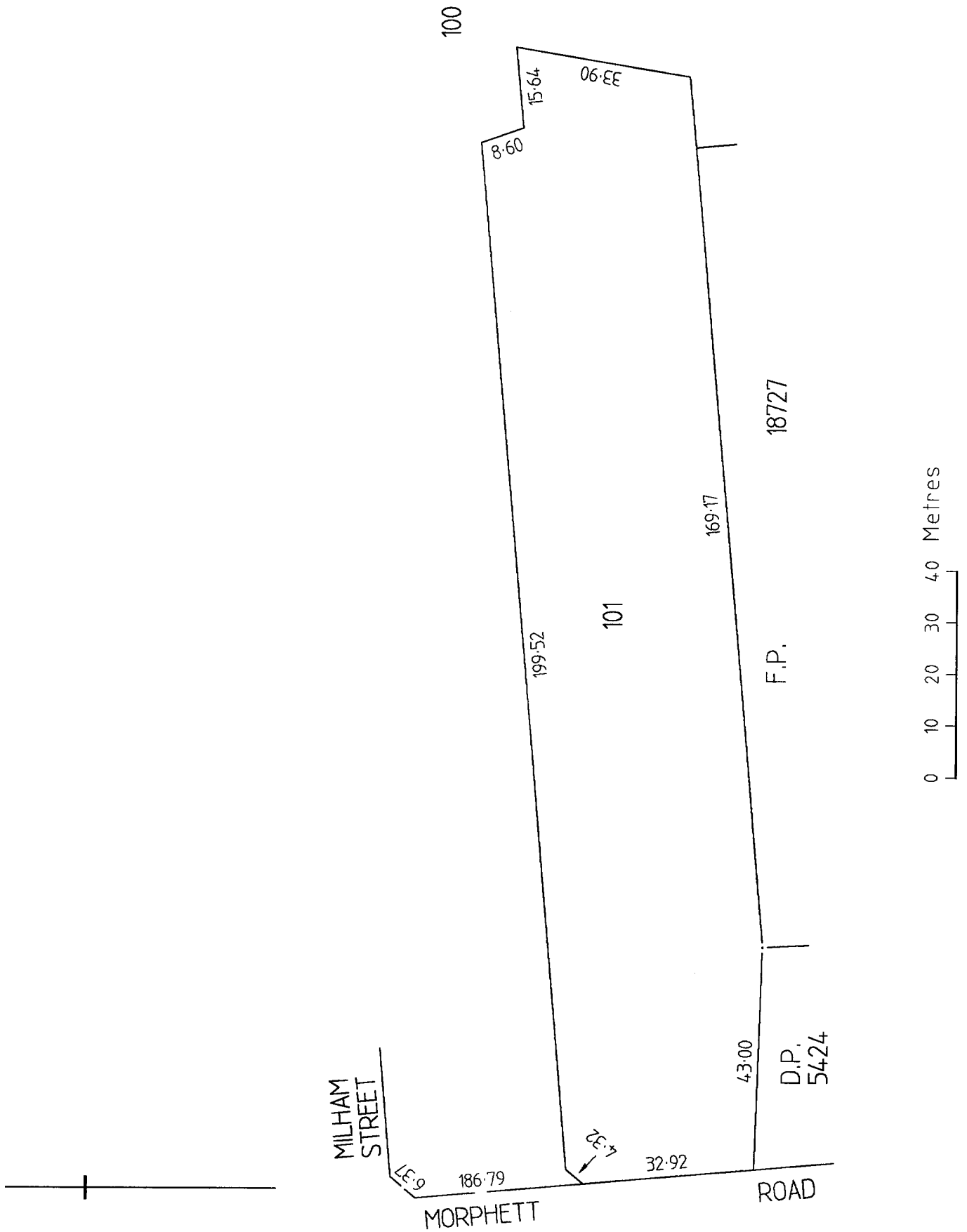
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G486/2003  
PLAN FOR LEASE PURPOSES VIDE G84/2005  
APPROVED FILED PLAN FOR LEASE PURPOSES FX49576

**Administrative Interests** NIL





REAL PROPERTY ACT, 1886



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## Certificate of Title - Volume 6089 Folio 59

**Parent Title(s)** CT 5848/470

**Creating Dealing(s)** AQ 11681072

**Title Issued** 09/01/2012      **Edition** 1      **Edition Issued** 09/01/2012

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 50 DEPOSITED PLAN 56981  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED A (RTC 8702452)

### Schedule of Dealings

NIL

### Notations

**Dealings Affecting Title** NIL

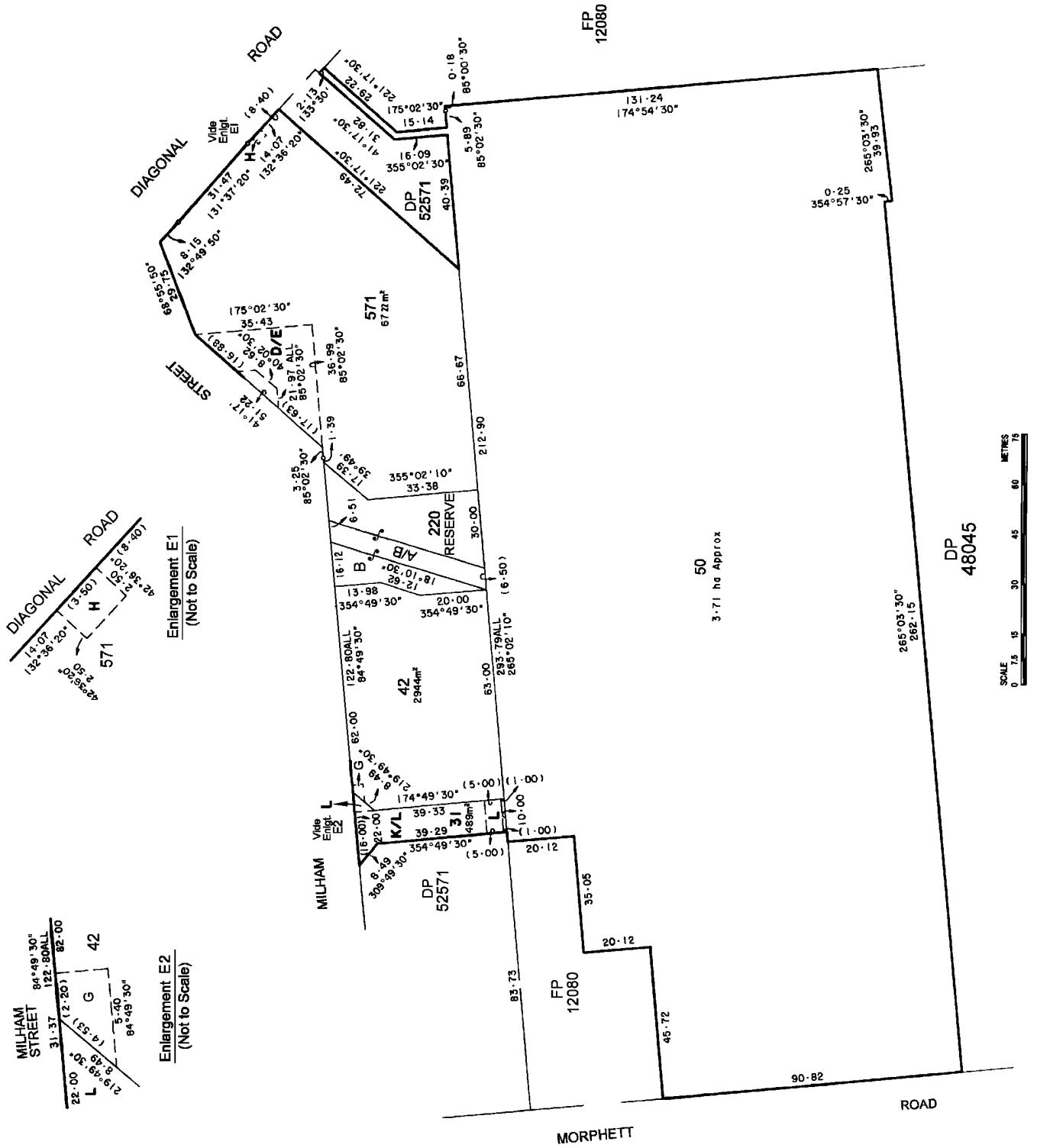
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G486/2003  
PLAN FOR LEASE PURPOSES VIDE G84/2005  
APPROVED FILED PLAN FOR LEASE PURPOSES FX49576  
UNAPPROVED D91290

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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## Certificate of Title - Volume 5907 Folio 314

**Parent Title(s)** CT 5482/900

**Creating Dealing(s)** SC 9712621

**Title Issued** 21/11/2003      **Edition** 4      **Edition Issued** 26/04/2005

### Estate Type

SHARE TITLE OF THE FEE ONLY

### Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

### Description of Land

ALLOTMENT 371 FILED PLAN 12080  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
11799238	CAVEAT BY DISTRIBUTION LESSOR CORPORATION OVER PORTION

### Notations

**Dealings Affecting Title** NIL

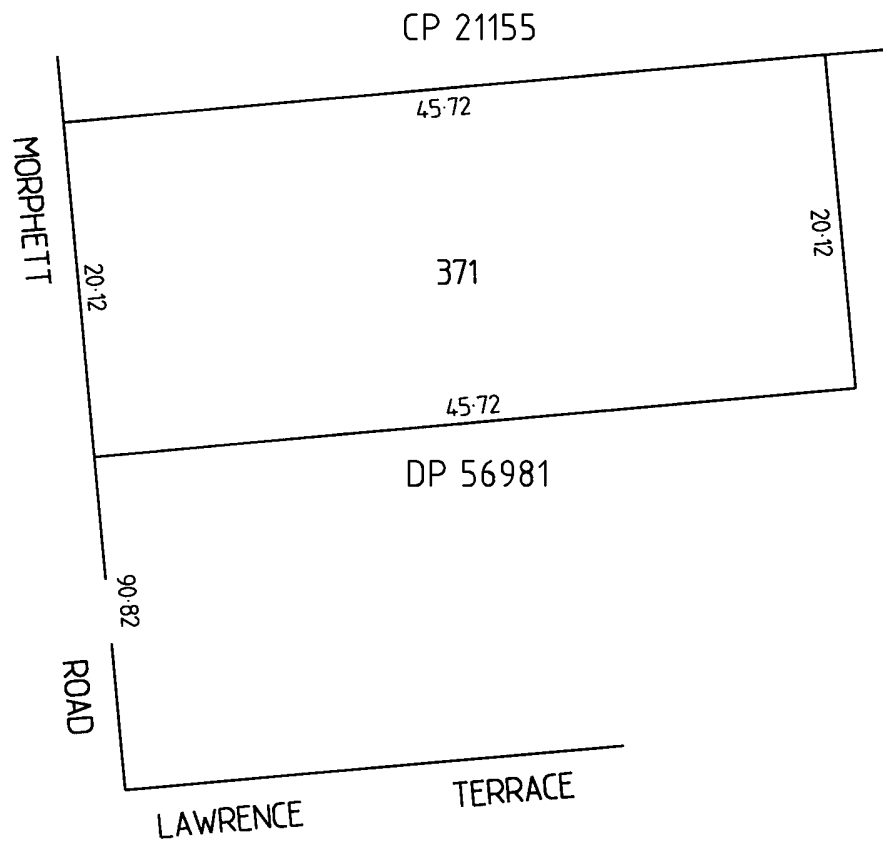
**Priority Notices** NIL

**Notations on Plan** NIL

### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G486/2003  
PLAN FOR LEASE PURPOSES VIDE G84/2005  
APPROVED FILED PLAN FOR LEASE PURPOSES FX49576  
APPROVED FX55520

**Administrative Interests** NIL



REAL PROPERTY ACT, 1886



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## Certificate of Title - Volume 5698 Folio 318

**Parent Title(s)** CT 5681/912

**Creating Dealing(s)** T 8746142

**Title Issued** 06/10/1999

**Edition** 4

**Edition Issued**

26/04/2005

## Estate Type

SHARE TITLE OF THE FEE ONLY

## Registered Proprietor

LEND LEASE REAL ESTATE INVESTMENTS LTD. (ACN: 063 427 896)  
OF 30 THE BOND 30 HICKSON ROAD MILLERS POINT NSW 2000  
1 / 2 SHARE

## Description of Land

ALLOTMENT 61 DEPOSITED PLAN 52571  
IN THE AREA NAMED OAKLANDS PARK  
HUNDRED OF NOARLUNGA

## Easements

NIL

## Schedule of Dealings

NIL

## Notations

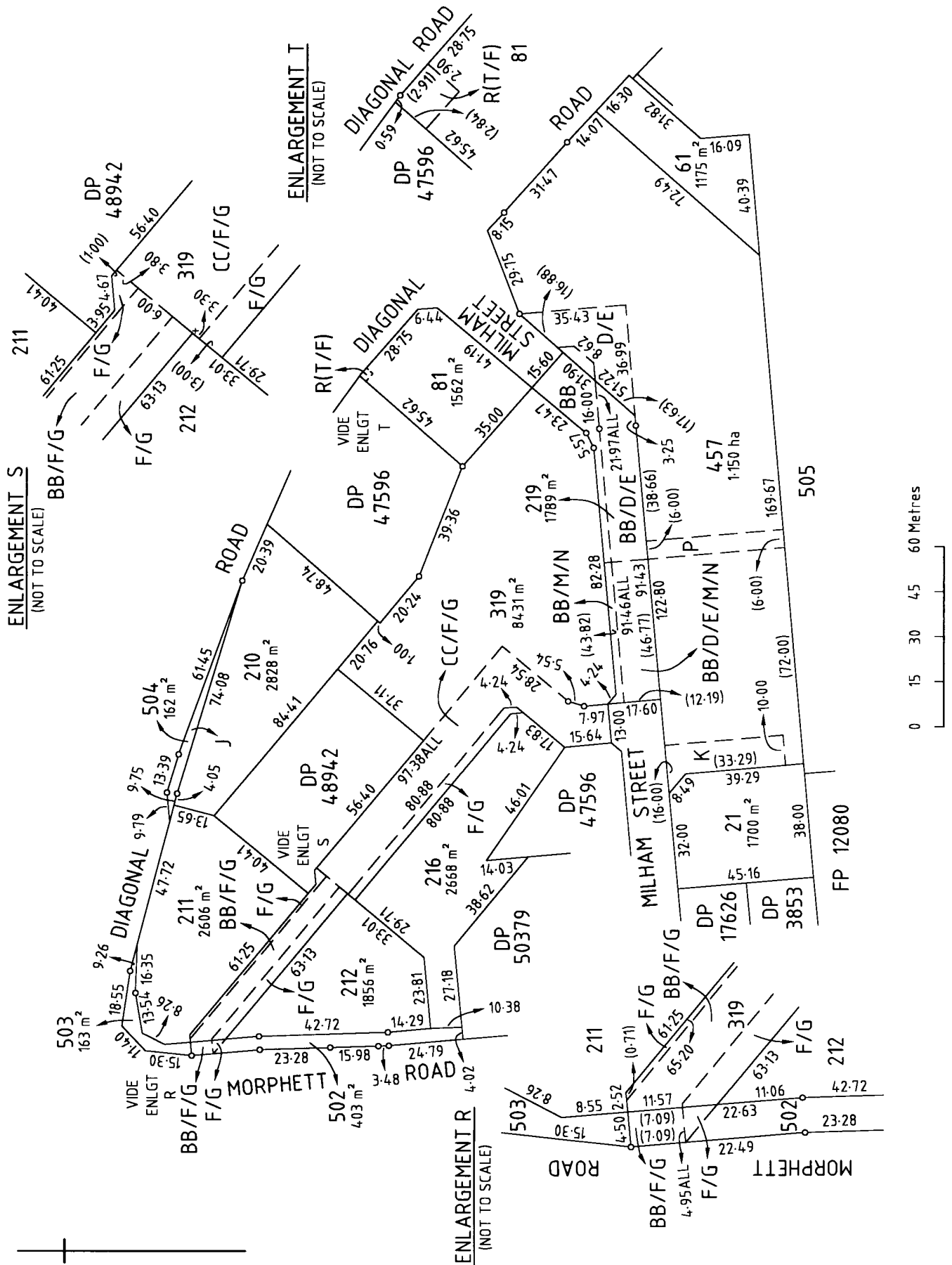
**Dealings Affecting Title** NIL

**Priority Notices** NIL

**Notations on Plan** NIL

**Registrar-General's Notes** NIL

**Administrative Interests** NIL





Scentre Limited

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10 December 2018  
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## WESTFIELD MARION REDEVELOPMENT

297 DIAGONAL ROAD, OAKLANDS PARK

## TRAFFIC REPORT

December 2018

17-0275

**Traffic • Parking • Transport**

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## DOCUMENT ISSUE

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Final	20 November 2018	Final Report	MLM
Rev A	10 December 2018	Amended GLA	MLM

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## 1.0 INTRODUCTION

This report relates to a proposal for an expansion to Westfield Marion. The proposal, which will include expansion of retail floor area and construction of a decked parking area on the site, will also include installation of a ticketless access control system.

The subject site has been the subject of a number of development approvals in recent years. Of particular note is the approval for a 19,213 m<sup>2</sup> expansion of the retail facilities (DA 100/1297/2012), a variation to permit the approval to be constructed in stages (DA 100/417/2015) and the installation of an access control system for the site (DA 100/1607/11).

The subject proposal seeks to deliver 16,896 m<sup>2</sup> of additional floor area and provide improved loading facilities for the site. Specifically, where possible, commercial and domestic vehicles will be separated within the site, albeit existing infrastructure will preclude this in some locations.

Modification to the car park access ramps are also proposed to provide for the expansion.

This report provides an assessment of the car park design and delivery access requirements, as well as modifications necessary to incorporate the ticketless access control system. In addition to this design assessment, a review of the traffic capacity requirements of the access has been completed for the proposal.

Stage 1A of DA 100/417/2015 has been constructed. Subsequent stages of this approval included infrastructure improvements to the Diagonal Road signalised access. These works have not been effected as they related to staging that has not to date been implemented. Accordingly, the requirements to incorporate these works into the subject development proposal have been reviewed as part of this assessment.

These investigations are documented in this report which relates to Scentre Group Design and Construction Suite of Drawings D5524 – SGD – 015000 to 015900.

## 2.0 EXISTING SITUATION

The subject site is Westfield Marion, which has an existing leasable floor area of approximately 135,320 m<sup>2</sup> (inclusive of the cinema). The site, which is triangular in shape and is located within the Marion Regional centre, has frontages to Diagonal Road, Morphett Road and Sturt Road. Figure 1 identifies the subject site.



**Figure 1: Subject Site**

Sturt Road is an arterial road which has an annual average daily traffic (AADT) volume in the order of 19,800 vehicles per day (vpd). It is primarily a four-lane divided carriageway but expands on the approach to intersections to provide for turning lanes. The road has a speed limit of 60 km/h.

Sturt Road has bicycle lanes provided in each direction which are operational at all times. Indented parking is available on the southern side of the road. Sturt Road forms a signalised intersection with Morphett Road at the western end of the subject site and with Diagonal Road at the eastern end of the subject site.

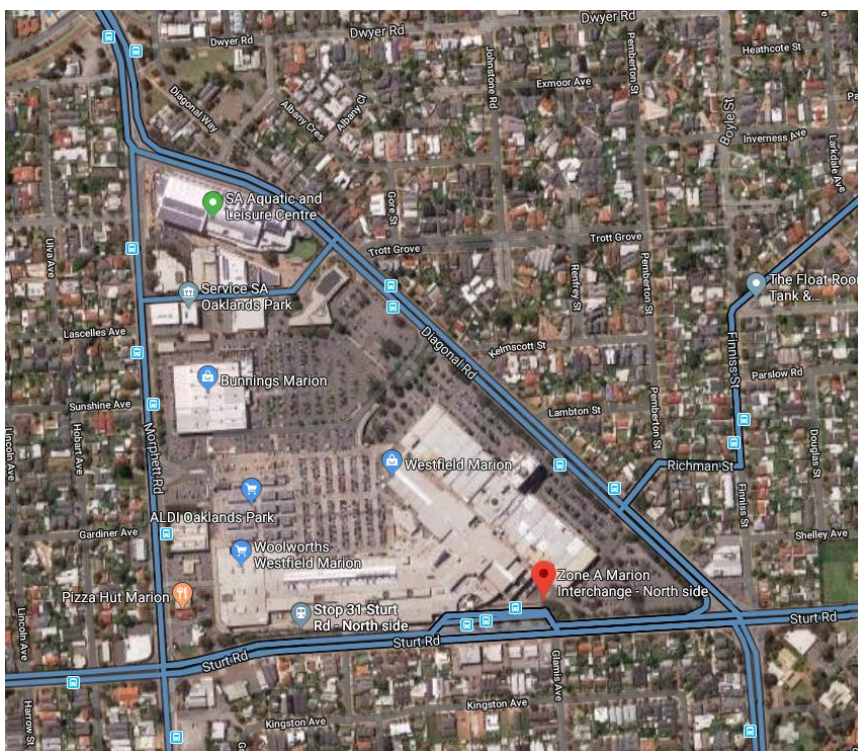
Morphett Road is an arterial road which has an AADT volume in the order of 23,300 vpd. It is primarily a four-lane divided carriageway. Adjacent the site, the road expands on approaches to signalised intersections to provide for turning lanes. The road has a posted speed limit of 60 km/h.

Morphett Road has bicycle lanes provided in each direction which are operational at all times. Morphett Road forms a signalised T-intersection with Diagonal Road, north of the subject site.

Diagonal Road is an arterial road which has an AADT in the order of 29,000 vpd. It is primarily a four-lane divided carriageway, although, the road expands on approaches to signalised intersections to provide for turning lanes. The road has a posted speed limit of 60 km/h.

Diagonal Road has bicycle lanes provided in each direction which are operational at all times. Indented parking is available on the western side of the road.

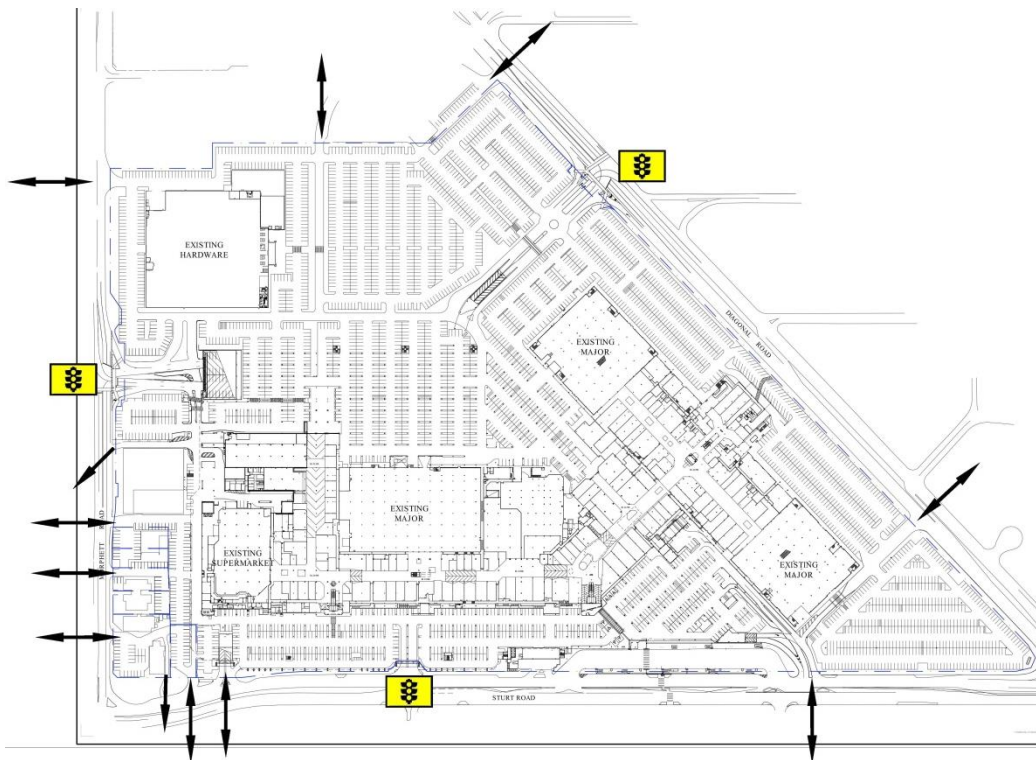
Bus routes are located on Sturt Road, Morphett Road and Diagonal Road, with most routes terminating at the major bus interchange located on the subject land. Figure 2 illustrates existing bus routes immediately adjacent the site.



**Figure 2: Existing bus routes (source: Google Maps).**

The above figure illustrates that there are many opportunities to access the site via public transport.

Access to the subject site is located at a number of locations on each road frontage. Primary access to the shopping centre is achieved via a signalised access on Morphett Road, Diagonal Road and Sturt Road. These signalised access points cater for approximately 80% of the traffic entering and exiting the site. The balance of access is achieved via the various unsignalised access points. Figure 3 illustrates the existing access arrangement for the site.



**Figure 3: Existing access arrangements at the site.**

Parking for the site is currently provided in two deck parking areas, namely:

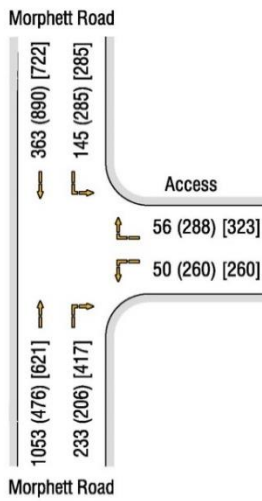
- a deck car park on the southern side of the site, adjacent Sturt Road; and
- a deck car park on the northern side of the site.

In addition, an at-grade car park on the northern portion of the land provides additional parking for the site.

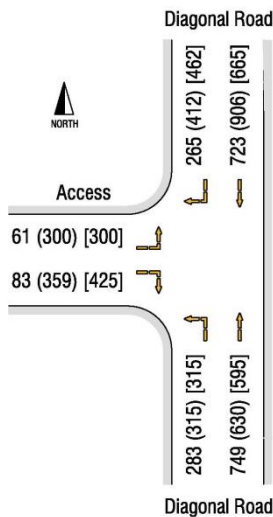
The land to the north of the site includes a medical centre, the state aquatics centre and Marion Cultural Centre. Access to the shopping centre is available via a road constructed on land owned by the City of Marion which extends to Warracowie Way.

## 2.1 TRAFFIC VOLUMES

Traffic count data were obtained from the Department of Planning, Transport and Infrastructure (DPTI) for the signalised access points on Morphett Road and Diagonal Road. These data are illustrated in Figures 4 and 5.



**Figure 4: Peak hour turning movements at Morphett Road access**



**Figure 5: Peak hour turning movements at Diagonal Road access**

The above data were compared with the data used for the previous assessments at the intersections. The volume in peak periods accessing the site via the signals was comparable with the 2007 volumes and identified that the entry and exit movements were comparable with present day volumes. Accordingly, there has been negligible change to the traffic movements to and from the shopping centre since the 2007 assessment.

On this basis, the turning count data at other access points used in the previous assessment have been maintained for this review. These data are illustrated in Figure 6 (noting that the signalised intersection data obtained in 2018 have been adopted for the primary access points),

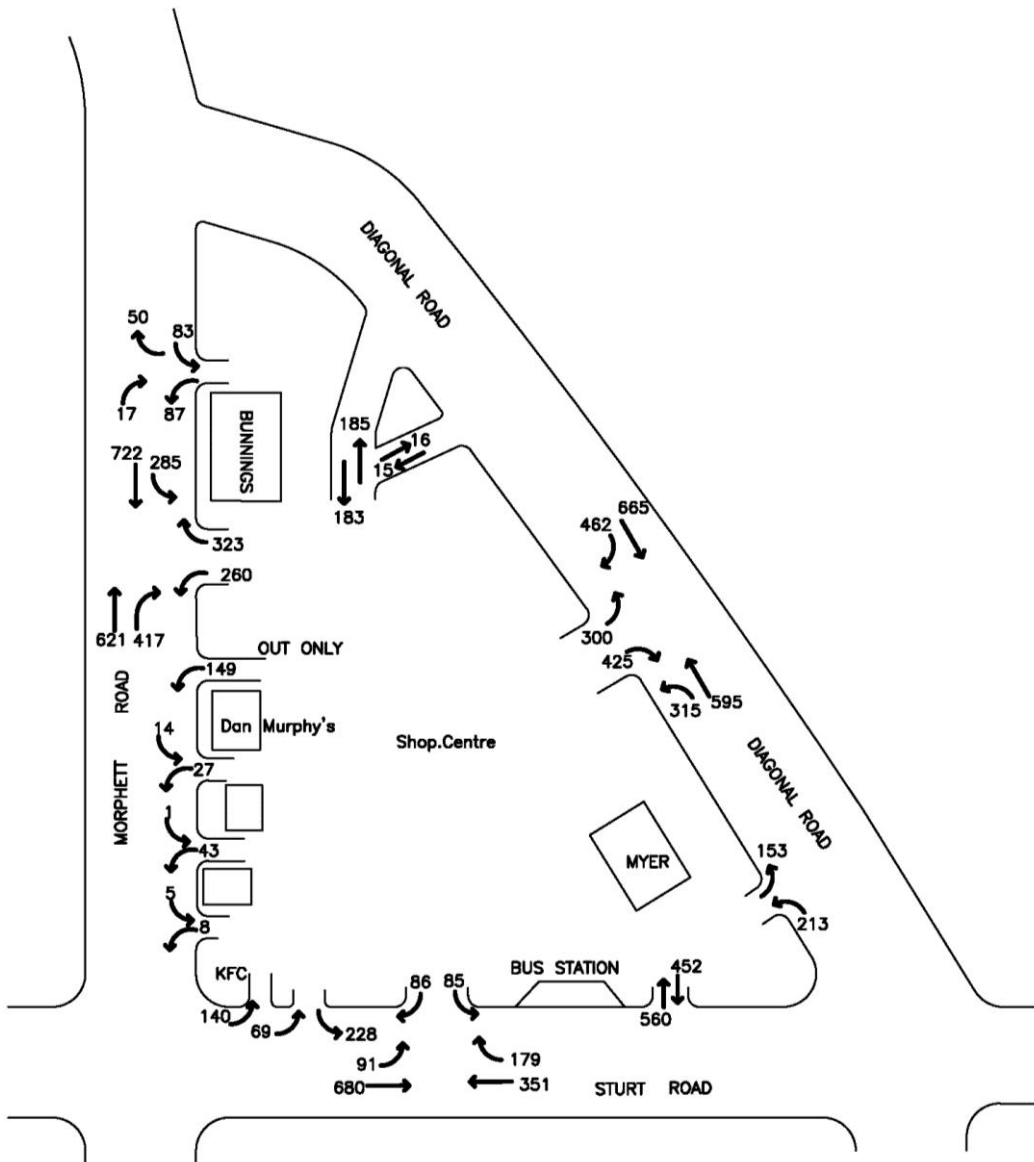


Figure 6: Peak hour turning volumes at Westfield Marion access points.

### 3.0 PREVIOUS APPROVALS

The previous application for the expansion of the shopping centre has included a number of iterations, including:

- an approval in 2008 for an increased floor area of 18,152 m<sup>2</sup>;
- variations to that approval in 2011 and 2012; and
- approval for a staged development proposal for 19,213 m<sup>2</sup> additional floor area in 2015.

Stage 1 of the 2015 approval which included the Aldi supermarket and the Fresh Food Precinct was constructed in 2016 and resulted in approximately 3,100 m<sup>2</sup> of the floor area being constructed.

The earlier applications had included additional parking spaces at a rate of five spaces per 100 m<sup>2</sup>. This was in order to satisfy the (then) rate identified in Councils Development Plan but did not reflect either the existing provision on the site or an identified existing demand.

Typically, loading was maintained in its existing configuration for the site, except where the proposed modifications necessitated an amendment to the access for commercial vehicles.

Access to the site was maintained as per the existing arrangements for the previous proposal, with the exception of an infrastructure upgrade to include an additional right turn lane entering the site at the Diagonal Road signalised intersection. A subsequent Development Application, however, resulted in approval for an access control system, including boom gates, to be implemented at all access points.

In addition to the above approvals, an agreement is in place that provides for an opportunity to segregate an area in the car park for use by Aquatic Centre patrons during major events. At present, when execute, this area is controlled manually and can vary in space depending on the event.



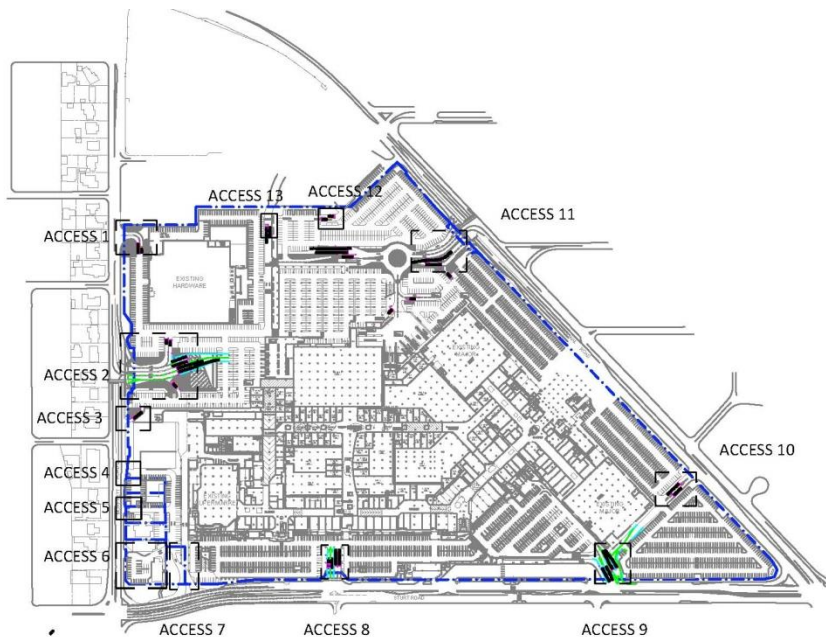
## 4.0 PROPOSAL

The current proposal for a 16,896 m<sup>2</sup> expansion of Westfield Marion has also incorporated the more recent design philosophy of Scentre Group to not only improve and modernise the offering at the centre, but to also address present day design expectations, including:

- Safety in design criteria. This includes as a primary focus the separation of commercial and domestic vehicles in the site where possible. At present trucks enter and exit the sites at a number of locations and are required to drive along car park aisles and in areas of high pedestrian movements. While it is not possible to separate all truck movements from the car park due to the location of existing loading facilities and on-site infrastructure and lease constraints, the design has focused on concentrating most deliveries within separated loading areas with access via major access and circulation aisles where possible;
- Provision of a ticketless access control system at all access points. Such a system is being introduced at all Westfield sites across Australia and provides for improved parking efficiencies and turnover while minimising traffic impact at the entry points;
- Modifications to the existing parking to include a four level deck parking area in the northern car park area, adjacent Diagonal Road. This car park expansion will incorporate four levels of parking, with the upper level linking to the existing level two deck car park;
- modifications to the existing ramp which services the upper deck car park from Morphett Road. This modification will include separating the access aisles from parking on this ramp;
- Modifications to the existing substandard roundabout adjacent the Diagonal Road access to provide additional separation to the traffic signals and to achieve a compliant functional roundabout design;
- Modifications to the Morphett Road signals to incorporate a high angle left turn lane at the entry in lieu of the existing continuous lane;
- Introduction of an additional right turn lane for drivers entering the site at the Diagonal Road signalised access to increase capacity at this intersection;
- Modifications to the Woolworths loading access to provide for a turning area for drivers to enter and exit the site via Sturt Road; and
- Creation of a separated loading facility at ground level on the north-eastern side of the centre to maximise the separation to customer traffic.

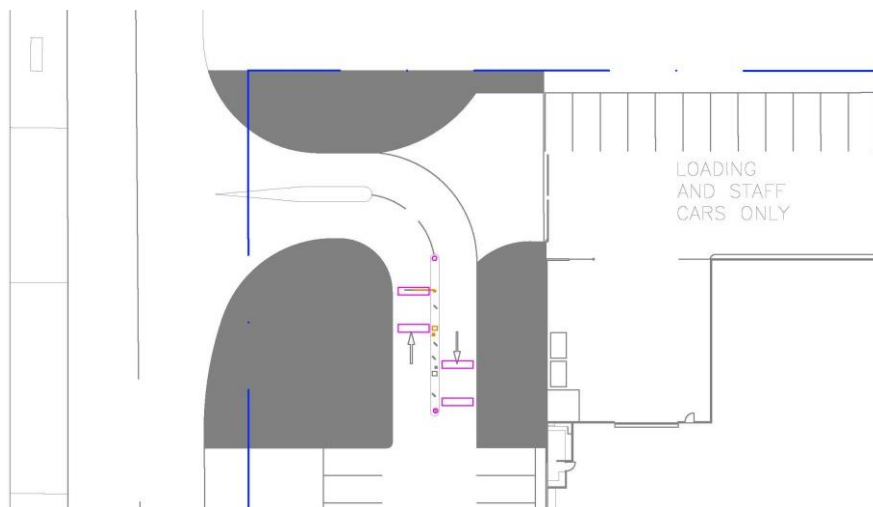
## 4.1 ACCESS

Access points to the shopping centre will remain in the current locations. Modifications to the access points will be included to accommodate the proposed ticketless access control equipment. Figure 7 illustrates the site with access points numbered.



**Figure 7: Numbered access points.**

Access 1 will be designed to cater for entry and exit movements in a single lane. The design of the access will accommodate the entry and exit movements for the delivery vehicle servicing the Bunnings store. Figure 8 illustrates the proposed treatment for access 1.

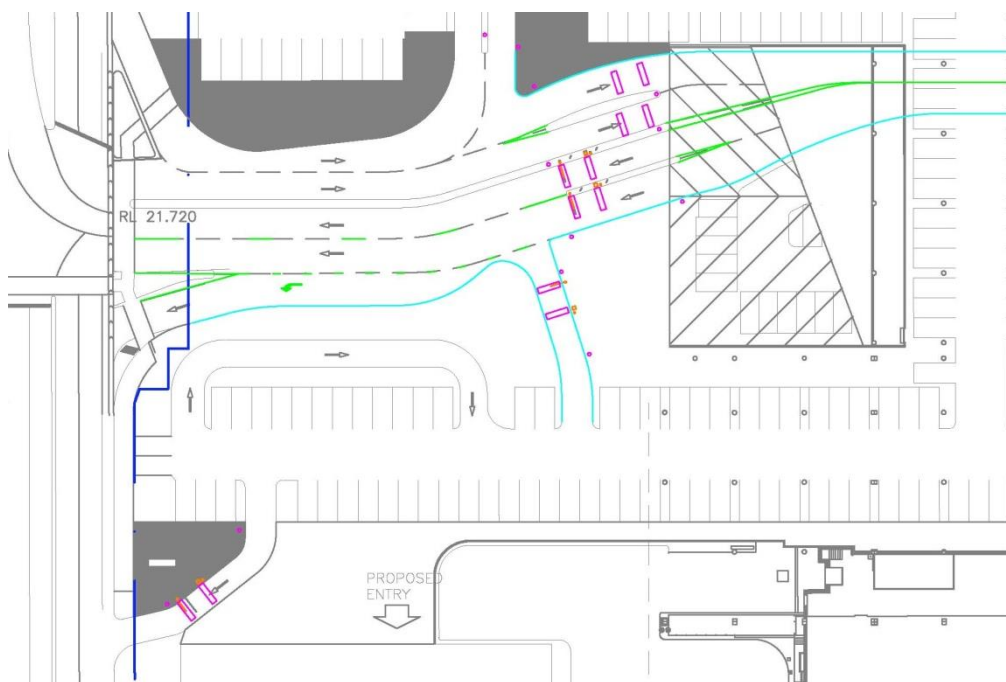


**Figure 8: Access 1 proposed treatment.**

Access 2 is the signalised Morphett Road intersection. There will be a number of modifications to this access, including:

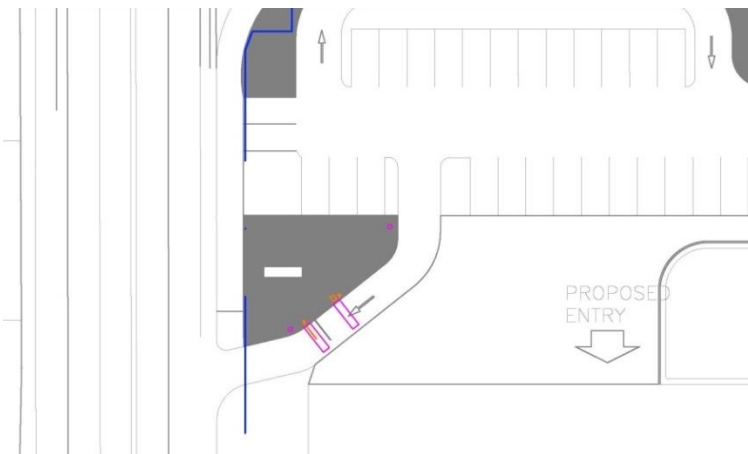
- creation of a high angle left turn lane in lieu of the existing continuous lane. This will provide for improved safety and a decrease in weaving movements on the entry;
- separation of entry and exit lanes on the ramp from a parking area to provide for unimpeded access on the ramp; and
- installation of a ticketless access control equipment.

Figure 9 illustrates the amended intersection and access design, including the equipment.



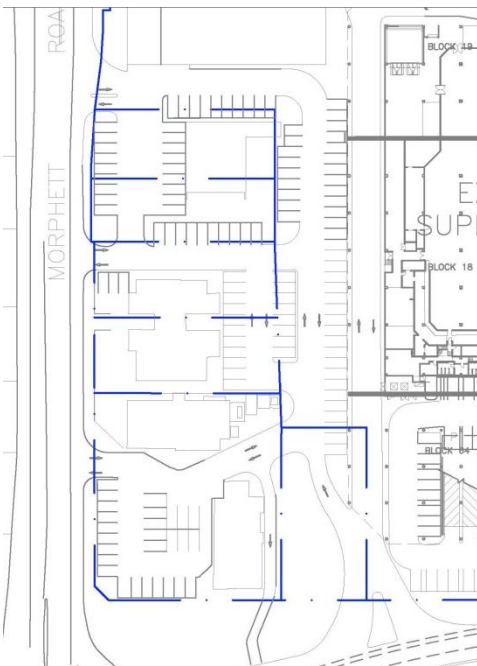
**Figure 9: Amended intersection and access design.**

Access 3 will be retained as an egress only but will be modified on approach to Morphett Road to service the parking area rather than the loading. The angle of the approach will be no less than 70° in accordance with Austroads design criteria. Figure 10 illustrates the proposed egress design, including equipment.



**Figure 10: Proposed egress design including equipment.**

Access points 4, 5 and 6 will be retained in their current configuration and will continue to service the pad sites. Internal closures between the parking areas servicing the pad sites and the balance of the centre will be effected so that drivers cannot use these crossovers to avoid the controlled access points. Figure 11 illustrates how this area will be separated from the primary parking areas.

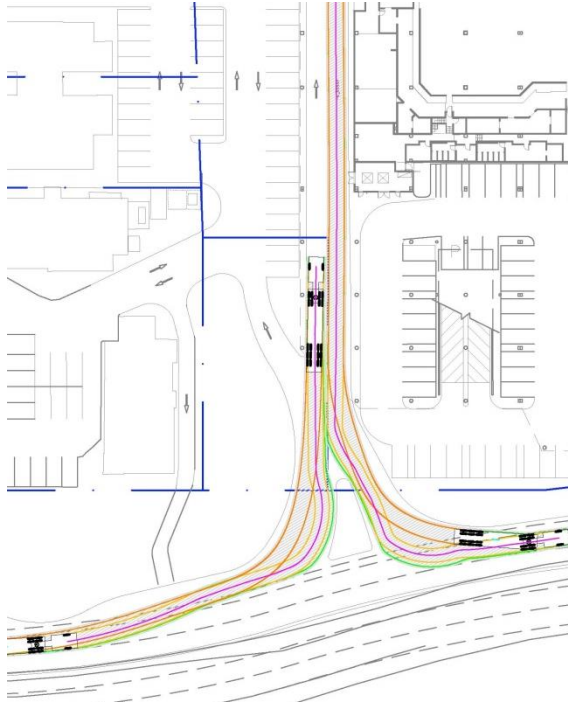


**Figure 11: Internal car park segregation.**

The above treatment will mean that these access points will only be used by drivers accessing the pad sites (albeit it is anticipated that this would be the current situation).

Access 7 currently provides entry for commercial vehicles to the Woolworths and Aldi loading facility and the car park fronting Sturt Road. It is treated with a left turn deceleration lane which also provides channelization for the adjacent entry to the

Sturt Road car park ramp. It is proposed to modify Entry 7 to permit exit movements for commercial vehicles, as illustrated in Figure 12.



**Figure 12: Proposed modification to access 7 to permit exit movements.**

The modifications illustrated above can be achieved by closing the adjacent access. This will have minimal impact on the operation of the traffic flow within the car park as the ramp within the Sturt Road deck car park can be connected at the internal aisle, as illustrated in Figure 13.



**Figure 13: Connection of ramp to internal aisle creating minimal impact on traffic flow.**

The above treatment will result in more traffic being diverted to access 8 but this intersection is currently well below capacity and there will be minimal impact as a result of this change in access configuration.

Access 9 will be widened and modified to cater for two entry and two exit lanes, as illustrated in Figure 14.



**Figure 14: Widened Sturt Road Access.**

Access 10 provides for left-in/left-out movements to/from the site and will be treated with single entry and exit gates, as illustrated in Figure 15.



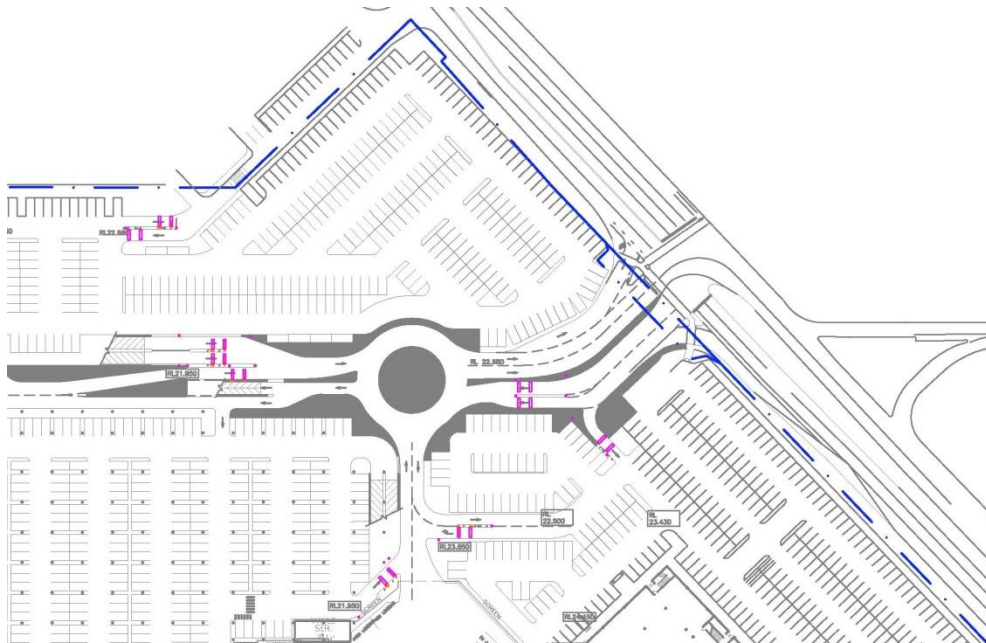
**Figure 15: Left-in/left-out movements with single entry and exit gates at access 10**

Access 11 is the signalised Diagonal Road intersection. Modifications to this intersection to facilitate the access control equipment will include:

- relocation and modification of the roundabout;
- introduction of an additional right turn lane to the site;
- creation of a high angle left turn lane to the site; and

- installation of access control equipment in a number of lanes.

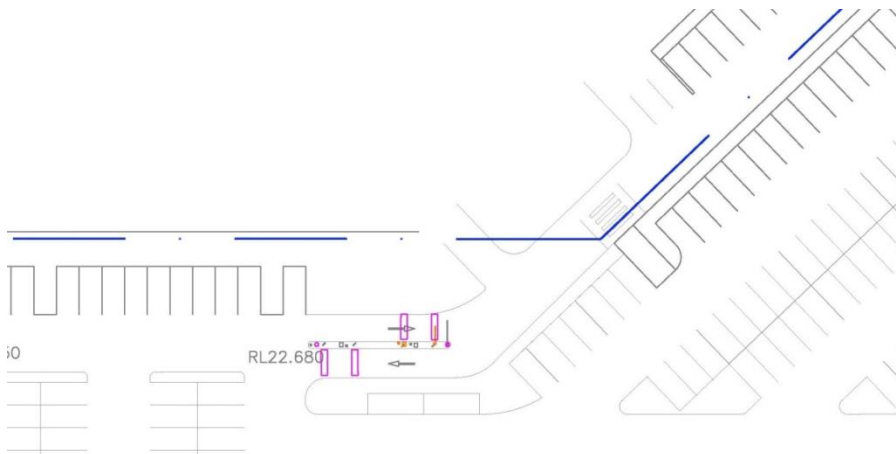
Figure 16 illustrates the proposed intersection modifications and the location of the access equipment.



**Figure 16: Proposed modifications at intersection including location of access equipment.**

It can be seen on the above figure that the equipment will be provided on the approaches to the roundabout. This is deliberate to allow for the roundabout to operate with a single circulating lane and simplify the merging of traffic lanes.

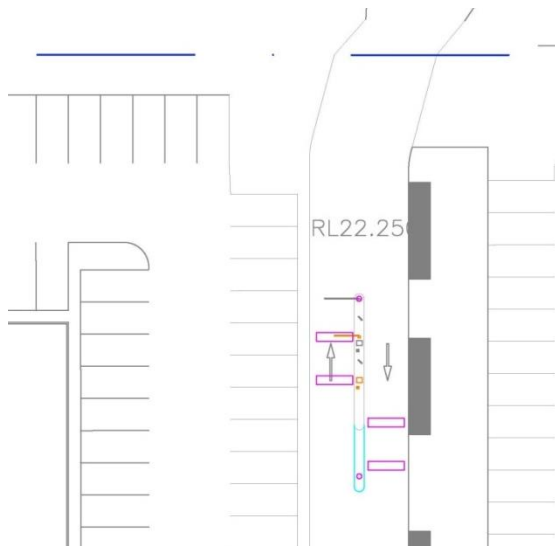
Access to the Marion Cultural Centre will remain outside the access control system. Accordingly, equipment will be placed to cater for access west of the Cultural Centre car park as illustrated in Figure 17.



**Figure 17: Placement of equipment west of Cultural Centre Car Park.**

The above access will be used by staff.

Access 13 will be controlled with a single entry and exit gate, as illustrated in Figure 18.



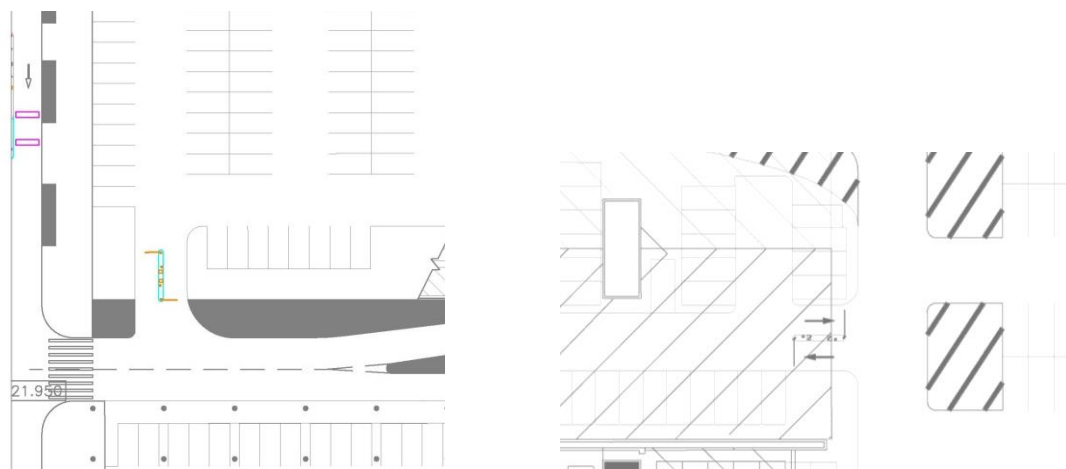
**Figure 18: Single entry and exit gate at Access 13**

Additional internal access gates will be installed to separate specific areas for staff parking, including:

- the new parking area on the Morphett Road ramp; and
- at the access to the northern at-grade parking area.

The separating of the northern at-grade parking area will also provide an opportunity for this section of the car park to be used for the overflow of the Aquatic Centre during major events.

Figure 19 illustrates these proposed internal gates.



**Figure 19: Internal Access Control for staff parking areas**



## 4.2 CAR PARK DESIGN

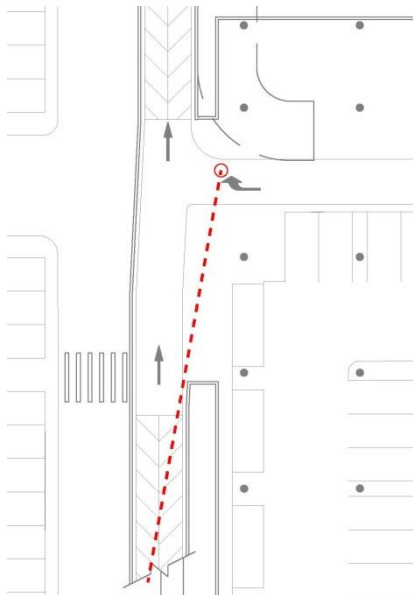
The proposal will include the following modifications to the car park:

- creation of a multi-level car park on the north-eastern corner of the site; and
- modifications to the parking on the Morphett Road ramp to separate an access aisle and a staff parking area.

The multi-level car park will include four levels. The upper level will connect to the existing level 2 parking area. The existing ramp which provides access to/from the upper level via the Diagonal Road signalised access will be decommissioned. A new ramp system will be constructed in the northern side of the proposed deck car parking areas to provide access for the proposed multi-level car park, with speed ramps proposed from each level to enable efficient egress of vehicles. In addition, an internal ramp system is proposed to connect the parking levels.

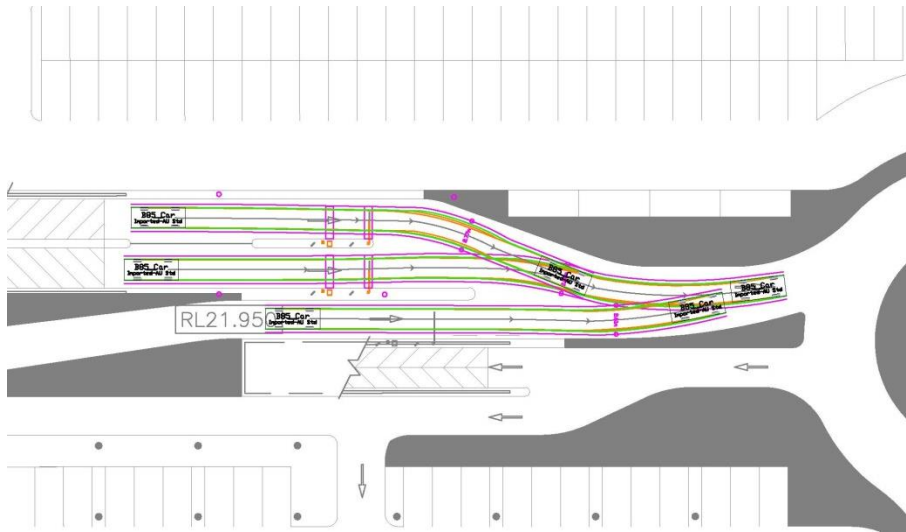
The proposed ramps will comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)*, in regards to grading, width and radii criteria where the ramps will be circular.

In addition, construction has been given to the sightline criteria where ramps are proposed to intersect. In these locations, the ramps will be of adequate width to satisfy sightline criteria, as illustrated in Figure 20.



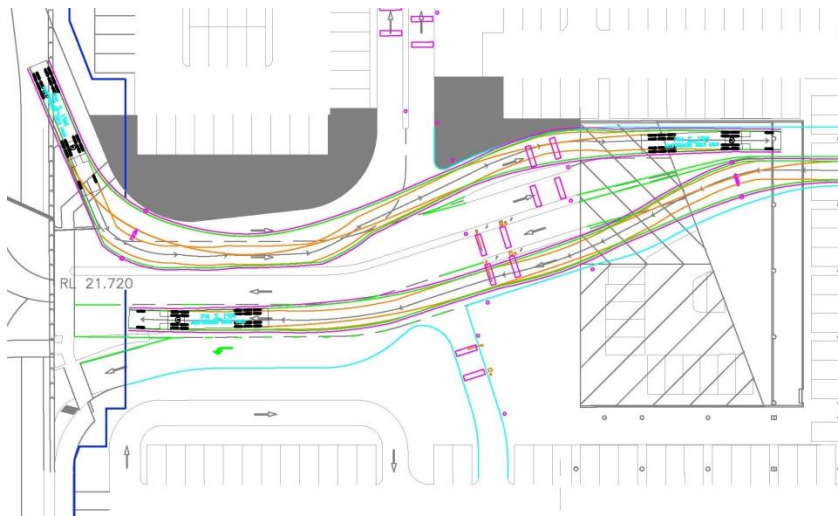
**Figure 20: Ramp width to satisfy sightline criteria.**

The design of the merge points at the roundabout to and from the ramps have been based on the lateral shift requirements identified in Austroads and reviewed using Autoturn swept path assessments. Figure 21 illustrates the swept paths of vehicles merging on the approach to the roundabout.



**Figure 21: Swept Path of vehicles merging at the base of the ramp.**

The ramp design at the Morphett Road signalised access will also have a lateral shift requirement. The design of this has also been based on Austroads design criteria. Figure 22 illustrates swept paths using the realigned ramp at this access.



**Figure 22: Swept path of vehicles accessing the realigned ramp.**

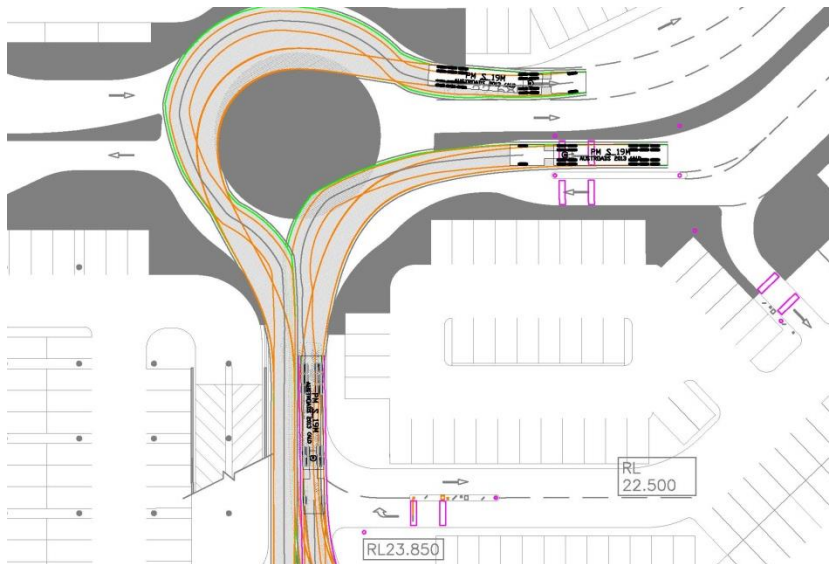
The proposed parking areas will comply with the requirements of the Australian/New Zealand Standard, *Parking facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)* in that:

- regular parking spaces will have a width of 2.6 m and a length of 5.4 m;
- parallel parking space will have a width of 2.1 m and a length of 6.4 m;
- the aisle width will be 6.6 m, with the exception of the designated staff area when it will be 5.8 m wide;
- blind aisles will have an extension of 1 m;
- there will be a clearance of 300 mm to any vertical obstruction;

- column locations within the parking area will be clear of the design envelope identified in Figure 5.2 of the above Standard; and
- a vertical clearance of 2.3 m will be available for domestic vehicles and 4.5 m for commercial vehicles.

### 4.3 ROUNDABOUT

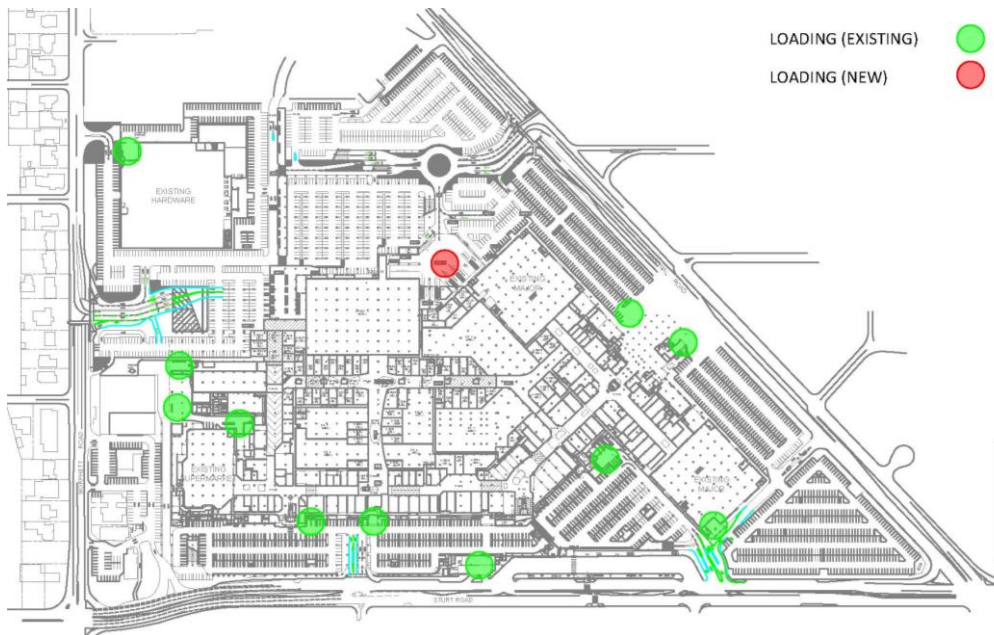
The design of the roundabout will be consistent with the requirements of Austroads “*Guide to Road Design – Part 4B: Roundabouts*”. The device will comply with the “*Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices, Part 2 – Code of Technical Requirements*” (the Code) and will cater for the turning criteria of delivery vehicles with a mountable section, as illustrated in Figure 23.



**Figure 23: Delivery vehicles turning at the roundabout**

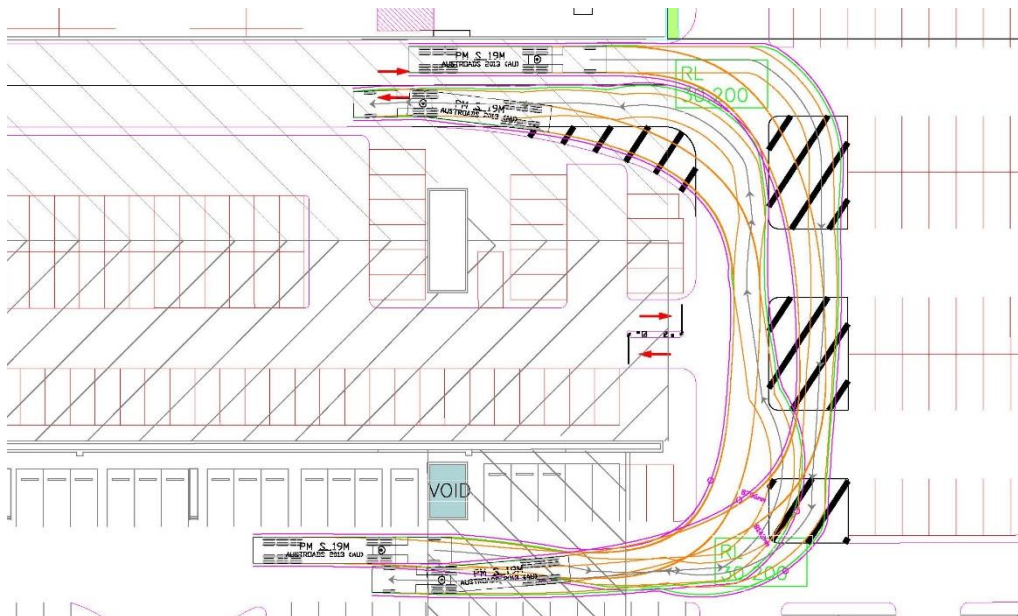
### 4.4 LOADING

Where possible, loading areas will be rationalised and separated from the domestic traffic. Figure 24 illustrates primary existing and proposed loading areas on the site.



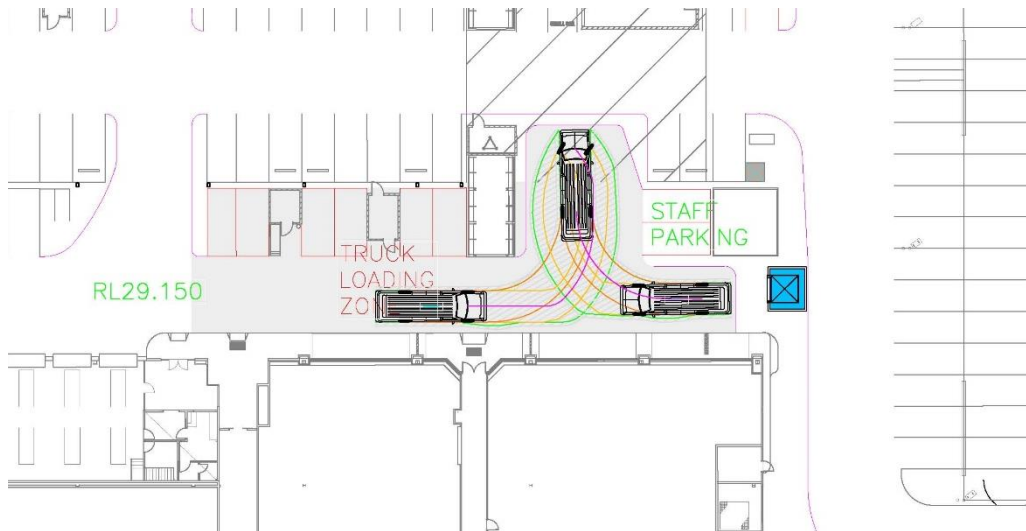
**Figure 24: primary existing and proposed loading areas**

Loading for the upper level of the site will be accessed via Morphett Road. The car park and ramp design will accommodate the turning movements of a 19 m semi-trailer, as illustrated in Figure 25.



**Figure 25: Turning movements of a semi-trailer accessing level 2.**

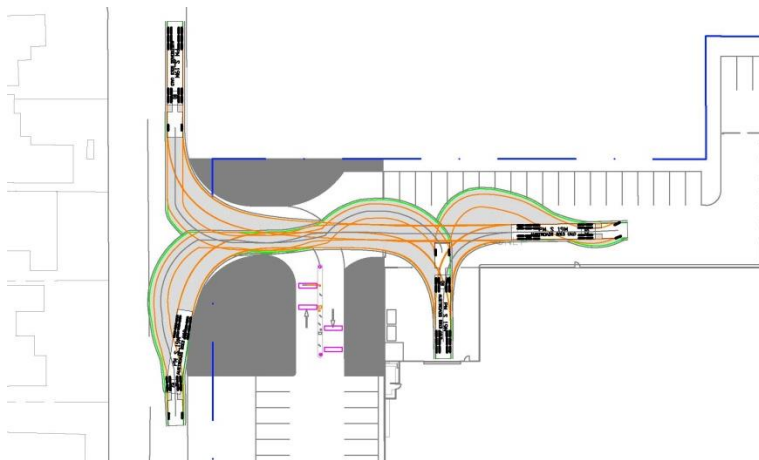
There will be no modifications to the upper level loading docks and these will operate as per the existing situation, albeit an additional loading area will be created for small delivery vehicles, as illustrated in Figure 26.



**Figure 26: Proposed new specialty loading area**

The above loading area will improve the existing arrangement where vehicles service specialty areas within the traffic aisle.

The Bunnings loading arrangements will be retained in their existing location. Trucks will access the site via Morphett Road, as illustrated in Figure 27.



**Figure 27: Trucks accessing Bunnings via Morphett Road.**

A major new loading facility will be provided at ground level which will service a number of major tenancies. This area will be able to accommodate three semi-trailers and five additional trucks. Each space will be individually accessible and all vehicles will enter and exit the loading area in a forward direction. Figure 28 illustrates turning movements of trucks within this loading area.



**Figure 28: Vehicles enter and exit in a forward direction**

Refuse will also be collected from this area and will be stored in compactors.

The design of the loading facility will comply with Australian Standard, *Parking Facilities Part 2: Off-street Commercial vehicle facilities (AS 2890.2–2002)*.

The existing Woolworths and Aldi loading areas will be modified to provide for drivers to turn to enter and exit the site via Sturt Road. Figure 29 illustrates the swept path of a semi-trailer being turned adjacent this loading area.



**Figure 29: Swept path of turning semi-trailer turning to exit site.**

The above figure demonstrates that commercial vehicles will be able to turn to enter and exit the site in a forward direction.

The existing operation of the major loading facility will be maintained. The design of the access control equipment will accommodate this existing egress movement, as illustrated in Figure 30



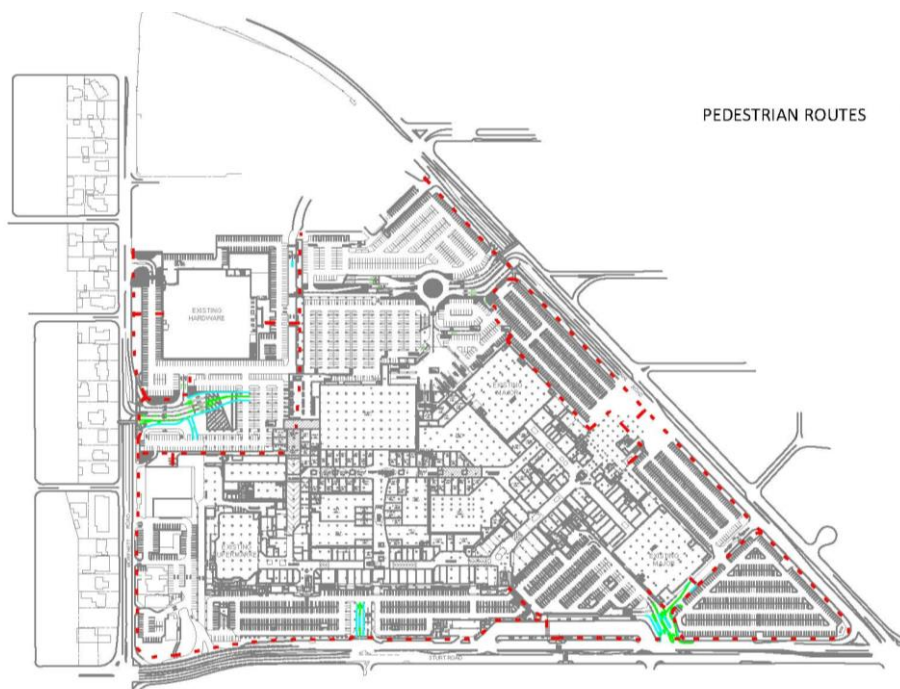
**Figure 30: Access control equipment accommodating the existing egress movements**

## 4.5 PEDESTRIAN ACCESS

Strong consideration has been given to the pedestrian connectivity in the redevelopment of the proposed expansion. The north-south link between the northern development and the centre has been enhanced by the introduction of a plaza area and improved connectivity to Morphet Road.

A route to encourage pedestrians to the parking access at the upper level is also proposed. These routes will be supplemented with pedestrian crossing treatments at the aisles. These crossings will comply with the requirements of the Code.

Figure 31 illustrates the major pedestrian linkages through the site.



**Figure 31: Proposed pedestrian linkages**



## 5.0 PARKING PROVISION

The subject site is located within the Regional Centre Zone. Council's Development Plan provides the following criteria in respect to parking provision in this zone.

The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone	None
Suburban Activity Node Zone	
Mixed Use Zone	
District Centre Zone	Any part of the development site is located in accordance with at least one of the following:
Local Centre Zone	
Neighbourhood Centre Zone	(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service <sup>(2)</sup>
Regional Centre Zone	(b) within 400 metres of a bus interchange <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup> (c) within 400 metres of an O-Bahn interchange <sup>(1)</sup> (d) within 400 metres of a passenger rail station <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup> (e) within 400 metres of a passenger tram station <sup>(1)</sup> (f) within 400 metres of the Adelaide Parklands.

<sup>(1)</sup> Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

<sup>(2)</sup> A high frequency public transit service is a route serviced every 15 minutes between 7.30 am and 6.30 pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10.00 pm.

Based on the above definition, the subject site is within a designated area, given the location of the bus interchange on-site. Accordingly, the following applies to the subject development in respect to parking provision as described in the Development Plan.

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

The proposed development will provide for parking at a rate of 3.26 spaces per 100 m<sup>2</sup> which fits within the specified range for a development in a designated area. If the floor area associated with the cinemas was to be removed from the calculation (given that parking for the cinemas does not peak when retail parking peaks), the rate would be 3.52 spaces per 100 m<sup>2</sup>.

## 6.0 TRAFFIC ASSESSMENT

A detailed traffic assessment was previously completed for the approved development (and variations) to illustrate that the traffic associated with the (then) proposal could be accommodated on the road network. An infrastructure upgrade requirement at the Diagonal Road signalised access point was identified in this assessment.

Initially, forecast volumes utilising generation rates identified in the RMS *“Guide to Traffic Generating Developments”* were considered. However, a review of this generation was completed in 2007 to test the actual generation rate of the facility. A copy of this previous review is included in Appendix A.

The outcome of the review, which was based on actual volume data, identified a peak hour traffic generation rate of 3.2 trips per 100 m<sup>2</sup> on a Saturday.

A check of this generation rate has been completed using the recent SCATS data at the primary signalised access points and the assumptions used in the 2001 review, namely:

- the peak hour at each access coincided;
- 20% of traffic associated with the centre used non-signalised access points (and is therefore additional to the counts); and
- all traffic was generated by the retail area (and not the cinemas).

The check identified that the Saturday peak hour generation rate is 3.0 trips per 100 m<sup>2</sup> floor area, which is slightly lower than the previous assessment.

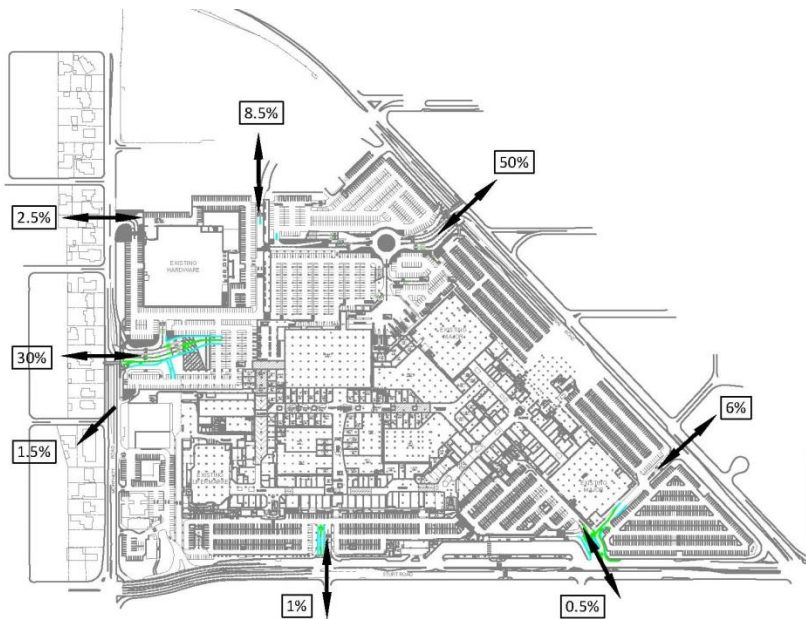
Notwithstanding this, the 2007 generation rate of 3.2 trips per 100 m<sup>2</sup> has been adopted to assess the potential impact of the proposed expansion. On this basis, the proposed development will generate approximately 525 trips during the peak hour.

The generation rate during the afternoon peak hour was identified as being 3.0 trips per 100 m<sup>2</sup>, which would result in a forecast volume of 490 trips.

### 6.1 DISTRIBUTION

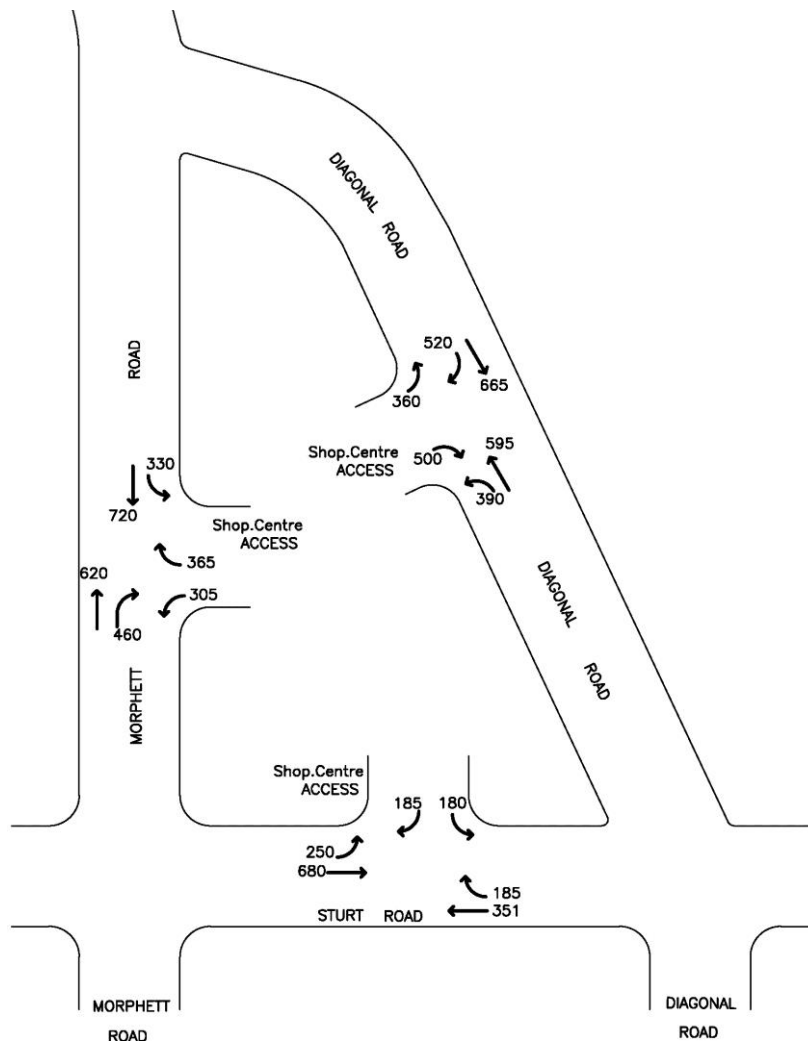
The subject site is unique in that it is triangular in shape with signalised access from each road, catering for drivers approaching from all directions. The distribution of traffic, therefore, relates to the origin and destination of drivers and there are a number of options for travel routes to and from the site.

Figure 32 illustrates the anticipated traffic distribution for the additional trips to and from the site.



**Figure 32: anticipated traffic distribution for the additional tripsto and from the site.**

Adopting the above distribution and assuming that 80% of traffic will use the Morphet Road and Diagonal Road signalised access points, forecast traffic volumes at the access points have been completed. Figure 33 illustrates the forecast traffic volumes at the signalised access points.



**Figure 33: forecast traffic volumes at the Morphett Road, Sturt Road and Diagonal Road signalised access points.**

## 6.2 SIGNALISED ACCESS ANALYSIS

MFY has been liaising with DPTI in regards to the development of the SIDRA models of the Base Case (existing volumes) and the Development (existing plus development volumes) scenarios for the subject intersections. The SIDRA Modelling Report, attached in Appendix B, details the traffic analysis undertaken. The SIDRA output of the assessment is included in Appendix C.

This section, therefore, summarises the results of the modelling and the impact on the road network.

### 6.2.1 MORPHETT ROAD

The results identify that the intersection will operate within capacity and the approaches will continue to operate at the same level of service as the existing situation. In regards to queuing:

- the 95<sup>th</sup> percentile right-turn queue on Morphett Road will be contained within the available storage; and
- at the exit, a 95<sup>th</sup> percentile queue of six vehicles will be observed in the median side lane and eight vehicles will be observed in the kerbside lane.

The analysis also confirms that the additional volumes will have minimal impact on Morphett Road.

### **6.2.2 DIAGONAL ROAD**

The results identify that the intersection will operate within capacity and the intersection will operate at Level of Service B due to the additional right turn lane. In regards to queueing:

- the 95<sup>th</sup> percentile queue of six vehicles in the Diagonal Road turning lanes will be contained within the proposed storage; and
- at the exit, a 95<sup>th</sup> percentile queue of 11 vehicles will be observed in the right turn lanes.

The analysis also identifies that there will be minimal impact on the operation of Diagonal Road, at the access, as a result of the proposed development.

## **6.3 BROADER TRAFFIC NETWORK**

The proposed development will have a forecast additional volume of 540 trips during the Saturday peak hour. An assessment has been undertaken assuming 550 trips, of which, approximately 225 will be entering and 225 exiting the site.

Adopting the distribution previously identified, this will result in the following:

- 140 additional vehicles accessing via Diagonal Road from the north;
- 170 additional vehicles accessing via Diagonal Road from the south;
- 105 additional trips accessing via Morphett Road from the north;
- 105 additional trips accessing Morphett Road from the south;
- 15 additional trips accessing Sturt Road from the east; and
- 15 additional trips accessing Sturt Road from the west.

Table 1 summarises the percentage change in traffic volumes on the road network associated with the proposal.

**Table 1: Percentage Change in Traffic Volumes on the Road Network**

Road	Approach	Existing volume	Additional Volume	Per cent Increase
Diagonal Road	North	2,142	140	6.5%
	South	2,553	170	7.5%
Morphett Road	North	1,913	105	5.5%
	South	1,933	105	5.4%
Sturt Road	East	2,200	15	0.05%
	West	2,200	15	0.05%

It can be seen from the above table that there will be a percentage increase in traffic volumes of less than 10% at any one location which will have a negligible impact on the road network. Importantly, the increase will be within the daily fluctuation of  $\pm 5\%$  on the road network.

## 7.0 ACCESS CONTROL ASSESSMENT

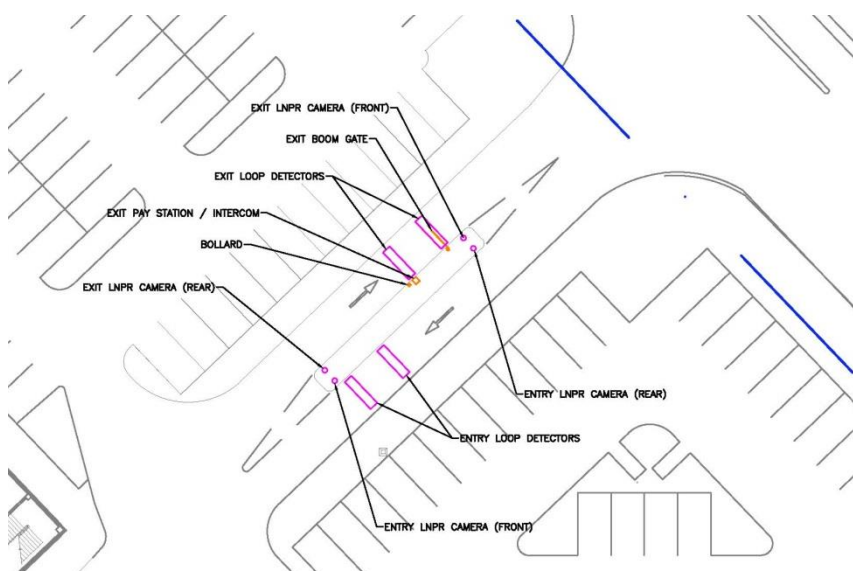
A previous assessment for access control equipment was completed for the site. However, this proposal (which was approved) related to a boom gate control system, which has a lower traffic volume capacity and also included a control mechanism at each access. A copy of the earlier assessment is included in Appendix D.

The current design does not require that the access points to the pad sites on the corner of Morphett Road and Sturt Road be controlled due to internal design changes.

The access control equipment, now proposed, will be a ticketless system which includes the following features:

- kerbing, linemarking and cameras to record number plates on entry;
- kerbing, boom gates, payment machine and cameras on exit. The vehicle exiting is recognised by number plate and either the boom gate will lift automatically if the vehicle exits within the grace period or an amount to pay will display for payment by credit card; and
- payment machines prior to exit will also be available. In addition, an automatic payment system whereby drivers elect to have an account from which payments for parking are deducted will be available. This option is achieved by recording of vehicle number plates and is will patronised interstate.

Figure 34 illustrates a detailed layout of a typical entry and exit.



**Figure 34: Entry and exit equipment layout**

The capacity of ticketless systems is much greater than traditional boom gate controlled facilities. Even though the exit lanes will still have boom gates, the automatic recognition of many vehicles and the subsequent raising of the boom gate

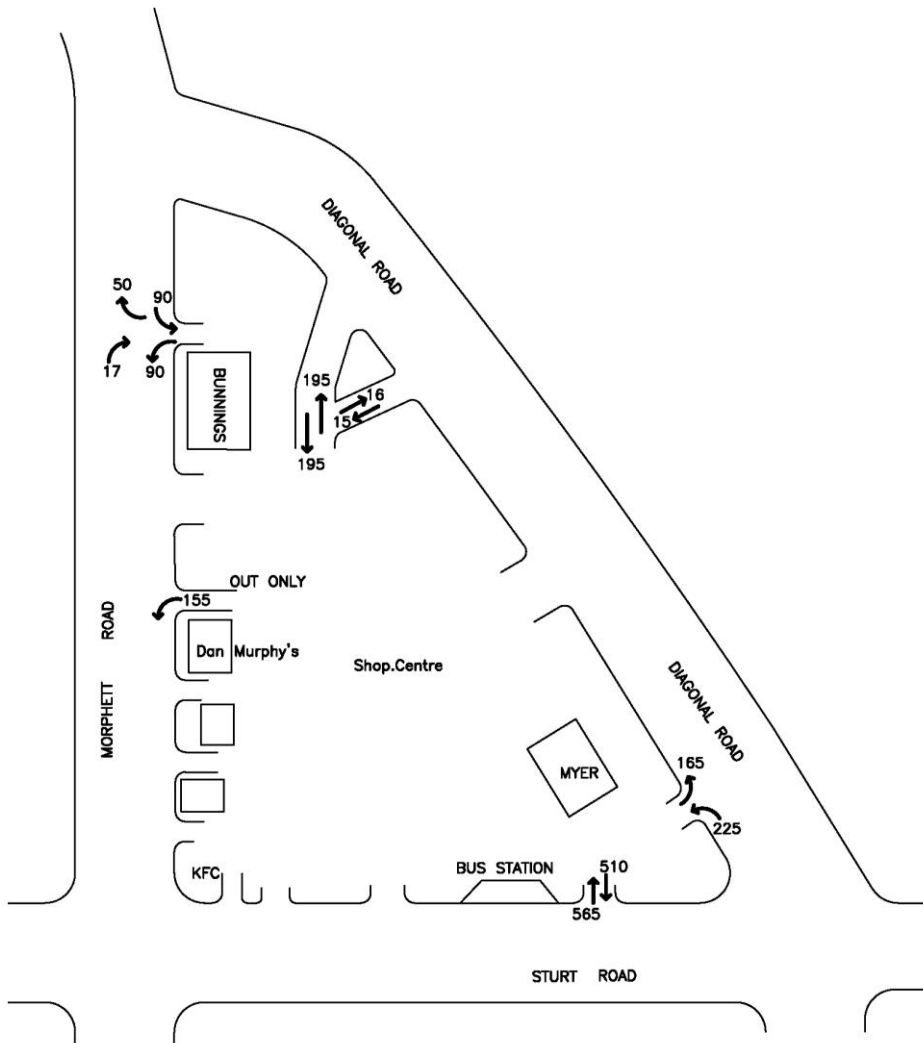
means that the efficiency of the exit is significantly increased. As a result, the theoretical capacity of an entry lane will be 900 vehicles per hour (vph) and an exit lane will be 600 vph.

In order to ensure that adequate queuing area is available and that queues do not extend on the road, there are a number of factors that need to be considered, namely:

- the queues at the signalised access points to ensure that the control mechanisms at the exit do not inhibit the operation of the signal;
- that adequate lanes are provided to cater for the peak hour movements at the entry; and
- that no internal constraint will inhibit entering flow of traffic such that it would impact the queues.

Figure 35 illustrates the forecast traffic volumes at the minor access points where access control equipment will be installed following completion of the proposed expansion.





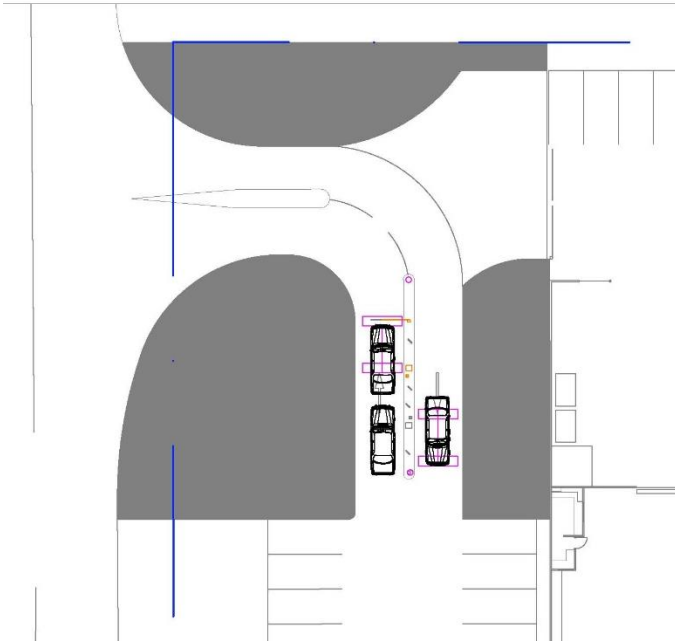
**Figure 35: Forecast traffic volumes at minor access points**

Utilising standard queueing theory as detailed in Austroads “Guide to Road Design – Part 2: Design Considerations”, the estimated queue length at a 98<sup>th</sup> percentile confidence level can be determined. Table 2 details the anticipated queue at each unsignalled access point, which is to be controlled.

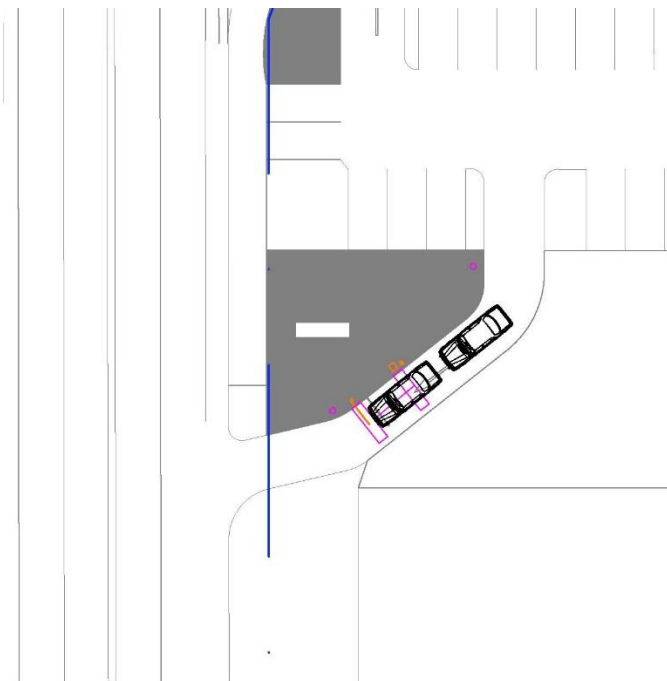
**Table 2: Anticipated Queue at Each Controlled Unsignalled Access Point**

Access Point	No. Entry Lanes	Peak Forecast Volume (vph)	98 <sup>th</sup> percentile queue in each lane (veh)	No. Exit lanes	Peak Forecast Volume (vph)	98 <sup>th</sup> Percentile Queue (veh)
1	1	110	1	1	140	2
3				1	155	2
9	2	565	3	2	510	4
10	1	225	2	1	165	3
12	1	50	1	1	50	1
13	1	195	2	1	195	3

Figures 36 to 41 illustrate the 98<sup>th</sup> percentile queues at each of the access points, as they relate to the proposed equipment location.



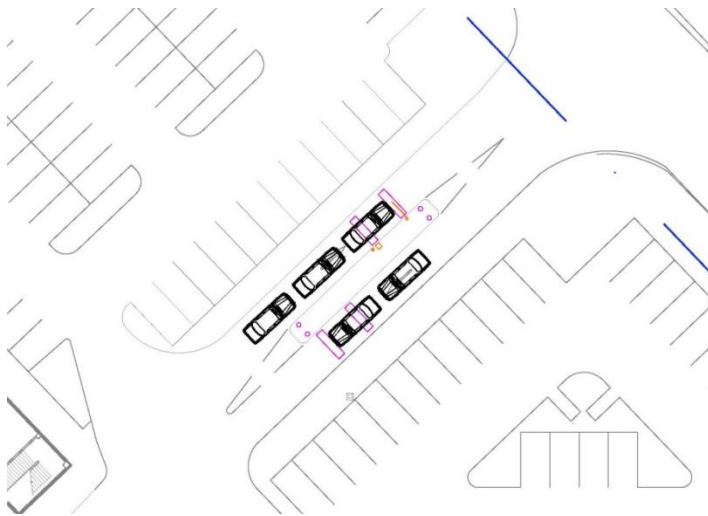
**Figure 36: Forecast 98<sup>th</sup> Percentile Queues at Access 1**



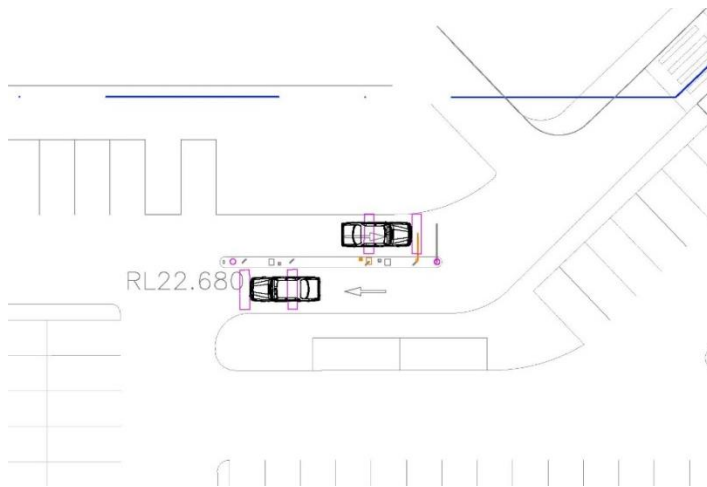
**Figure 37: Forecast 98<sup>th</sup> Percentile Queue at Access 3**



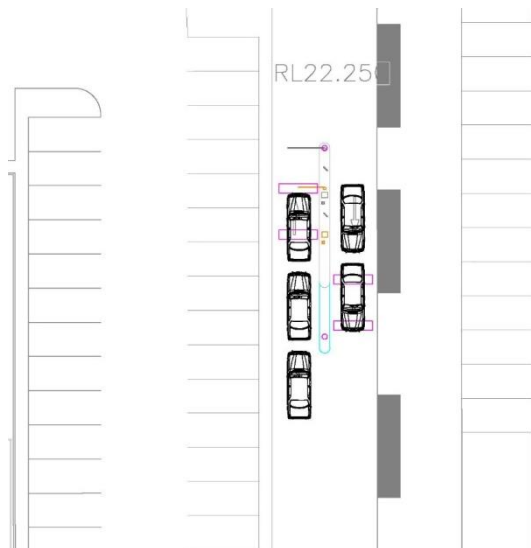
**Figure 38: Forecast 98<sup>th</sup> Percentile Queues at Access 9**



**Figure 39: Forecast 98<sup>th</sup> Queues at Access 10**



**Figure 40: Forecast 98<sup>th</sup> Percentile Queues at Access 12**



**Figure 41: Forecast 98<sup>th</sup> Percentile Queues at Access 13**

You can see from the above figures that the queues will all be accommodated on-site and will not impact on the free flow of traffic either entering or exiting the site.

## 7.1 MORPHETT ROAD SIGNAL

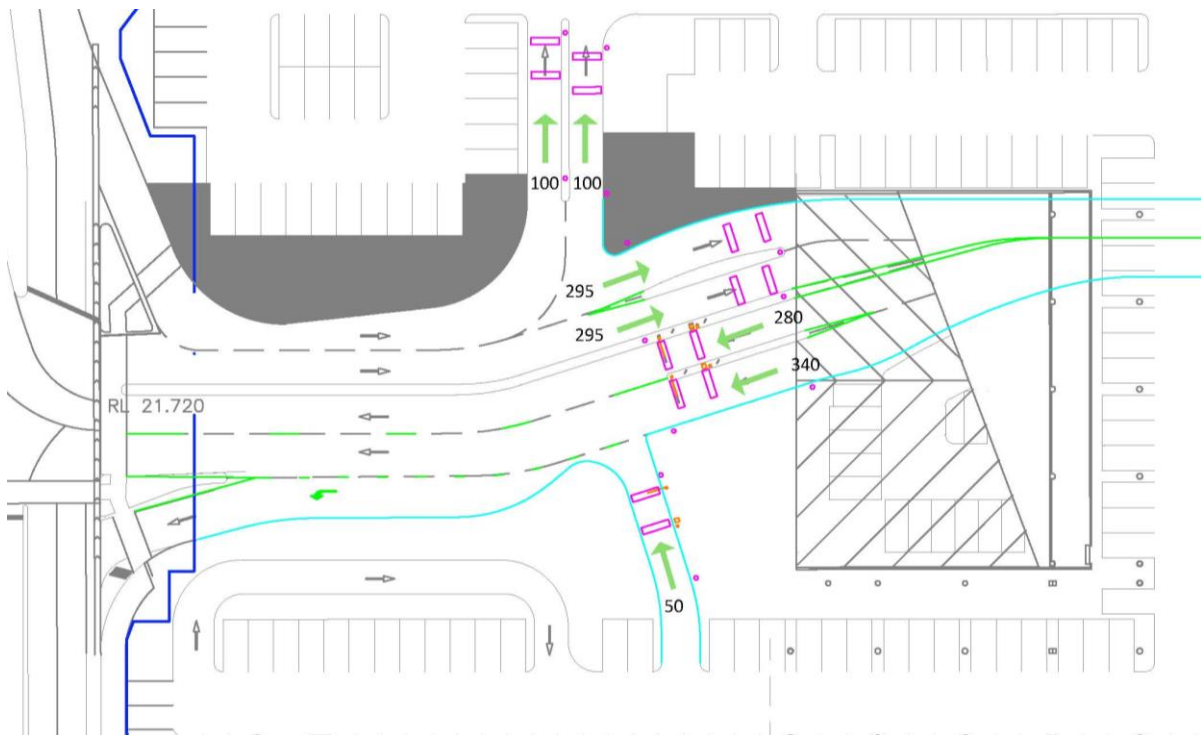
The SIDRA analysis documented in Section 6.2.1 illustrated that there will be a queue of 60 m in the right turn egress lanes during peak traffic periods. The analysis also identifies a peak queue in the right turn lane of 68 m at this time.

Figure 42 illustrates that such queueing can be accommodated within the site, between the signals and the equipment.



**Figure 42: Queuing of entering and exiting traffic at the Morphett Road signal accommodated within the site.**

Traffic entering the site will be distributed between four entry gates, while traffic exiting will be distributed to three exit gates. Figure 43 illustrates the forecast volumes at these gates.



**Figure 43: Forecast traffic volume with entry and exit lanes.**

A queuing analysis of the forecast entry and exit queues in each lane is identified in Table 3.

**Table 3: Queuing analysis for entry and exit movements at the Morphett Road signalised access.**

Lane	Peak Forecast Volume (vph)	98 <sup>th</sup> Percentile Queue (veh)
Entry 1	100	1
Entry 2	100	1
Entry 3	295	3
Entry 4	295	3
Exit 1	280	5
Exit 2	340	8
Exit 3	50	1

Figure 44 illustrates the forecast queuing at the entry and exit gates.



**Figure 44: Forecast traffic queues at entry and exit gates**

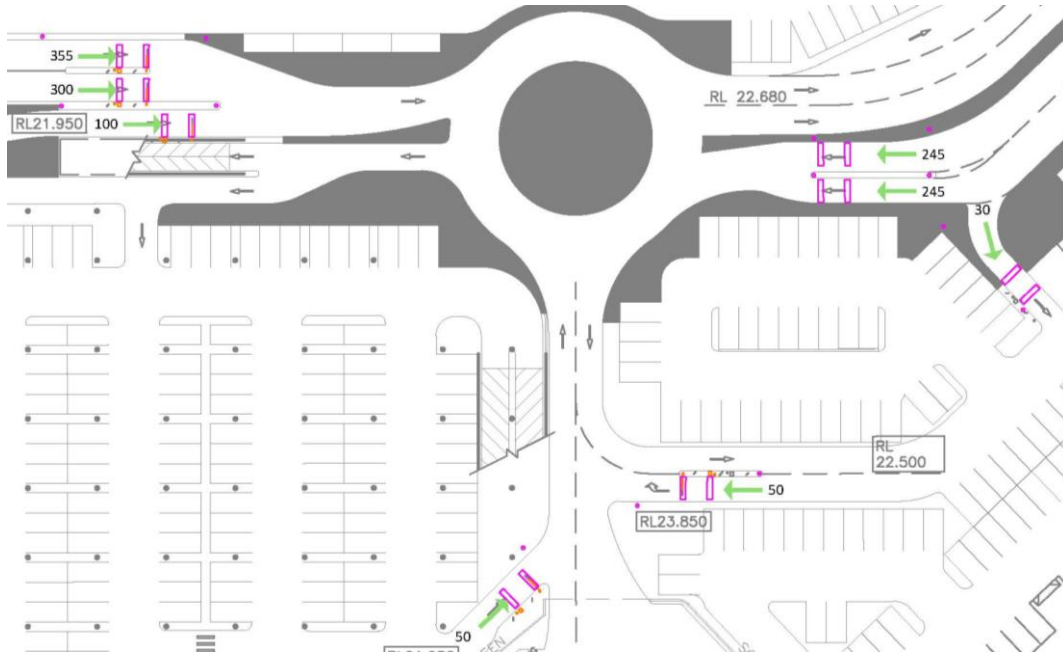
It can be seen on the above figure that the proposed access control system will readily accommodate the anticipated queues and will not impact on the operation of the signals or the traffic flow.

## 7.2 DIAGONAL ROAD ACCESS

SIDRA analysis in section 6.2.2 identifies the following:

- a forecast 98<sup>th</sup> percentile queue of 64 m in the right turn exit lanes at peak periods; and
- a forecast peak queue of 36 m in the right turn lanes entering the site.

Figure 45 illustrates that the forecast queues can be accommodated on-site between the proposed access equipment and the signal.



**Figure 45: Forecast queues accommodated between the proposed access equipment and the signal**

Traffic entering the site will be distributed between three entry gates, while traffic exiting will be distributed to five exit gates. Figure 46 illustrates the forecast traffic volumes exiting the site via the Diagonal Road signal at each proposed entry and exit gate.



**Figure 46: Forecast traffic volumes within entry and exit lanes.**

Based on the above volumes, a queueing analysis has been completed for each lane, as documented in Table 4

**Table 4: Queueing analysis for entry and exit movements at the Diagonal Road signalised access**

Lane	Peak Forecast Volume (vph)	98 <sup>th</sup> Percentile Queue (veh)
Entry 1	245	3
Entry 2	245	3
Entry 3	30	1
Exit 1	355	7
Exit 2	300	5
Exit 3	100	2
Exit 4	50	1
Exit 5	50	1

Figure 47 illustrates the forecast queues at the entry and exit gates adjacent the Diagonal Road signal.



**Figure 47: Forecast queues at the entry and exit gates adjacent the Diagonal Road signal.**

The above figure confirms that the queues will be accommodated at each location, and will not compromise the traffic flow or operation of the signal.

### 7.3 STURT ROAD SIGNAL

The Sturt Road signal will be required to accommodate traffic which will transfer from the existing access to be closed. SIDRA analysis of the forecast volumes is included in Appendix E and shows that;



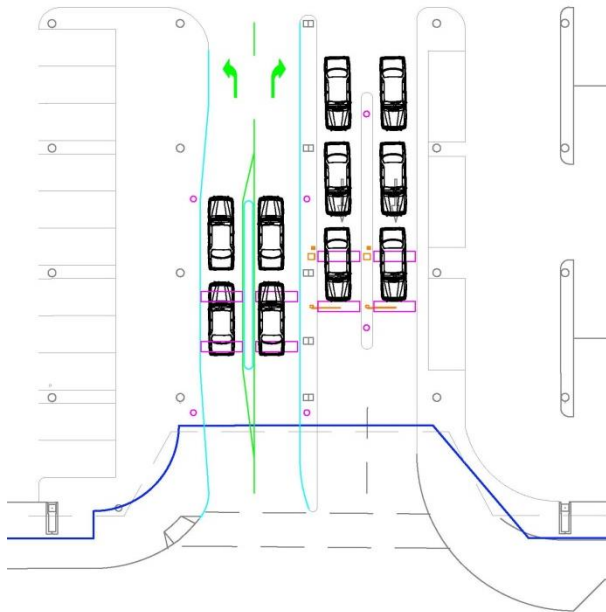
- there will be an exit queue of six vehicles in each lane during peak hour periods; and
- there will be a right turn entry queue of six vehicles during peak hour periods.

Figure 48 illustrates that these queues can be accommodated within the site without compromising the operation of the signal or extending onto the road.



**Figure 48: Forecast queues accommodated between the proposed access equipment and the signal**

The 98<sup>th</sup> percentile forecast queue at the proposed access control equipment will be four vehicles at the entry and six vehicles at the exit which will be accommodated within the site, as illustrated in Figure 49.



**Figure 49: Forecast queues at proposed access control equipment within entry and exit lanes**

## 7.4 ROUNDABOUT

In order to check that the proposed roundabout will satisfactorily cater for the forecast traffic volumes and will not create excessive queues, a SIDRA analysis was undertaken using peak forecast volumes. The results of this analysis are included in Appendix F.

Figure 50 illustrates the forecast queues at each roundabout approach, as calculated in the SIDRA model.



**Figure 50: Forecast queues at the roundabout**

The above figure confirms that queues at the roundabout will be readily accommodated within the lanes approaching the roundabout.



Of relevance is that the volume on the northbound approach to the roundabout will be low, as will turning movements at the roundabout and, therefore, east and westbound movements will only be required to give-way at the roundabout infrequently.

## 8.0 SUMMARY

The proposed expansion of Westfield Marion has adopted an alternative design methodology to introduce safety in design features to the project. This change in philosophy will enhance to the operation of the centre where improved safety and customer experience begins at the start of their journey. The need to upgrade existing facilities to be in line with this philosophy results in developing options which are functional and achievable within existing site constraints and budgets but are important to provide for a design solution in keeping with best safety and design practice for current day standards.

The subject proposal, which will separate commercial vehicle movements with domestic traffic for most delivery movements, will provide for improved safety within the car park. In particular, potential conflict between large vehicles and pedestrians will significantly be reduced and key pedestrian linkages will be created to give pedestrians priority to the centre.

Access control equipment will be installed. This is consistent with the policy of Scentre Group where such equipment is being implemented at all centres to improve turnover of efficiency of the use of spaces. The equipment will be a ticketless system and detailed analysis has identified that queueing will be accommodated on-site and will not compromise the safe operation of access points or the flow of traffic around the site.

Additional traffic control is proposed on the site to improve traffic safety. Of particular note is that the existing substandard roundabout will be removed and a new device, compliant with the relevant Standards, will be constructed in a location which will cater for the queueing requirements of vehicles, turning of commercial vehicles and compliant sightlines. Car parking areas will satisfy the design requirements of relevant Australian Standards.

Detailed traffic analysis has been completed at the Diagonal Road and Morphett Road signalised access points and show that the forecast traffic volumes will be adequately accommodated with minimal impact at these locations or on the broader network.



# **APPENDIX A**

## **2007 TRAFFIC ASSESSMENT**

MM:as/06-0224

20 April 2007

Mr George Morias  
Transport Services Division  
Department for Transport, Energy and Infrastructure  
PO Box 1  
WALKERVILLE SA 5081

Dear George,

**WESTFIELD MARION  
PROPOSED EXTENSION ACCESS REVIEW  
(DA 100/0048/2007)**

I refer to the proposed development by Westfield Ltd to expand the existing shopping centre at Marion and our recent meeting regarding this matter.

The proposed expansion of the shopping centre will include 18,275 m<sup>2</sup> additional retail floor area. The existing centre has a gross retail lettable area of 121,192 m<sup>2</sup> plus 11,030 m<sup>2</sup> cinemas.

A traffic and parking report prepared in relation to this application assessed traffic volumes based on the NSW RTA Guidelines "A Guide to Traffic Generating Developments". This assessment has since been reviewed, as detailed below.

Traffic counts were undertaken at the signalised access points to the site and at the adjacent signalised intersections on Thursday, 9 October 2006 (4:00 pm to 6:30 pm), Friday, 20 October 2006 (7:30 am to 9:30 am) and Saturday, 17 March 2007 (10:00 am to 2:00 pm). The results of these turning counts are illustrated in Figures 1 and 2 and show the peak hour volumes recorded during these counts.

In order to calculate the existing peak generation rate for the centre, the following has been assumed:

- the peak hour at each access coincided;
- 20% of traffic associated with the centre used non-signalised access points (and is therefore additional to the counts); and



**Murray F. Young  
& Associates**

Director  
**Melissa Mellen**

Consultant  
**Murray Young**

Associates  
**Chris Harcourt  
Jayne Lovell**

Engineer  
**Ben Wilson**

Transportation, Management  
& Feasibility Consultants

- all traffic was generated by the retail area (and not the cinemas).

The forecast traffic generation rates will therefore be conservative, given the following factors:

- the actual peak for the entire centre will be less than the combined peaks at each access;
- the volume of traffic using the non-signalised access points is anticipated to be less than 20%; and
- there will be traffic associated with cinema patrons.

Based on the above, the existing centre generates a peak hour traffic distribution of approximately 3.0 trips per 100 m<sup>2</sup> on a Thursday evening and 3.2 trips per 100 m<sup>2</sup> on a Saturday. Traffic volumes during the morning peak equates to approximately 1.0 trip per 100 m<sup>2</sup>.

Figures 3 and 4 illustrate the forecast Thursday pm peak and Saturday peak volumes following the proposed development. Given that the proposal will increase parking on the northern side and that the parking parallel to Sturt Road is fully occupied during peak periods, it has been assumed that all additional traffic will be distributed between the Diagonal Road and Morphett Road signalised access points and will then redistribute to the adjacent road network. In reality, there will be some additional traffic using the non-signalised access points, but this approach will result in a conservative assessment.

SIDRA analysis has been undertaken for the afternoon and Saturday peak hours for the following situation:

- existing traffic volumes at the Diagonal Road access. This identifies an existing queuing issue for the right turn into the centre;
- forecast traffic volumes at the Diagonal Road access with an additional right turn lane into the site (as discussed at our recent meeting). The results show that the additional right turn lane will resolve the existing queuing issue, even with the additional volumes associated with the development;
- existing traffic volumes at the Morphett Road access which identifies that this access operates with a relatively low degree of saturation; and
- forecast volumes at the Morphett Road access which will only have a minimal impact on the degree of saturation at the intersection. The queue length will extend for drivers turning right into the site but will still be accommodated within the existing storage lane.

The increase in volumes during the am peak will be low and will have a reduced impact on the road network. Such modelling for these intersections, therefore, has not been included.

Details of the SIDRA results are included in Appendix A.

In regard to the external road network, the forecast volumes will result in the following:

- approximately 300 additional trips on Diagonal Road during the Thursday afternoon peak period (compared with the existing volume of approximately 2300 vph on this street). This additional traffic will distribute north and south of the access and will result in approximately 130 vph additional traffic on each section of road. This would be equivalent to an increase of approximately 6.5% on Diagonal Road;
- approximately 350 additional vehicles (or 175 in each direction) on Diagonal Road during the Saturday peak hour. This would equate to an estimated 9% increase in traffic volume;
- approximately 245 additional trips (115 on the northern leg and 130 on the southern leg) during a Thursday evening peak hour. This will equate to an increase of approximately 7% on Morphett Road; and
- an increase of 235 vehicles on Morphett Road (125 on the southern leg and 110 on the northern leg) during the Saturday peak hour. This equates to an estimated 8% increase in traffic on this road.

Hence, the forecast traffic increase on the adjacent road network will be less than 10% during the peak hour periods related to the shopping centre.

Given the relatively low increase in volume on the road network, the impact on the operation of the intersections as a direct result of the shopping centre expansion should not be significant. Notwithstanding this, SIDRA models will be prepared using the additional signal data received by the Department for Transport, Energy and Infrastructure (DTEI) and forwarded to your office for use in the network modelling.

In summary, subject to the reconfiguration of the Diagonal Road access point to include an additional right turn into the site, appropriate access will be provided for the proposed expansion. Enclosed is a copy of the concept plan of the access which has also been included on the amended DA plans.

The additional SIDRA analysis for the adjacent signals for use in DTEI's network modelling will be forwarded shortly, but should not directly impact on the assessment



of the operation of the signal at the access points for the proposed expansion. We will liaise with you in regard to this matter.

Please do not hesitate to contact the undersigned with any queries.

Yours sincerely,  
**MURRAY F YOUNG & ASSOCIATES**

A handwritten signature in black ink, appearing to read 'Melissa Mellen', is written over a thin horizontal line.

**MELISSA MELLEN**  
Director

*Encl. Appendix A – SIDRA analysis  
Figures 1 and 2 Turning counts  
Figures 3 and 4 Forecast peak traffic volumes  
Concept Plan*

Appendix A

**APPENDIX A**  
**SIDRA ANALYSIS**

Appendix A

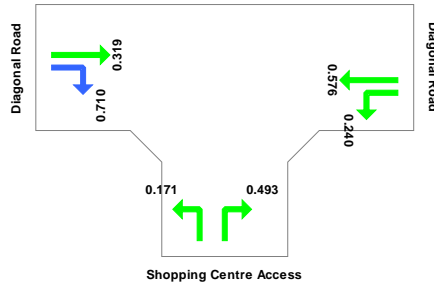
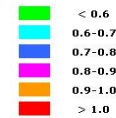
**INTERSECTION GEOMETRY**



**DEGREE OF SATURATION**

Intersection Type  
Signalised - Fixed time

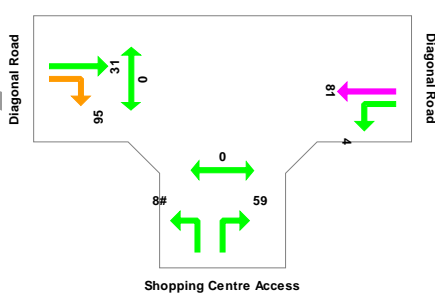
Color code based on Degree of Saturation



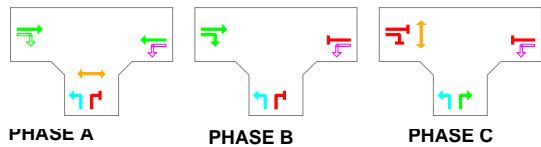
**QUEUES**

Intersection Type  
Signalised - Fixed time

Color code based on Queue Storage Ratio



**PHASING**



PHASE A

PHASE B

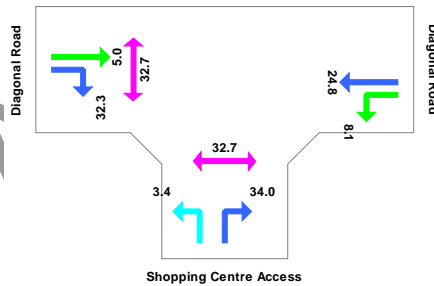
PHASE C

- Normal Vehicle
- Permitted/Opposed
- Stopped Vehicle
- Slip-Lane
- Opposed Slip-Lane
- Continuous
- Pedestrian
- Turn On Red
- Dummy

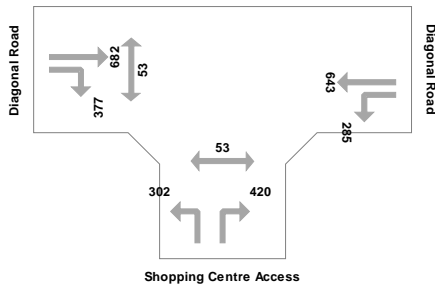
**DELAY & LEVEL OF SERVICE**

Intersection Type  
Signalised - Fixed time

Color code based on Level of Service



**FLOWS**



JOB NUMBER: 06-0224

PROJECT NAME: WESTFIELD MARION

INTERSECTION: DIAGONAL ROAD/SHOPPING CENTRE ACCESS

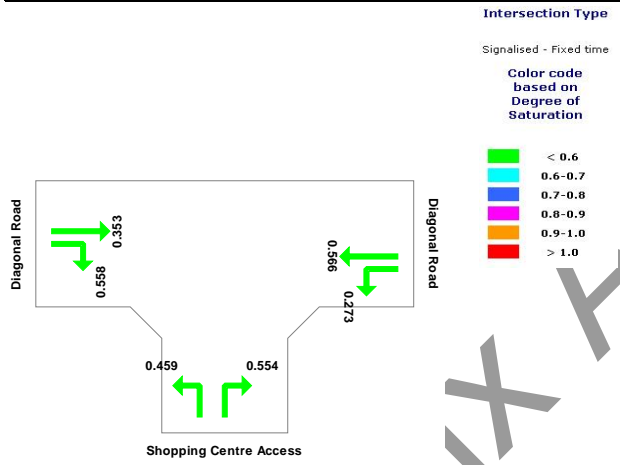
SCENARIO: PM PEAK (THURSDAY)  
EXISTING INTERSECTION LAYOUT



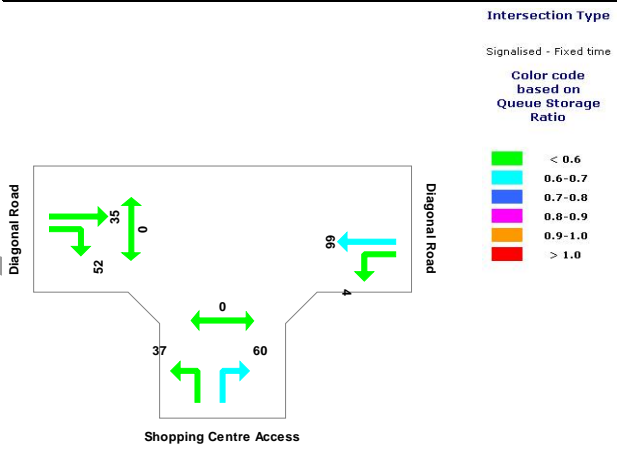
**INTERSECTION GEOMETRY**



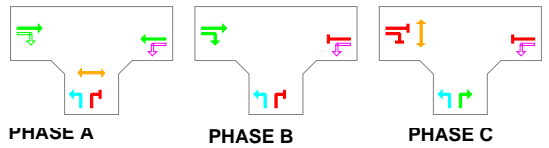
**DEGREE OF SATURATION**



**QUEUES**

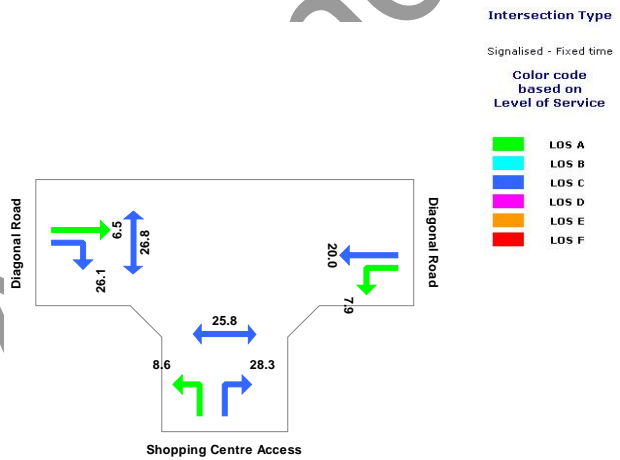


**PHASING**

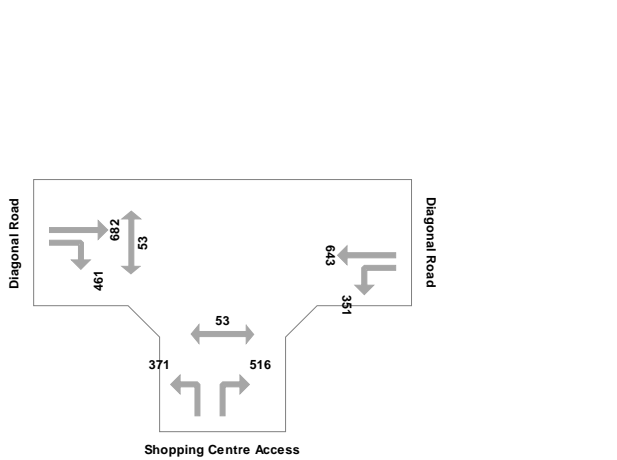


- Normal Vehicle
- Permitted/Opposed
- Stopped Vehicle
- Slip-Lane
- Opposed Slip-Lane
- Continuous
- Pedestrian
- Turn On Red
- Dummy

**DELAY & LEVEL OF SERVICE**



**FLOWS**



JOB NUMBER: 06-0224  
PROJECT NAME: WESTFIELD MARION

INTERSECTION: DIAGONAL ROAD/SHOPPING CENTRE ACCESS  
SCENARIO: PM PEAK (THURSDAY)  
PROPOSED INTERSECTION LAYOUT



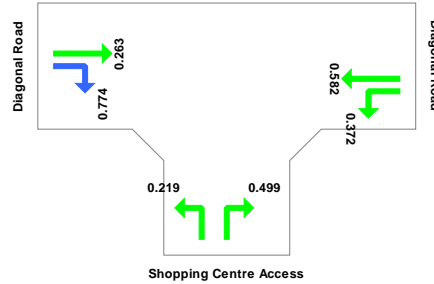
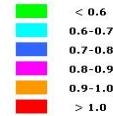
**INTERSECTION GEOMETRY**



**DEGREE OF SATURATION**

Intersection Type  
Signalised - Fixed time

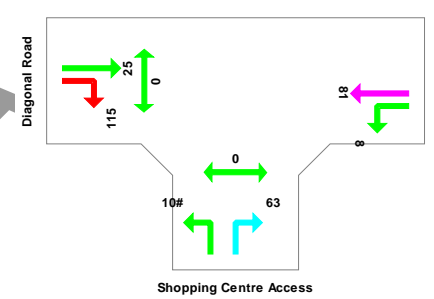
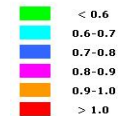
Color code based on Degree of Saturation



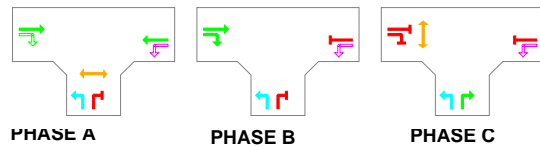
**QUEUES**

Intersection Type  
Signalised - Fixed time

Color code based on Queue Storage Ratio



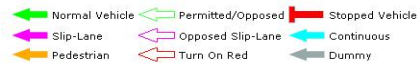
**PHASING**



PHASE A

PHASE B

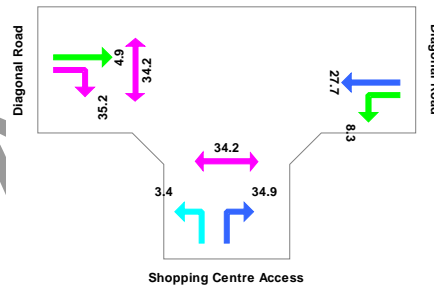
PHASE C



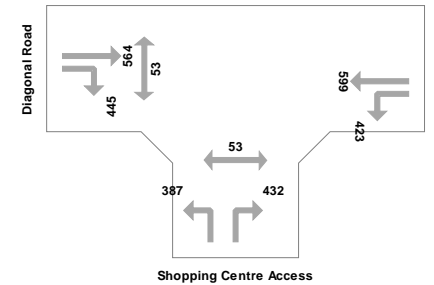
**DELAY & LEVEL OF SERVICE**

Intersection Type  
Signalised - Fixed time

Color code based on Level of Service



**FLOWS**



JOB NUMBER: 06-0224

PROJECT NAME: WESTFIELD MARION

INTERSECTION: DIAGONAL ROAD/SHOPPING CENTRE ACCESS

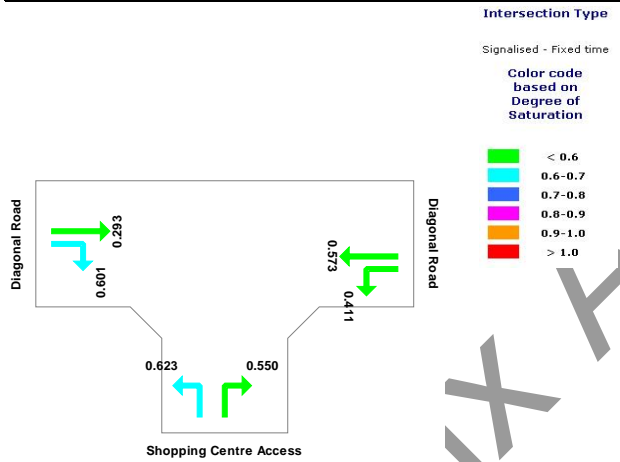
SCENARIO: SATURDAY PEAK  
EXISTING INTERSECTION LAYOUT



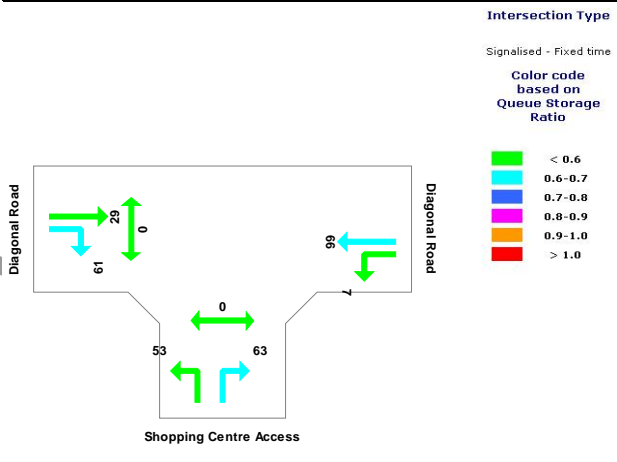
**INTERSECTION GEOMETRY**



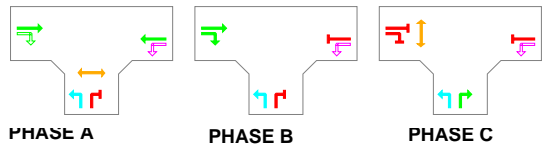
**DEGREE OF SATURATION**



**QUEUES**



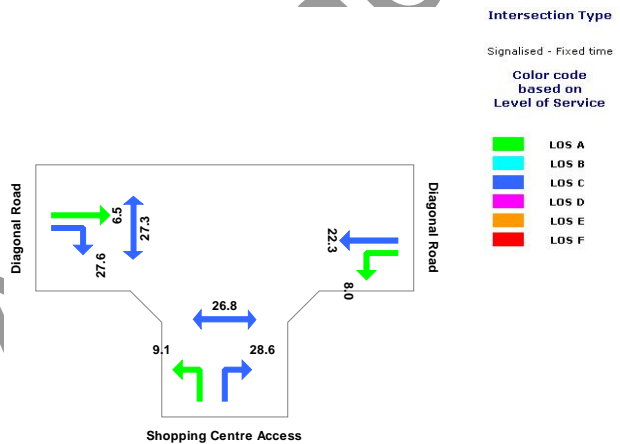
**PHASING**



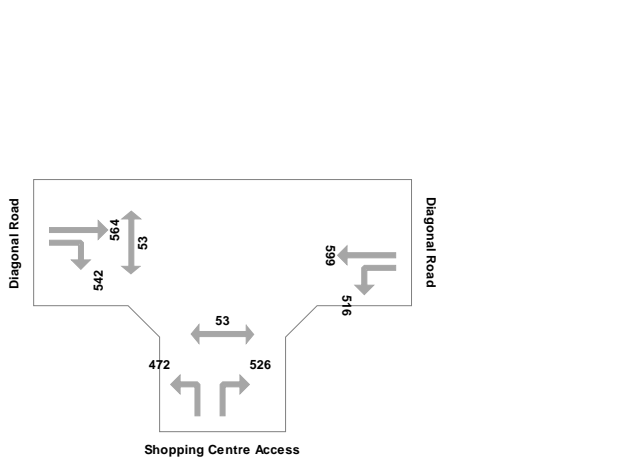
PHASE A      PHASE B      PHASE C

- Normal Vehicle
- Permitted/Opposed
- Stopped Vehicle
- Slip-Lane
- Opposed Slip-Lane
- Continuous
- Pedestrian
- Turn On Red
- Dummy

**DELAY & LEVEL OF SERVICE**



**FLOWS**

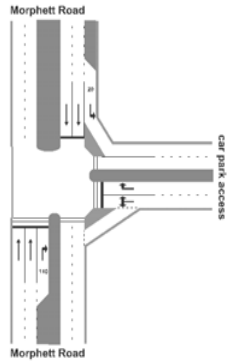


JOB NUMBER:	06-0224
PROJECT NAME:	WESTFIELD MARION

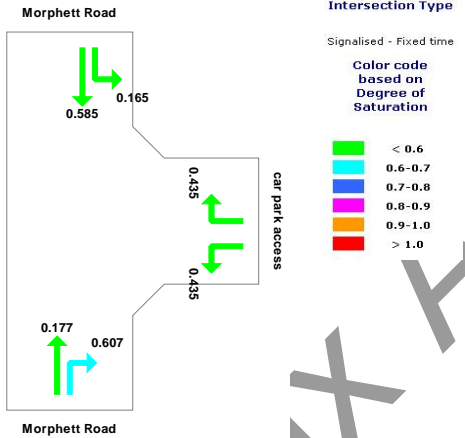
INTERSECTION:	DIAGONAL ROAD/SHOPPING CENTRE ACCESS
SCENARIO:	SATURDAY PEAK PROPOSED INTERSECTION LAYOUT



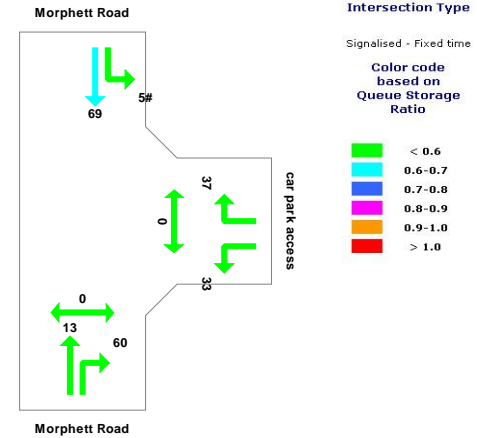
**INTERSECTION GEOMETRY**



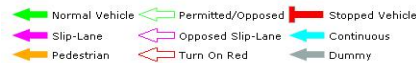
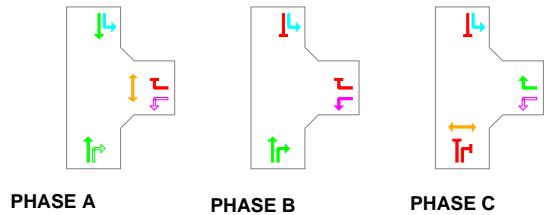
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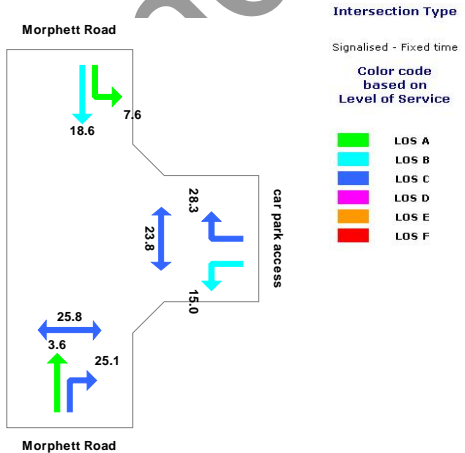
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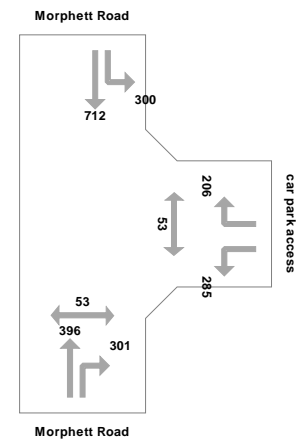
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**DELAY & LEVEL OF SERVICE**



**FLOWS**

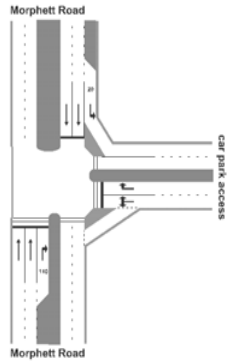


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PROJECT NAME:	WESTFIELD MARION

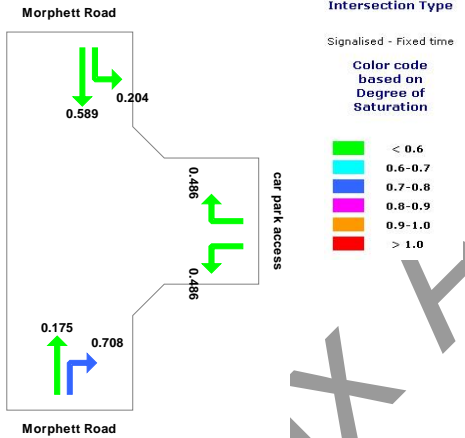
INTERSECTION:	MORPHETT ROAD/SHOPPING CENTRE ACCESS
SCENARIO:	PM PEAK (THURSDAY) EXISTING VOLUMES



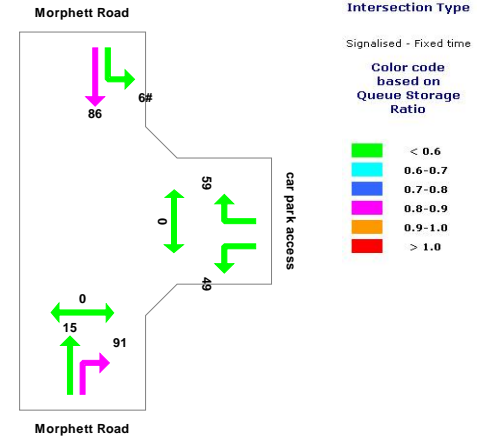
**INTERSECTION GEOMETRY**



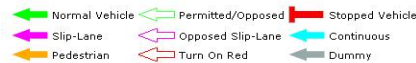
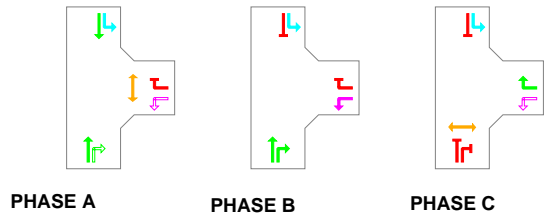
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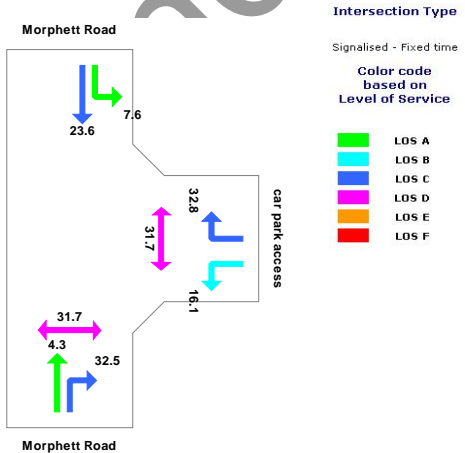
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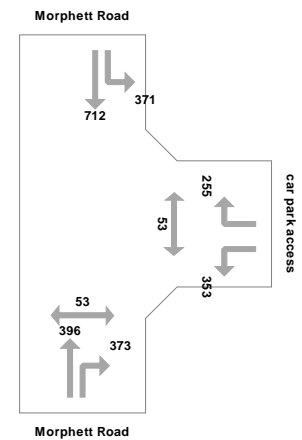
**PHASING**



**DELAY & LEVEL OF SERVICE**



**FLOWS**



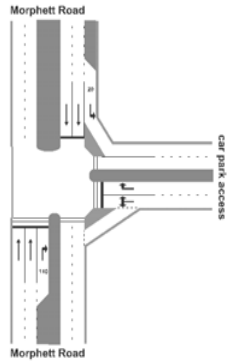
JOB NUMBER:	06-0224
PROJECT NAME:	WESTFIELD MARION

INTERSECTION:	MORPHETT ROAD/SHOPPING CENTRE ACCESS
SCENARIO:	PM PEAK (THURSDAY) FORECAST VOLUMES

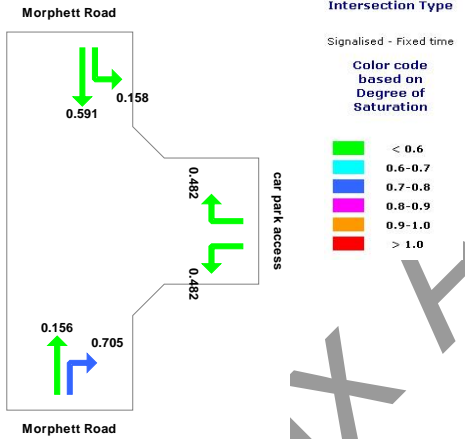




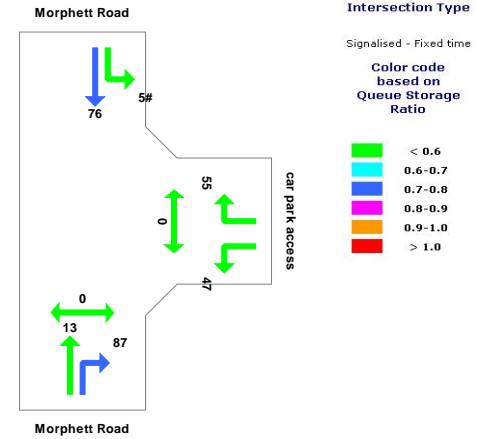
**INTERSECTION GEOMETRY**



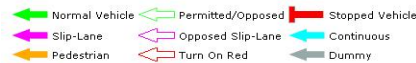
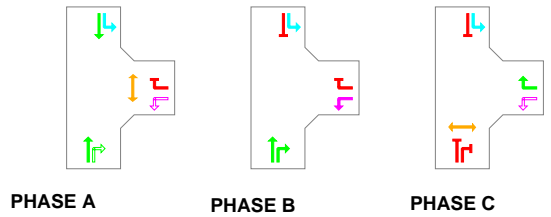
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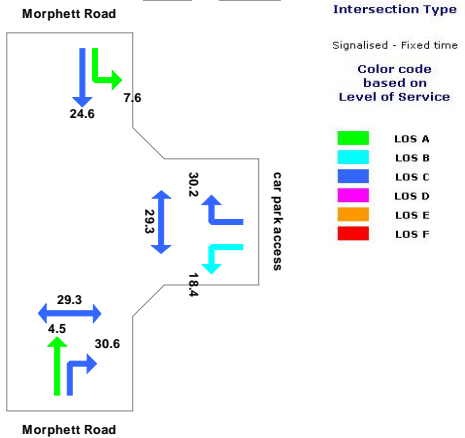
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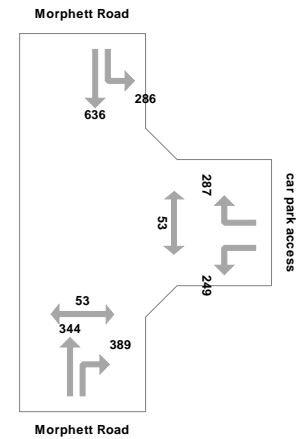
**PHASING**



**DELAY & LEVEL OF SERVICE**



**FLOWS**

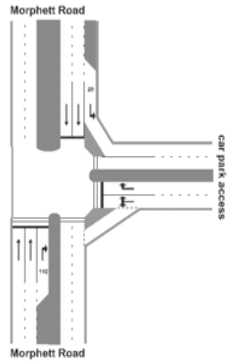


JOB NUMBER:	06-0224
PROJECT NAME:	WESTFIELD MARION

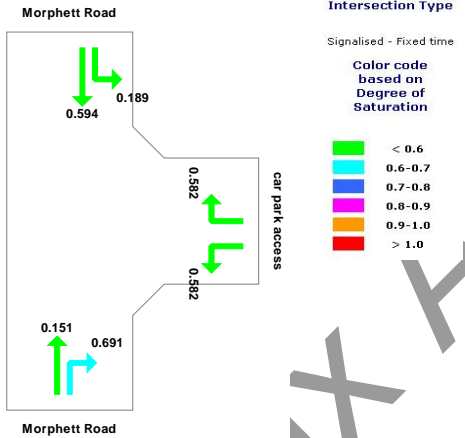
INTERSECTION:	MORPHETT ROAD/SHOPPING CENTRE ACCESS
SCENARIO:	SATURDAY PEAK EXISTING VOLUMES



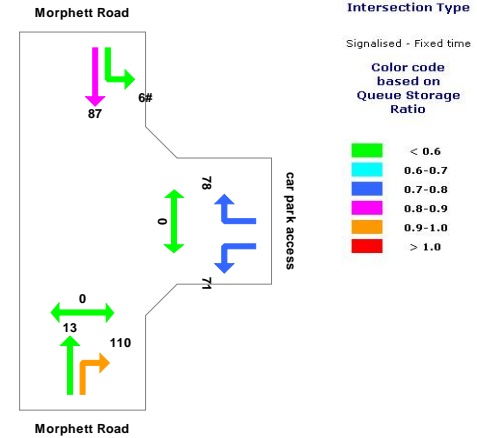
**INTERSECTION GEOMETRY**



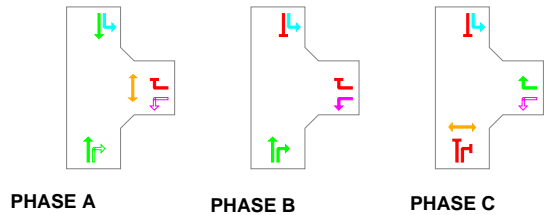
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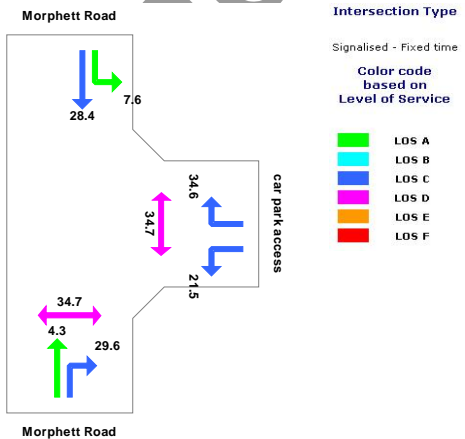
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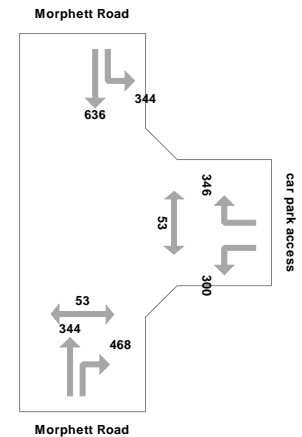
**PHASING**



**DELAY & LEVEL OF SERVICE**



**FLOWS**



- Normal Vehicle
- Permitted/Opposed
- Stopped Vehicle
- Slip-Lane
- Opposed Slip-Lane
- Continuous
- Pedestrian
- Turn On Red
- Dummy

JOB NUMBER:	06-0224
PROJECT NAME:	WESTFIELD MARION

INTERSECTION:	MORPHETT ROAD/SHOPPING CENTRE ACCESS
SCENARIO:	SATURDAY PEAK FORECAST VOLUMES



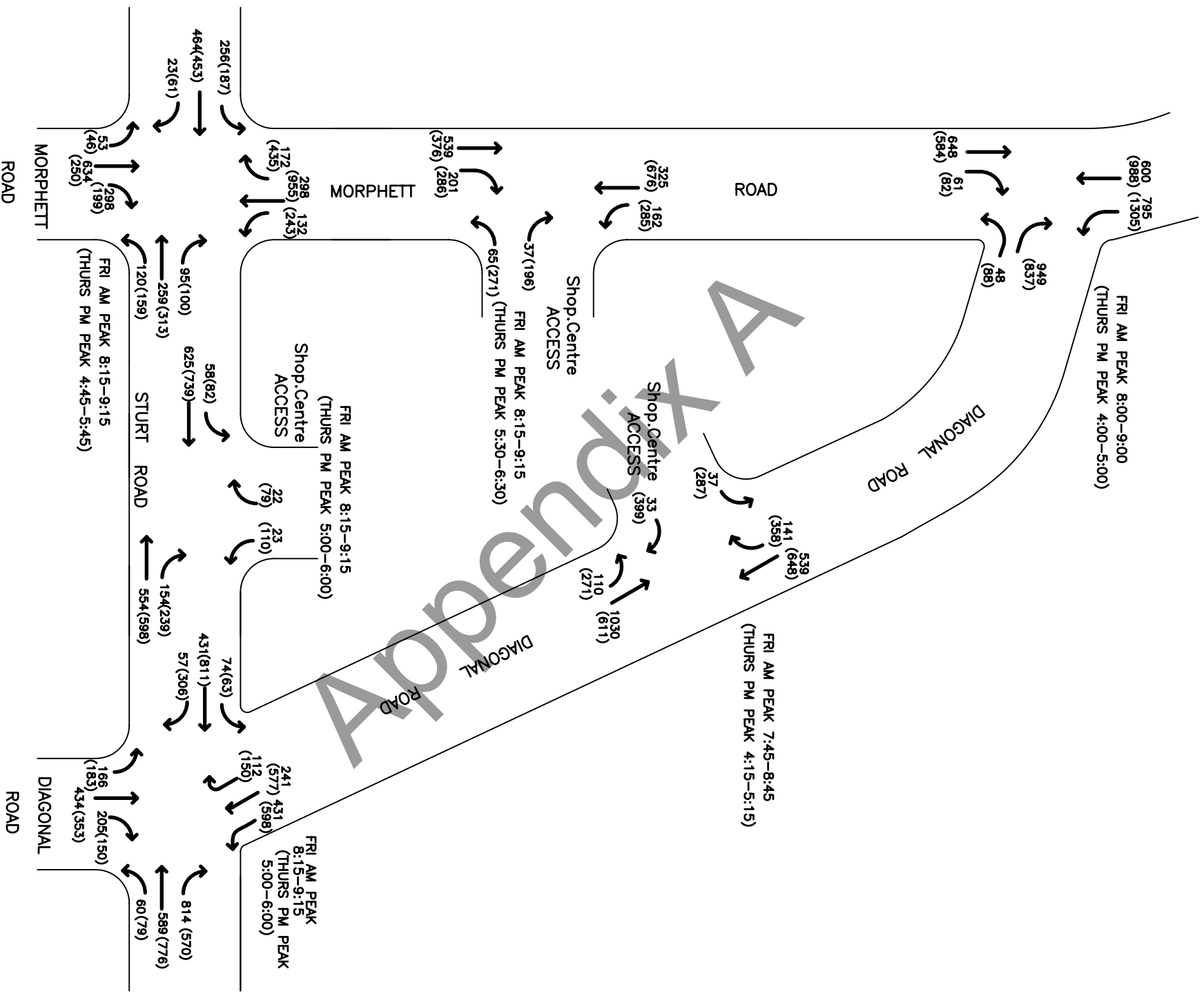


FIGURE 1. PEAK HOUR TURNING COUNTS

WESTFIELD MARION SC –AM FRIDAY 20/10/06 (PM THURSDAY 19/10/06)

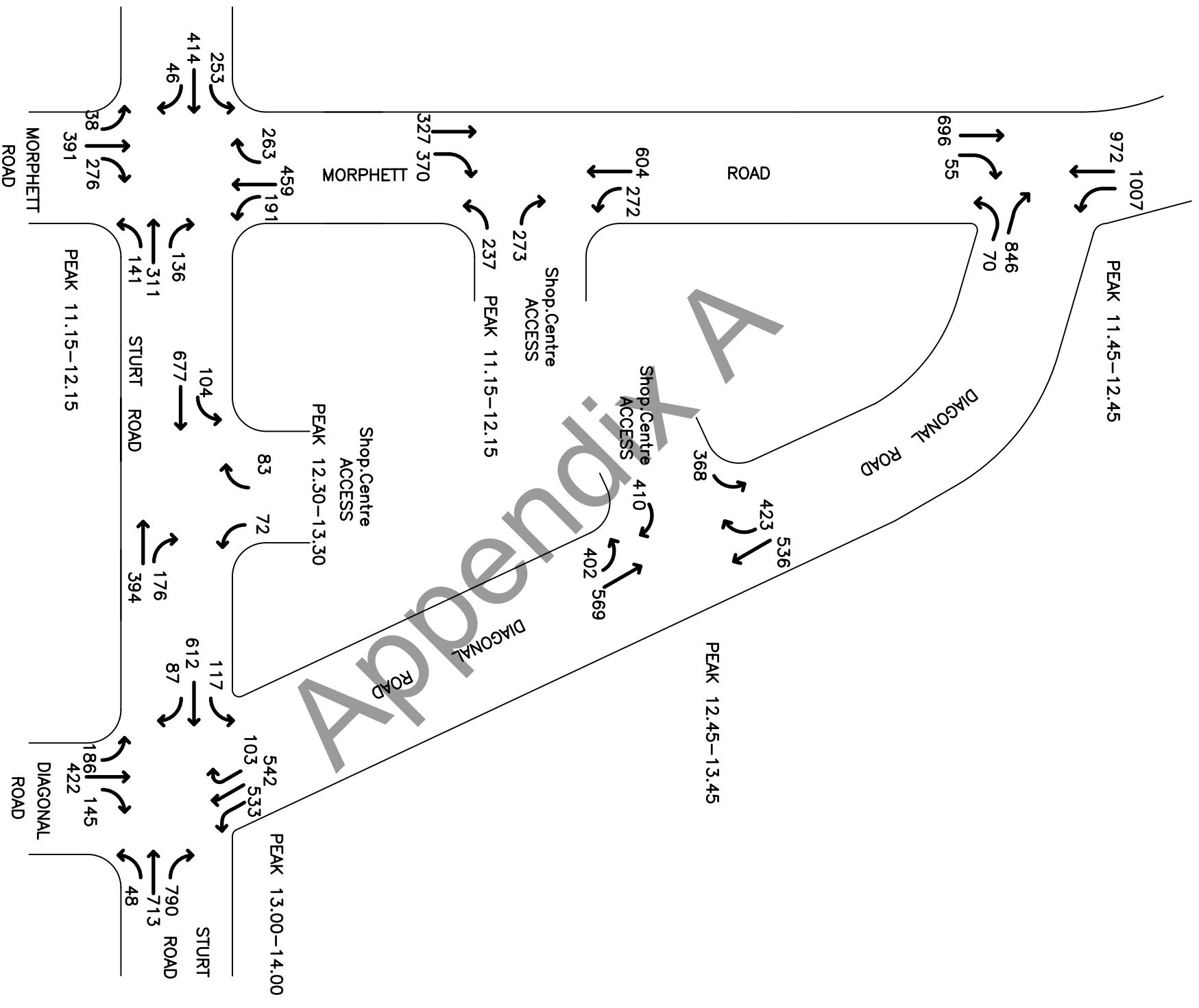


FIGURE 2. PEAK HOUR TURNING COUNTS  
WESTFIELD MARION-SATURDAY 17/03/07

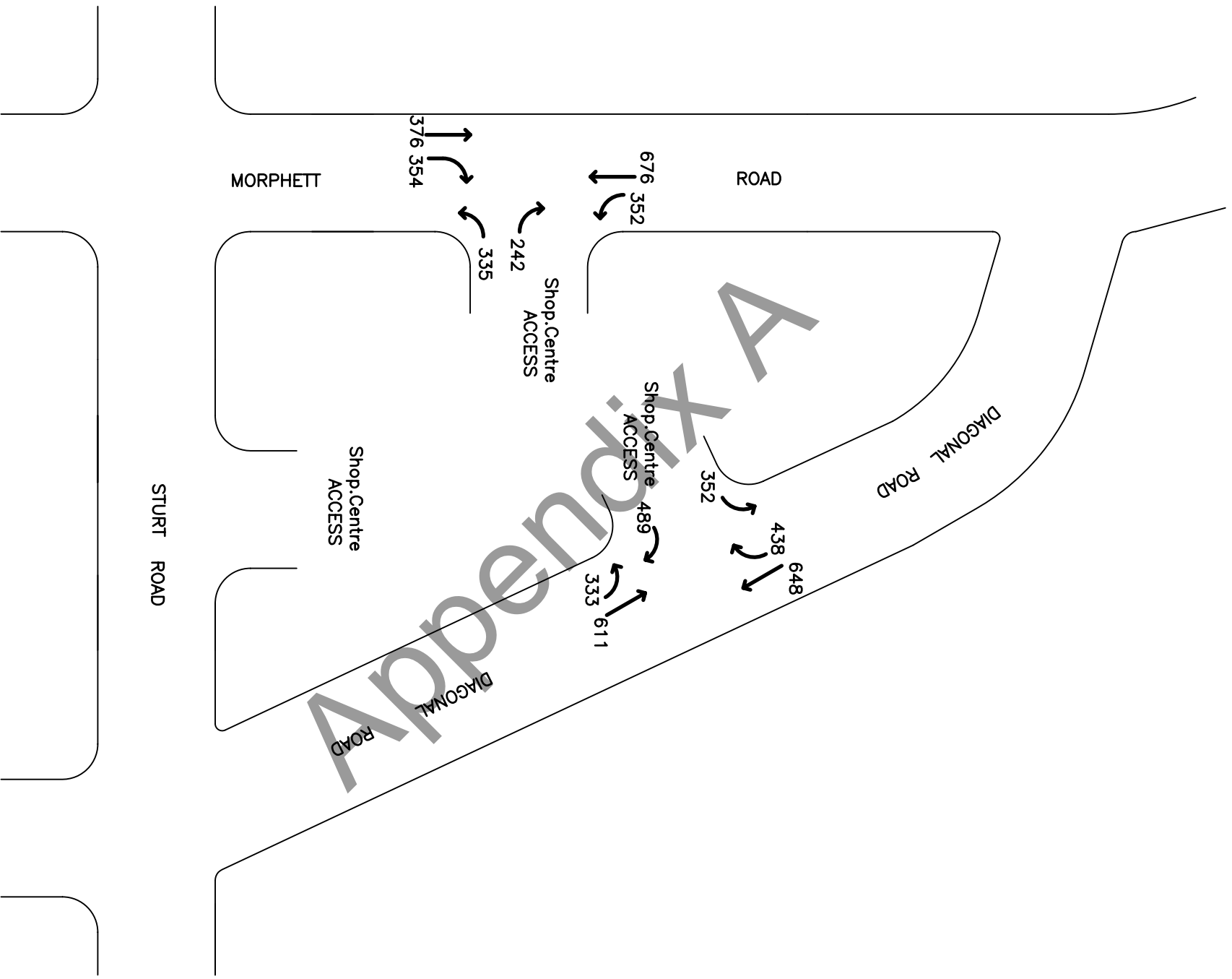


FIGURE 3. FORECAST TRAFFIC VOLUMES THURSDAY PM PEAK HOUR  
DIAGONAL ROAD/MORPHETT ROAD ACCESS

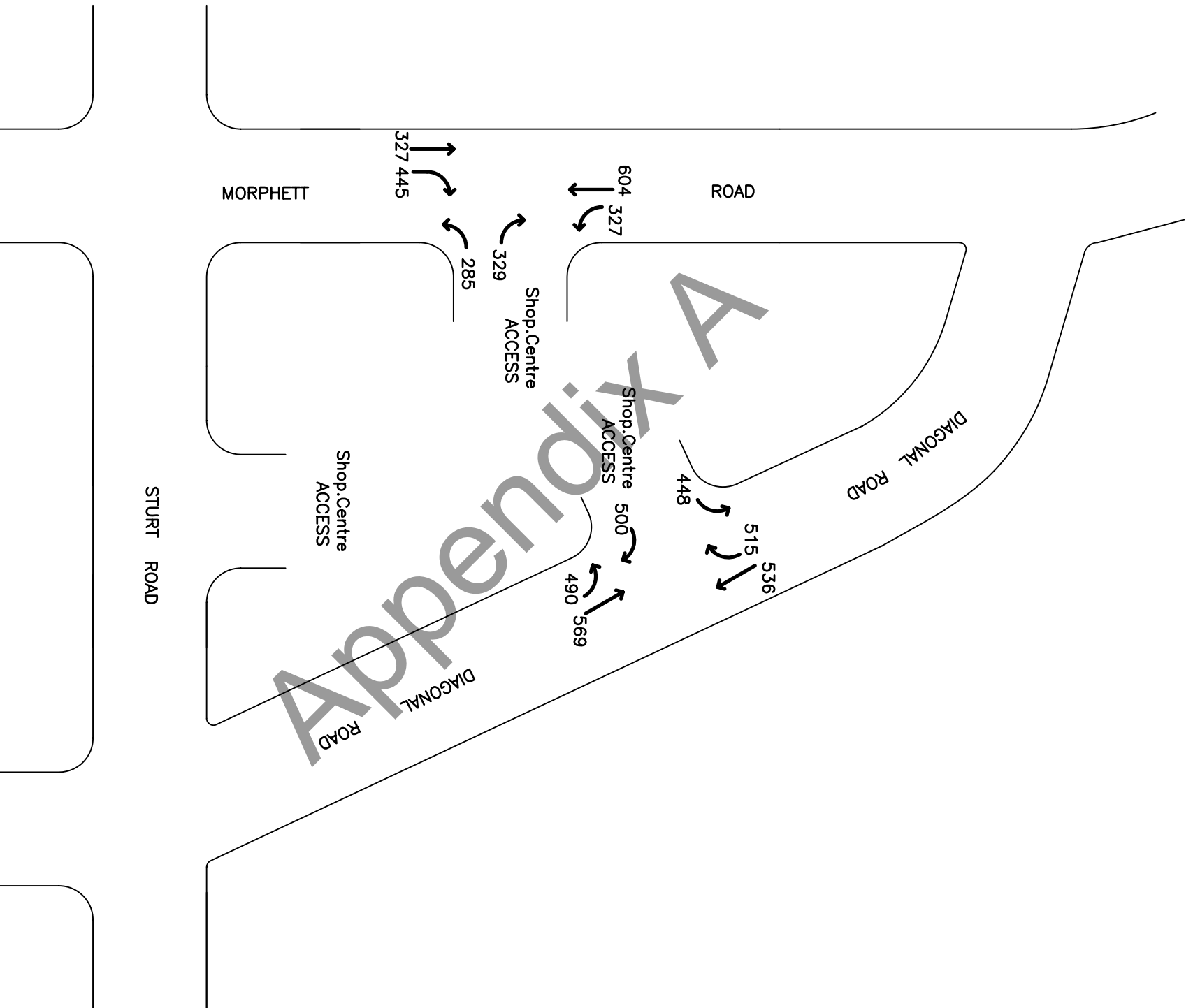
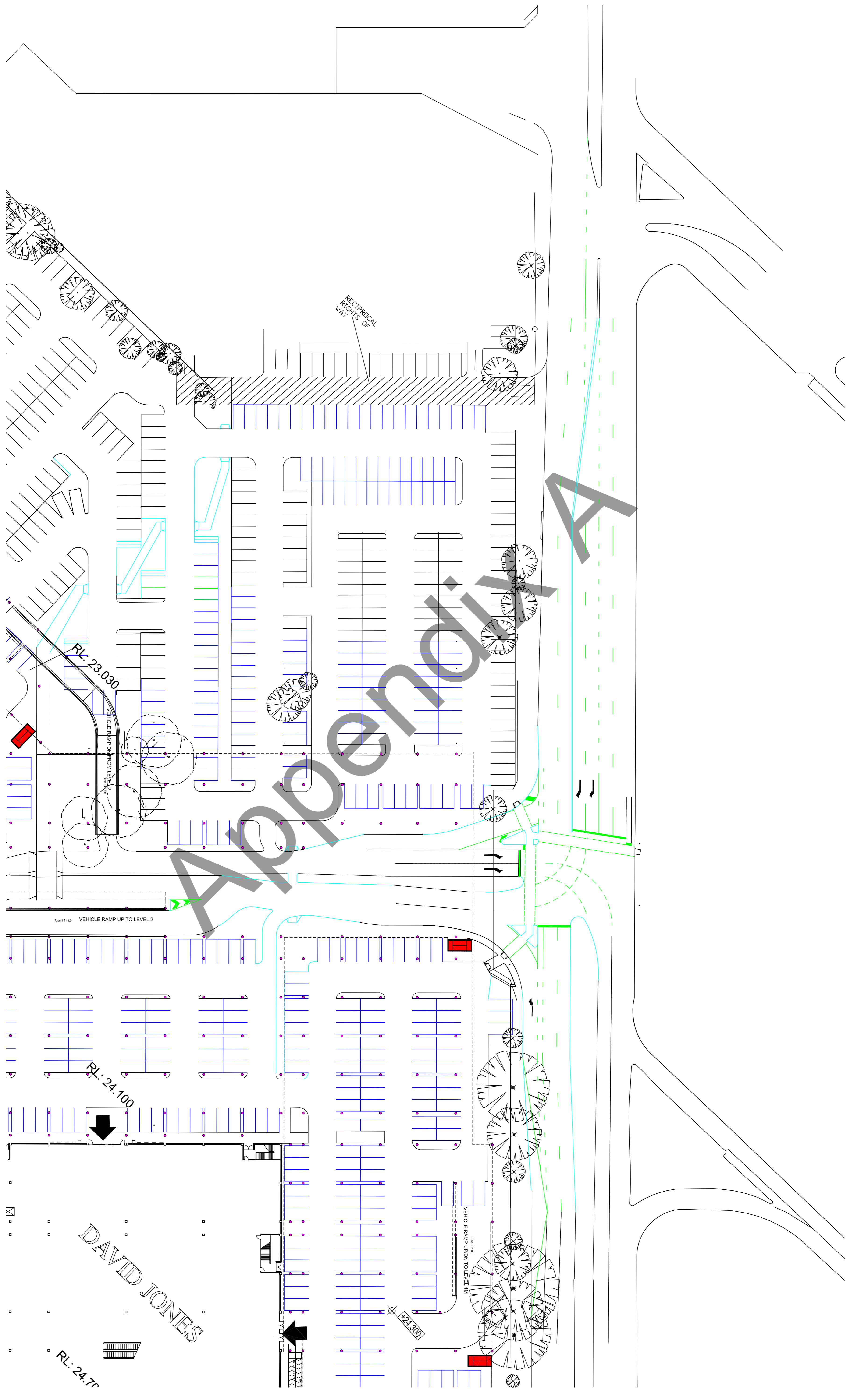
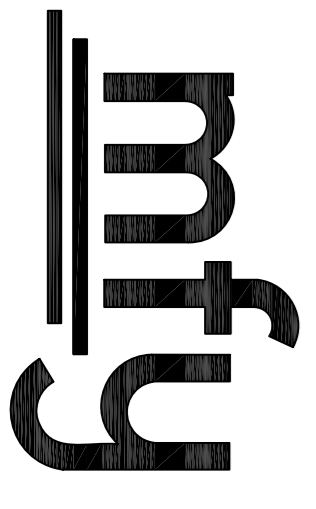


FIGURE 4. FORECAST TRAFFIC VOLUMES SATURDAY PEAK HOUR  
DIAGONAL ROAD/MORPHETT ROAD ACCESS



PROPOSED DIAGONAL ROAD  
 TRAFFIC CONTROL LAYOUT  
 AT WESTFIELD SIGNALISED ACCESS ROAD  
 Date 19/04/07 Scale 1:400



DAVID JONES



# **APPENDIX B**

## **SIDRA MODELLING REPORT**



# 17-0275 WESTFIELD MARION REDEVELOPMENT TRAFFIC ASSESSMENT – SIDRA MODELLING

## 1 BACKGROUND

The subject site, illustrated in Figure 1, is Westfield Marion Shopping Centre.



**Figure 1: Subject Site**

There is an existing approval (DA100/1297/2012) for the redevelopment of the subject site to increase the leasable floor area by 19,213 m<sup>2</sup>. A traffic impact assessment for this DA was undertaken by MFY. The assessment included a calculation of the existing traffic generation rate for the site. A copy of this previous correspondence is attached and identified the following ratios:

- 3.0 trips per 100 m<sup>2</sup> retail area on a Thursday; and
- 3.2 trips per 100 m<sup>2</sup> retail area on a Saturday.

A review of the existing generation rate based on the 2018 SCATS data identified a slightly lower rate but, for the purpose of this assessment the rates above have been adopted.

To accommodate the additional traffic generated by the expansion previously approved, an upgrade to the Diagonal Road signalised access to incorporate two right-turn entry lanes on Diagonal Road was proposed. The traffic analysis identified that this intersection will operate within capacity and the queues on Diagonal Road will be within the available storage with this modification.

SIDRA analysis of the Morphett Road access was also undertaken and identified that the right turn entry queue on Morphett Road will be 110 m. Such a queue would have been accommodated within the available storage in 2007 (110 m).

The right-turn facility at the Morphett Road access has since been modified to a length of 70 m to provide extra capacity to the right turn lane on the northbound approach of the Morphett Road/Sturt Road intersection, resulting in the exiting queue extending outside the storage.

## **2 PROPOSAL**

It is proposed to increase the gross leasable floor area of the Westfield Marion shopping centre by 16,981 m<sup>2</sup>.

The current application now considers safety in design aspects on the site and incorporates separated loading areas where possible. It will also incorporate a ticketless access control system and is proposed to supersede existing approvals.

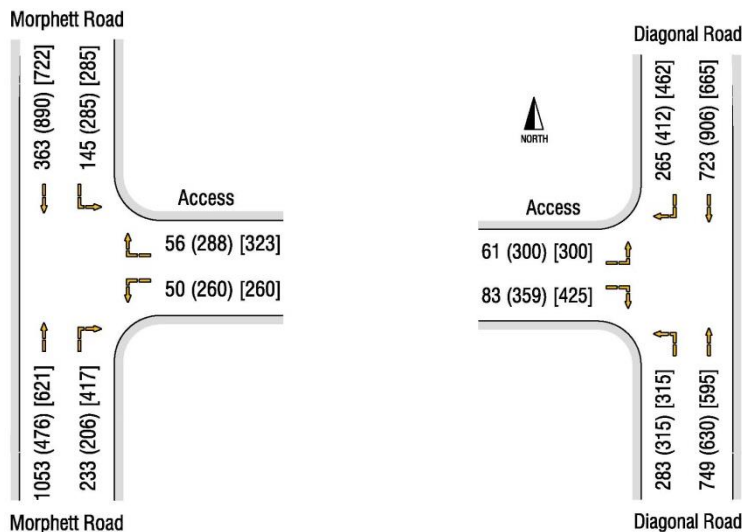
The additional traffic generated by the subject development will be distributed to the existing access points. As observed from previous surveys of the site, the significant portion of the traffic will access the site via the two signalised access points on Morphett Road and Diagonal Road.

## **3 MODEL SCOPE**

The traffic analysis will include the SIDRA modelling of the signalised access points on Morphett Road and Diagonal Road. To ascertain the existing situation at the subject intersections, the following traffic data were obtained from DPTI:

- SCATS data for the week beginning 30 October 2018; and
- the latest manual turning counts at the intersections.

Figure 2 identifies the existing turning volumes at the intersections. The manual turning counts were used to determine the volumes for movements which are not recorded by SCATS (i.e. high-entry angle left turn movements).



**Figure 2: Existing turning volumes am(pm)[sat]**

The critical issue in relation to the operation of the signalised intersections related to the turning movements to/from the site particularly as they reduce green times for the arterial roads. In reviewing the volumes on the road network, it is identified that traffic volumes observed entering and exiting the development is highest during the weekend development peak hour.

Of note is that the traffic generated by the development will be substantially higher during the weekend peak hour than the am and pm peak hours. Given that the green time associated with the turning movements is the critical factor in relation to the signal operation, it is identified that, in this instance, the weekend development peak hour represents the peak scenario. The modelling therefore seeks to address the traffic impact of the proposed development during the weekend development peak hour.

#### **4 BASE CASE MODELS**

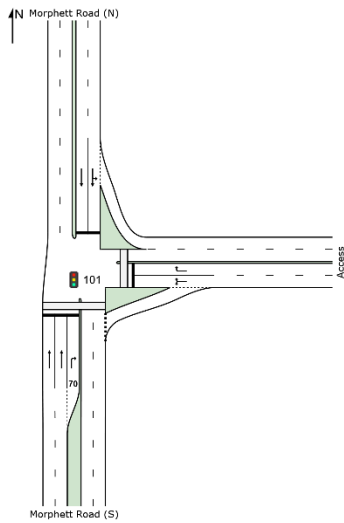
The base case models have been developed using the volumes identified in Figure 1. The manual turning counts was used to gauge the proportion of heavy vehicles for each movement.

A review of the SCATS data identified that the volumes fluctuated by less than 2% during each 15-minute period of the peak hour. On this basis, a peak flow period of 60 minutes was adopted for the assessment.

##### **4.1 MORPHETT ROAD**

###### **4.1.1 Geometric Layout**

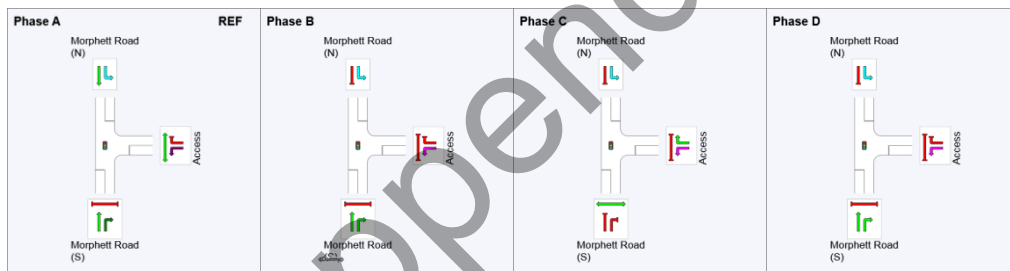
The layout of the model is based on the existing layout of the signalised intersection, as illustrated in Figure 3.



**Figure 3: Geometric Layout**

#### 4.1.2 Phasing

The model has adopted the phasing operation as identified in the SCATS Summary Sheet provided with the SCATS data as identified in Figure 4 and Table 1.



**Figure 4: Phasing sequence**

**Table 1: Green Split**

Phase	Phase Time (s)	Phase Split (%)
A	33	41
B	18	23
C	19	24
D	10	13

#### 4.1.3 Calibration

SCATS summary sheet identifies that the SCATS Maximum Flow (MF) observed on the turning lanes at the intersection is significantly lower than that of the through lanes. This is particularly due to the length of the lanes and the phase times allocated to the respective movements.

DPTI recommended the application of 1700 tcu/h for the right-turn lane on Morphett Road and 1500 tcu/h for the turning lanes on the access road. Calibration of the two

sites in parallel identified that these rates should be in the order of 1800 tcu/h for the right turn lane on Morphett Road and 1600 tcu/h for the right-turn lanes on the access roads. As such, the models have been developed on the calibrated parameters.

In addition to the above, the calibration exercise identified, that more than two vehicles were able to perform the right turn from Morphett Road during amber (yellow-time) on multiple occasions. Accordingly, an 'End Departures' of 2.5 vehicles has been adopted for the subject intersection.

#### 4.1.4 Results

Table 2 summarises the results for each approach at the intersection.

**Table 2: SIDRA results summary for Morphett Road**

Approach	Movements	Weekend peak hour		
		DOS	95 <sup>th</sup> Percentile Queue (m)	LOS
Morphett Road (N)	Left	0.68	124	C
	Through	0.68	124	
Access	Left	0.77	70	C
	Right	0.77	70	
Morphett Road (S)	Through	0.23	30	B
	Right	0.75	73	

The results identify that the intersection operates within capacity. However, the right turn queue into the subject site extends beyond the existing storage.

#### 4.1.5 Validation

An on-site observation of the subject intersection was undertaken to validate the base case model. The site observations identified the following:

- a 95<sup>th</sup> percentile queue of 73 m was recorded for the right-turn queue into the site;
- a 95<sup>th</sup> percentile queue of 56 m was recorded for the right-turn queue from the site;
- through queue on the northern approach was generally between 100 m – 130 m but did extend past the Bunnings access (approximately 150 m) on occasions; and
- through queue on the southern approach was negligible.

Accordingly, the base case SIDRA model has been validated by the site observations particularly on the basis of the right turn queue lengths, albeit the model is over estimating the queue on the access road.

## 4.2 DIAGONAL ROAD

### 4.2.1 Geometric Layout

The layout of the model, illustrated in Figure 5, is based on the existing layout of the signalised intersection.

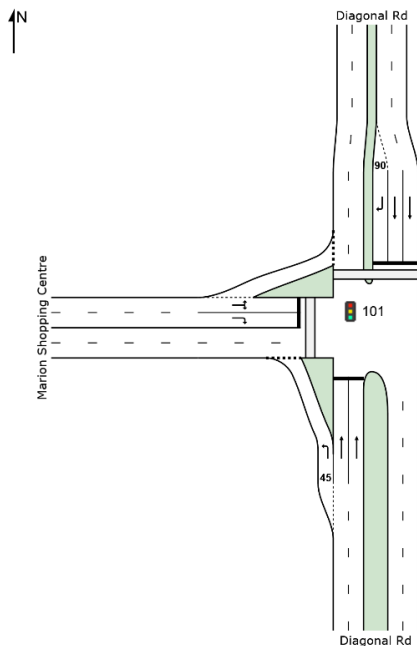


Figure 5: Geometric Layout

### 4.2.2 Phasing

The model has adopted the phasing operation as identified in the SCATS Summary Sheet provided with the SCATS data as identified in Figure 4 and Table 3.

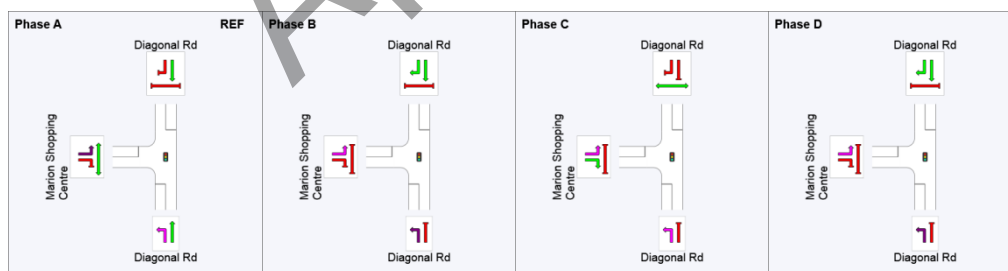


Figure 4: Signal Phasing

Table 3: Green Split

Phase	Phase Time (s)	Phase Split (%)
A	33	33
B	27	27
C	25	25
D	15	15

#### 4.2.3 Calibration

As identified in Section 2.2.4, the calibrated Basic Saturation Flow rates of 1800 tcu/h for right turn lane on Diagonal Road and 1600 tcu/h for the right turn lanes on the access roads have been adopted for the intersection.

#### 4.2.4 Results

Table 4 summarises the results for each approach at the intersection.

**Table 4: Summary of SIDRA results**

Approach	Movements	Saturday		
		DOS	95 <sup>th</sup> Percentile Queue (m)	LOS
Diagonal Road (N)	Through	0.25	42	C
	Right	0.87	125	
Access	Left	0.27	85	B
	Right	0.59	85	
Diagonal Road (S)	Left	0.82	39	C
	Through	0.82	94	

The results identify that the intersection operates within capacity. However, the right turn queue into the subject site extends beyond the existing storage.

#### 4.2.5 Validation

The model has been validated based on site observations which identified that the right-turn queue from the development extends beyond the existing storage.

## 5 TRAFFIC GENERATION

A traffic generation rate of 3.2 trips per 100 m<sup>2</sup> has been adopted for development peak hour as per previous assessments of the development. Accordingly, the proposed addition of 16,981 m<sup>2</sup> of GLFA will generate approximately 550 trips in the Saturday peak hour.

### 5.1 TRAFFIC DISTRIBUTION

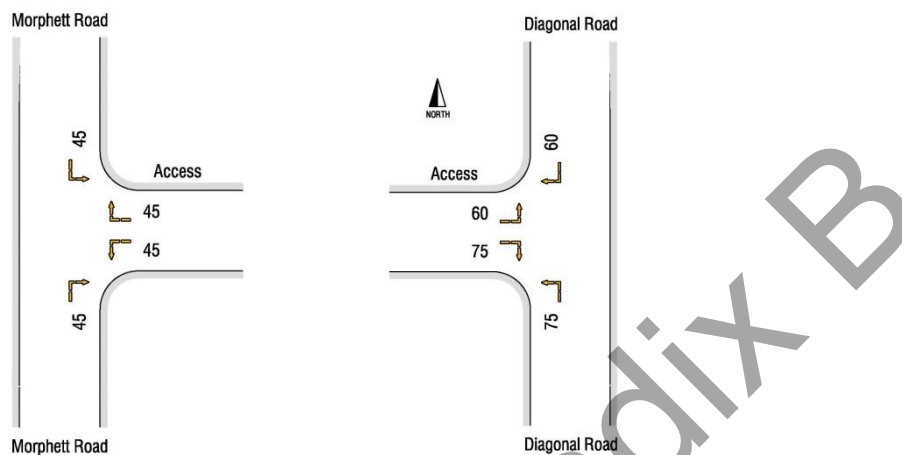
In assessing the accessibility of the parking areas from each access point, it is identified that:

- 60% of the traffic will access the site via Diagonal Road;
- 40% of the traffic will access the site via Sturt Road; and
- 80% of the traffic will access the site via the signalised access points and the remaining traffic will be distributed to the unsignalised access points.

The following assumptions are made in regards to the distribution at each intersection:

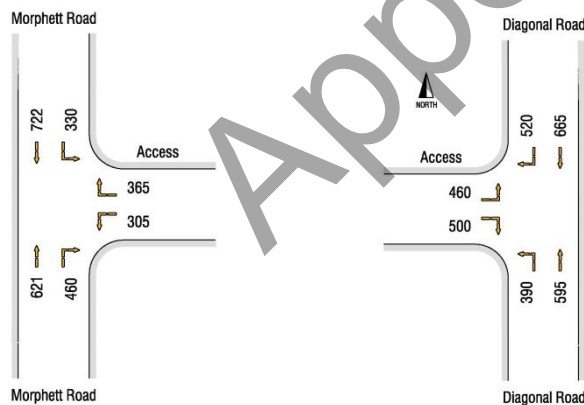
- there will be an equal in/out split during the development peak hour; and
- distribution of the additional traffic at each access point will be as per the existing situation.

On this basis, Figure 6 illustrates the additional traffic movements at each intersection.



**Figure 6: Additional traffic volume at each intersection**

Figure 7 illustrates the total weekend peak hour traffic at the subject intersections.



**Figure 7: Total traffic volume at each intersection**

## 6 DEVELOPMENT MODELS

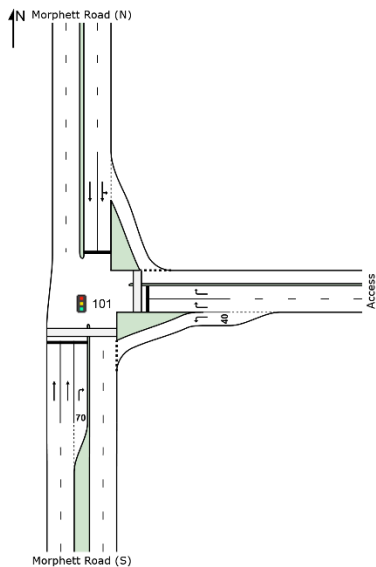
The development models are developed on the total weekend peak hour traffic volumes identified in Figure 6. The models have retained the Calibration settings applied in the Base Case models.



## 6.1 MORPHETT ROAD

### 6.1.1 Geometric Layout

The left turn from Morphett Road to the site will be converted to a high angle entry in lieu of the existing continuous lane. Figure 8 illustrates the proposed geometric layout.



**Figure 8: Proposed geometric layout**

### 6.1.2 Phasing

The existing signal phasing will be retained with minor changes to the average phase times. The phase times are identified in Table 5.

**Table 5: Green Split**

Phase	Phase Time (s)		Phase Split (%)	
	Base Case	Dev Model	Base Case	Dev Model
A	33	33	41	41
B	18	7	23	9
C	19	19	24	24
D	10	21	13	26

It is not proposed to provide the access road with any additional phase time. As such, the phase times will be comparable with the existing situation.

### 6.1.3 Results

Table 6 summarises the results of the Development model and compares it with the Base Case model.

**Table 6: Summary of SIDRA results for the development peak hour**

Approach	Movements	DOS		95 <sup>th</sup> Percentile Queue (m)		LOS	
		Base Case	Dev Model	Base Case	Dev Model	Base Case	Dev Model
Morphett Road (N)	Left	0.68	0.72	106	84	C	B
	Through	0.68	0.72	126	117		
Access	Left	0.77	0.29	70	32	C	C
	Right	0.77	0.64	70	49		
Morphett Road (S)	Through	0.23	0.24	30	30	B	B
	Right	0.75	0.77	73	67		

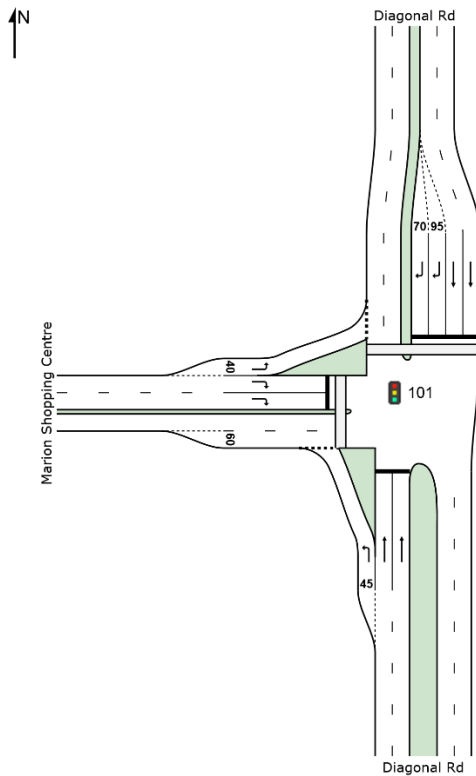
The results identify that the intersection will operate within capacity and the approaches will continue to operate at the same level of service as the existing situation.

The 95<sup>th</sup> percentile right-turn queue on Morphett Road will be contained within the available storage. Further, the queues on the through lanes on Morphett Road will be as per existing. Negligible impact on the intersection and the arterial road.

## 6.2 DIAGONAL ROAD

### 6.2.1 Geometric Layout

The layout of the intersection will be modified as part of the proposed development. This layout will be in accordance with the existing approval for the site. Figure 9 illustrates the proposed geometric layout.



**Figure 9: Proposed geometric layout**

### 6.2.2 Phasing

It is proposed that the existing signal phasing is retained but with an average cycle length of 80 seconds which has been reported, albeit the current 100 seconds cycle length could also be maintained. The phase times in the model are identified in Table 7.

**Table 7: Green Split**

Phase	Phase Time (s)		Phase Split (%)	
	Base Case	Dev Model	Base Case	Dev Model
A	33	25	33	31
B	27	15	27	19
C	25	25	25	31
D	15	15	15	19

The second right-turn lane on Diagonal Road will enable more green time for the exit movements from the development while maintaining a similar level of operation.

### 6.2.3 Lane Utilisation

Lane Utilisation of the right-turn lanes on Diagonal Road have been set to 100% to replicate a realistic model, even though SIDRA predicts that the utilisation will be imbalanced due to the downstream short-lane effect.

#### 6.2.4 Results

Table 8 summarises the results of the Development model and compares it with the Base Case model.

**Table 8: Summary of SIDRA results for the development peak hour**

Approach	Movements	DOS		95 <sup>th</sup> Percentile Queue (m)		LOS	
		Base Case	Dev Model	Base Case	Dev Model	Base Case	Dev Model
Diagonal Road (N)	Through	0.25	0.28	42	42		
	Right	0.87	0.67	125	36	B	B
Access	Left	0.75	0.33	85	28		
	Right	0.75	0.65	85	64	C	B
Diagonal Road (S)	Left	0.27	0.30	39	29		
	Through	0.59	0.65	94	76	C	C

The results identify that the intersection will operate within capacity and the intersection will operate at Level of Service B which is better than the existing situation.

The 95<sup>th</sup> percentile queues on Diagonal Road turning lanes will be contained within the available storage. Further, the queue on the through lanes will remain at similar levels as per existing. As such, there will be minimal impact on the intersection and in particular, the arterial road.

## 7 SUMMARY

The proposed development could result in an increase in traffic on Morphett Road and Diagonal Road. Previous surveys of the subject site have identified that approximately 80% of the additional traffic will be accommodated at the signalised access points and this portion has been applied to the subject intersections to ensure a conservative assessment is applied. Analyses of these intersections has been undertaken using SIDRA Intersection software.

Base case models of the two intersections were developed using SCATS data for the weekend development peak hour (critical scenario). The modelling identifies that both intersections operate within capacity. However, the right turn queues of vehicles waits to turn into the site extend beyond the available storage. This has been validated at the Morphett Road site and at the Diagonal Road intersection.

The analysis identifies that proposed changes at each intersection namely, the configuration change at Diagonal Road and the high angle left turn lane at Morphett



Road will readily accommodate the development volumes. The subject intersections will operate within capacity and the queues will be accommodated within the storage.

Appendix B

# **APPENDIX A**

## **PREVIOUS CORRESPONDENCE**

Appendix B

MM:as/06-0224

20 April 2007

Mr George Morias  
Transport Services Division  
Department for Transport, Energy and Infrastructure  
PO Box 1  
WALKERVILLE SA 5081

Dear George,

**WESTFIELD MARION  
PROPOSED EXTENSION ACCESS REVIEW  
(DA 100/0048/2007)**

I refer to the proposed development by Westfield Ltd to expand the existing shopping centre at Marion and our recent meeting regarding this matter.

The proposed expansion of the shopping centre will include 18,275 m<sup>2</sup> additional retail floor area. The existing centre has a gross retail lettable area of 121,192 m<sup>2</sup> plus 11,030 m<sup>2</sup> cinemas.

A traffic and parking report prepared in relation to this application assessed traffic volumes based on the NSW RTA Guidelines "A Guide to Traffic Generating Developments". This assessment has since been reviewed, as detailed below.

Traffic counts were undertaken at the signalised access points to the site and at the adjacent signalised intersections on Thursday, 9 October 2006 (4:00 pm to 6:30 pm), Friday, 20 October 2006 (7:30 am to 9:30 am) and Saturday, 17 March 2007 (10:00 am to 2:00 pm). The results of these turning counts are illustrated in Figures 1 and 2 and show the peak hour volumes recorded during these counts.

In order to calculate the existing peak generation rate for the centre, the following has been assumed:

- the peak hour at each access coincided;
- 20% of traffic associated with the centre used non-signalised access points (and is therefore additional to the counts); and



**Murray F. Young  
& Associates**

Director  
**Melissa Mellen**

Consultant  
**Murray Young**

Associates  
**Chris Harcourt  
Jayne Lovell**

Engineer  
**Ben Wilson**

Transportation, Management  
& Feasibility Consultants

- all traffic was generated by the retail area (and not the cinemas).

The forecast traffic generation rates will therefore be conservative, given the following factors:

- the actual peak for the entire centre will be less than the combined peaks at each access;
- the volume of traffic using the non-signalised access points is anticipated to be less than 20%; and
- there will be traffic associated with cinema patrons.

Based on the above, the existing centre generates a peak hour traffic distribution of approximately 3.0 trips per 100 m<sup>2</sup> on a Thursday evening and 3.2 trips per 100 m<sup>2</sup> on a Saturday. Traffic volumes during the morning peak equates to approximately 1.0 trip per 100 m<sup>2</sup>.

Figures 3 and 4 illustrate the forecast Thursday pm peak and Saturday peak volumes following the proposed development. Given that the proposal will increase parking on the northern side and that the parking parallel to Sturt Road is fully occupied during peak periods, it has been assumed that all additional traffic will be distributed between the Diagonal Road and Morphett Road signalised access points and will then redistribute to the adjacent road network. In reality, there will be some additional traffic using the non-signalised access points, but this approach will result in a conservative assessment.

SIDRA analysis has been undertaken for the afternoon and Saturday peak hours for the following situation:

- existing traffic volumes at the Diagonal Road access. This identifies an existing queuing issue for the right turn into the centre;
- forecast traffic volumes at the Diagonal Road access with an additional right turn lane into the site (as discussed at our recent meeting). The results show that the additional right turn lane will resolve the existing queuing issue, even with the additional volumes associated with the development;
- existing traffic volumes at the Morphett Road access which identifies that this access operates with a relatively low degree of saturation; and
- forecast volumes at the Morphett Road access which will only have a minimal impact on the degree of saturation at the intersection. The queue length will extend for drivers turning right into the site but will still be accommodated within the existing storage lane.



The increase in volumes during the am peak will be low and will have a reduced impact on the road network. Such modelling for these intersections, therefore, has not been included.

Details of the SIDRA results are included in Appendix A.

In regard to the external road network, the forecast volumes will result in the following:

- approximately 300 additional trips on Diagonal Road during the Thursday afternoon peak period (compared with the existing volume of approximately 2300 vph on this street). This additional traffic will distribute north and south of the access and will result in approximately 130 vph additional traffic on each section of road. This would be equivalent to an increase of approximately 6.5% on Diagonal Road;
- approximately 350 additional vehicles (or 175 in each direction) on Diagonal Road during the Saturday peak hour. This would equate to an estimated 9% increase in traffic volume;
- approximately 245 additional trips (115 on the northern leg and 130 on the southern leg) during a Thursday evening peak hour. This will equate to an increase of approximately 7% on Morphett Road; and
- an increase of 235 vehicles on Morphett Road (125 on the southern leg and 110 on the northern leg) during the Saturday peak hour. This equates to an estimated 8% increase in traffic on this road.

Hence, the forecast traffic increase on the adjacent road network will be less than 10% during the peak hour periods related to the shopping centre.

Given the relatively low increase in volume on the road network, the impact on the operation of the intersections as a direct result of the shopping centre expansion should not be significant. Notwithstanding this, SIDRA models will be prepared using the additional signal data received by the Department for Transport, Energy and Infrastructure (DTEI) and forwarded to your office for use in the network modelling.

In summary, subject to the reconfiguration of the Diagonal Road access point to include an additional right turn into the site, appropriate access will be provided for the proposed expansion. Enclosed is a copy of the concept plan of the access which has also been included on the amended DA plans.

The additional SIDRA analysis for the adjacent signals for use in DTEI's network modelling will be forwarded shortly, but should not directly impact on the assessment

of the operation of the signal at the access points for the proposed expansion. We will liaise with you in regard to this matter.

Please do not hesitate to contact the undersigned with any queries.

Yours sincerely,  
**MURRAY F YOUNG & ASSOCIATES**

A handwritten signature in black ink, appearing to read 'Melissa Mellen', is written over a thin horizontal line.

**MELISSA MELLEN**  
Director

*Encl. Appendix A – SIDRA analysis  
Figures 1 and 2 Turning counts  
Figures 3 and 4 Forecast peak traffic volumes  
Concept Plan*

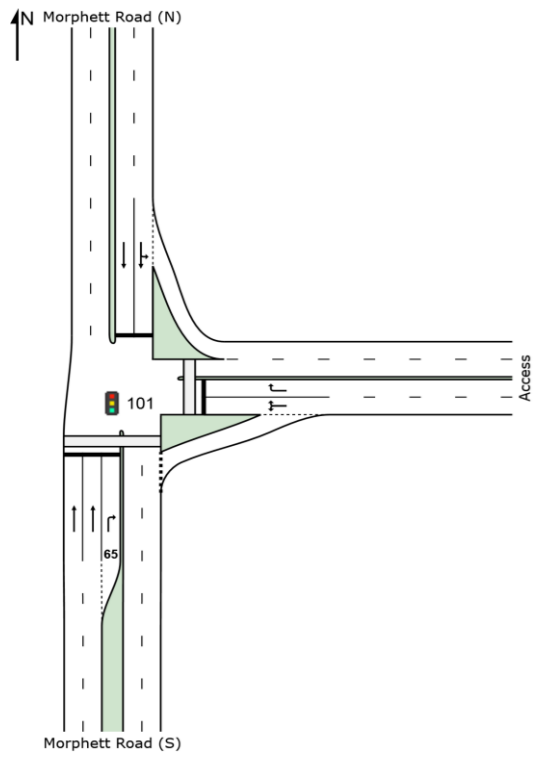
Appendix B



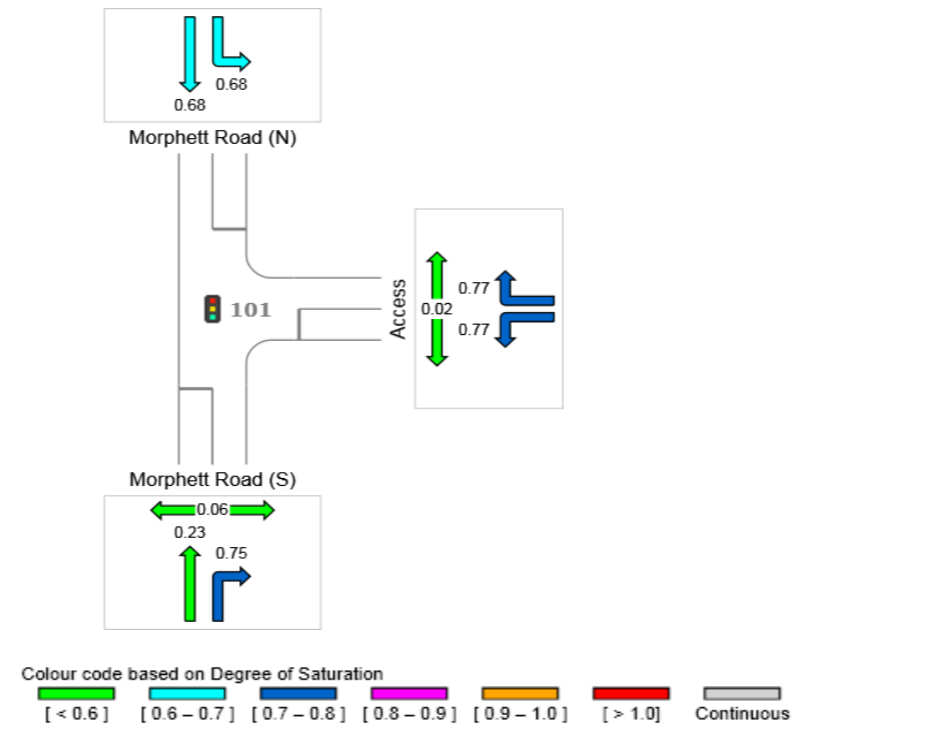
# APPENDIX C

## SIDRA MODELLING RESULTS FOR MORPHETT ROAD AND DIAGONAL ROAD SIGNALISED ACCESS POINTS

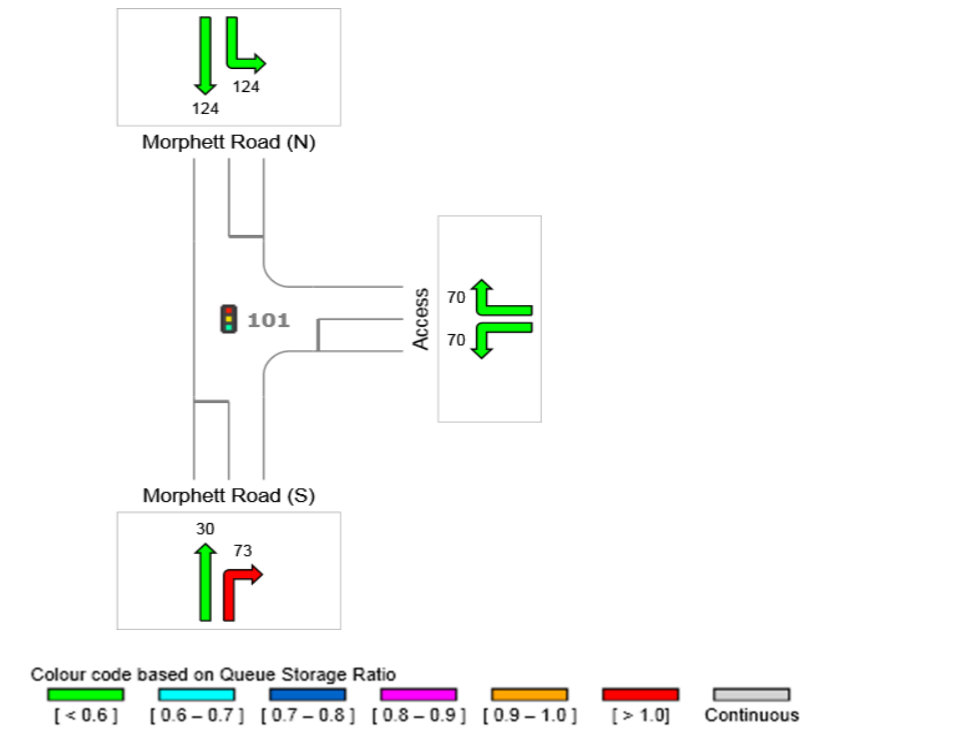
**INTERSECTION LAYOUT**



**DEGREE OF SATURATION**



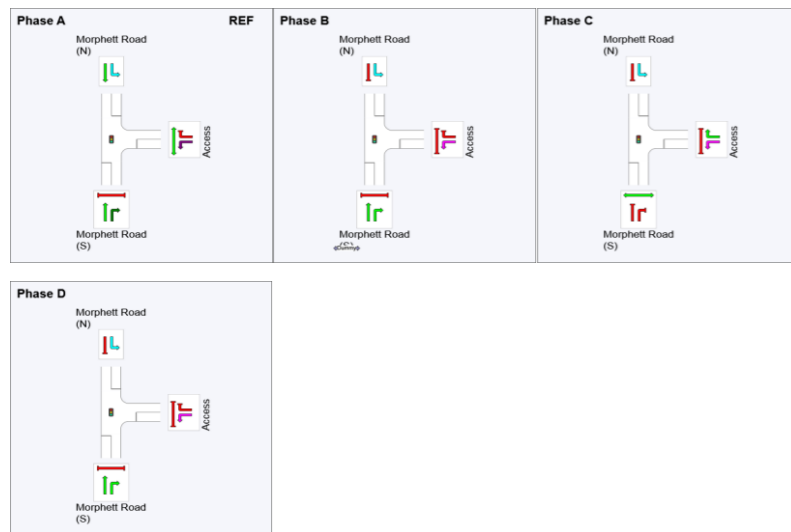
**95%ile QUEUE DISTANCE (metres)**



**PHASING SUMMARY**

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	32	50	71
Green Time (sec)	27	12	15	5
Phase Time (sec)	33	18	19	10
Phase Split	41%	23%	24%	13%



**PHASING SCENARIO: USER GIVEN PHASE TIMES - SCATS**

- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

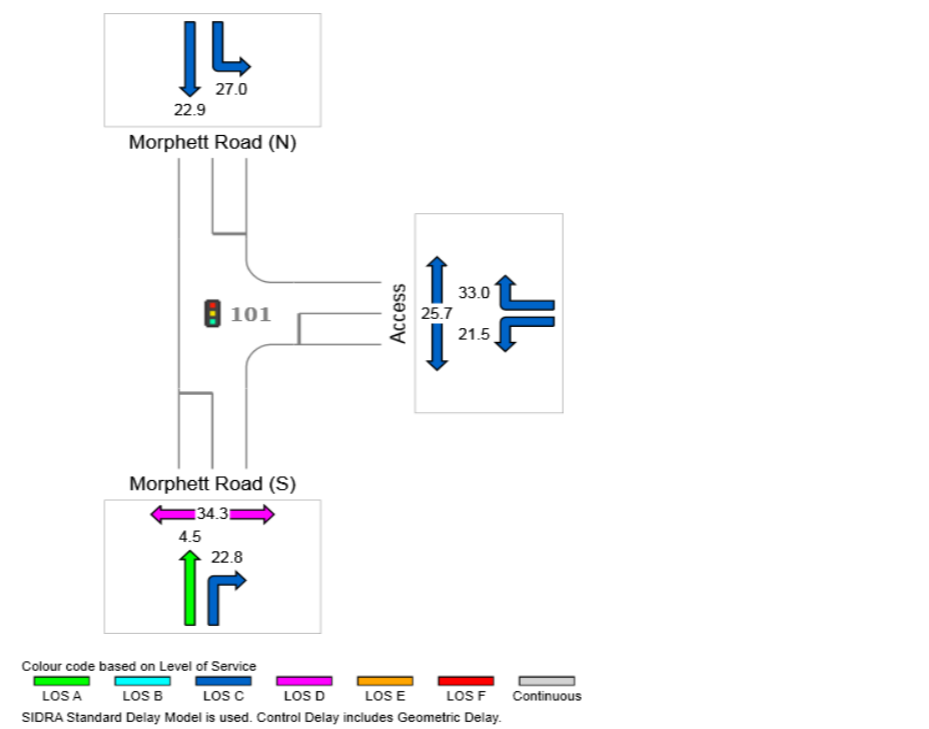
**JOB NUMBER:** 17-0275

**PROJECT NAME:** WESTFIELD MARION

**DELAY (CONTROL) & LEVEL OF SERVICE**

All Movement Classes

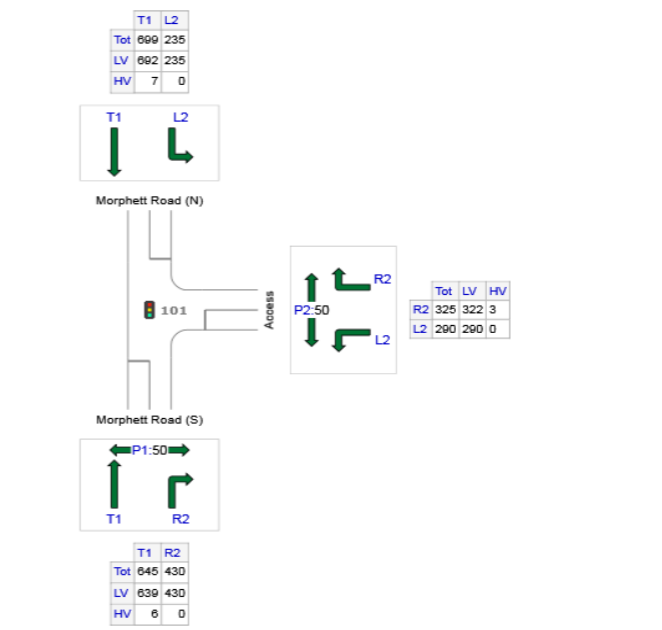
	South	East	North	Intersection
Delay (Control)	11.9	27.9	24	20.1
LOS	B	C	C	C



**INTERSECTION:** MORPHETT ROAD / WESTFIELD ACCESS

**SCENARIO:** EXISTING SAT PEAK

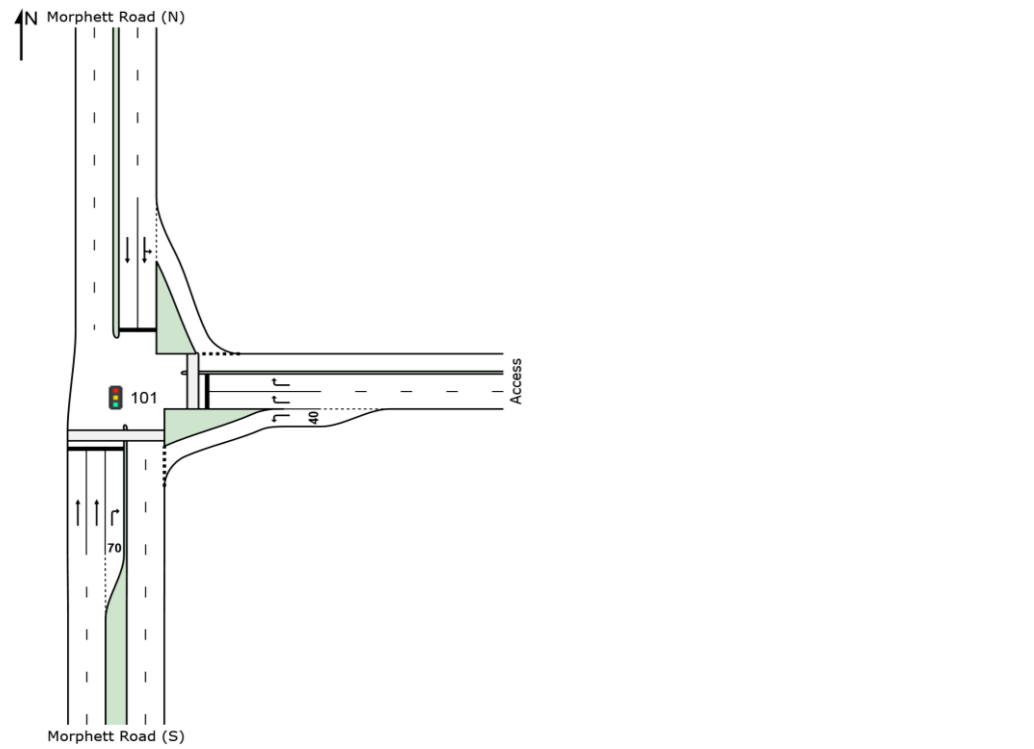
**INPUT VOLUMES**



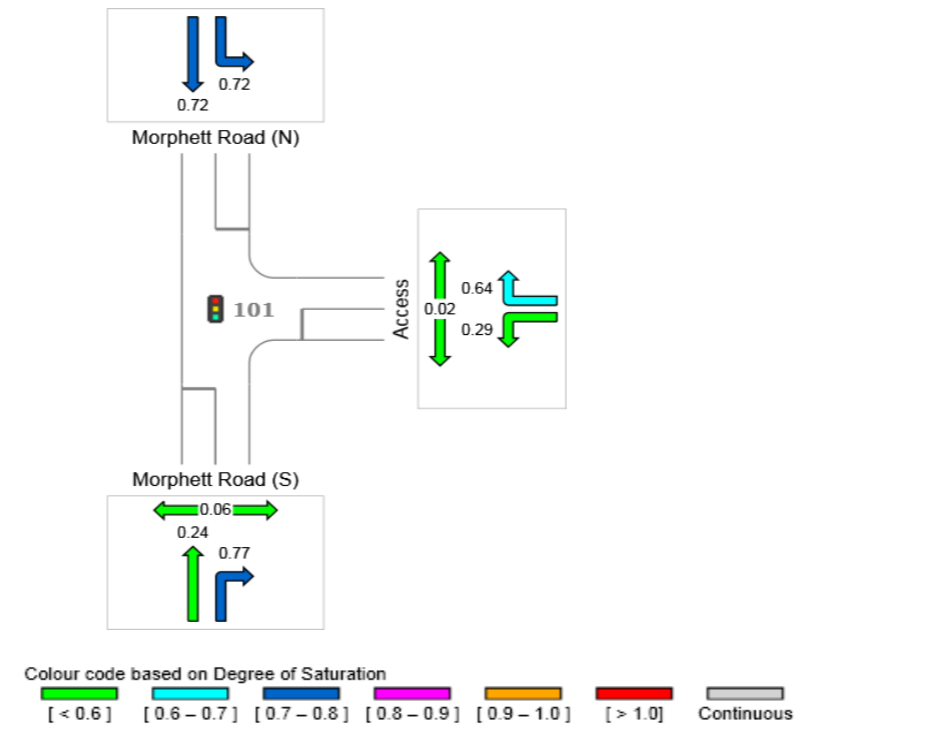
**VOLUME SCENARIO:** 2017 SCATS VOLUMES



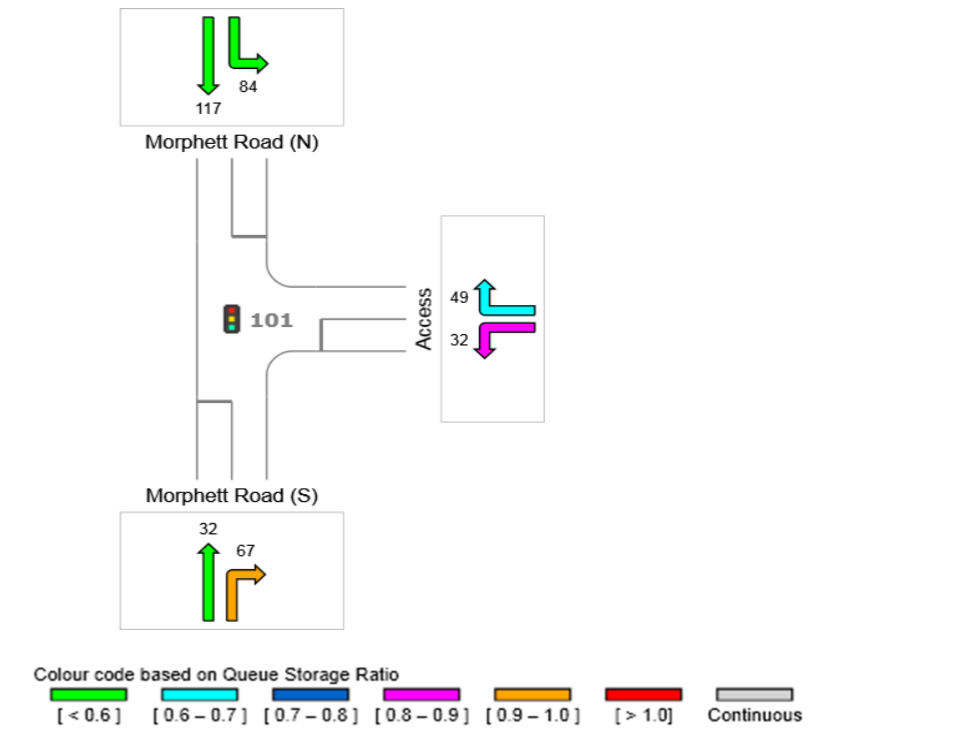
**INTERSECTION LAYOUT**



**DEGREE OF SATURATION**



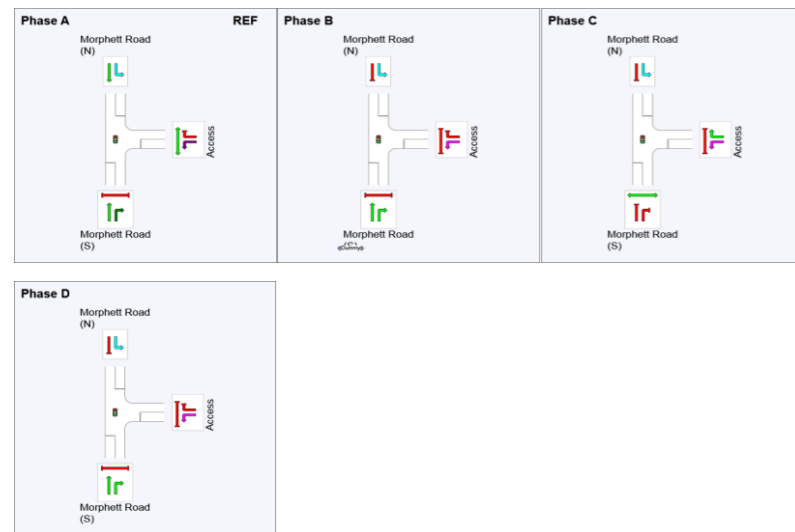
**95%ile QUEUE DISTANCE (metres)**



**PHASING SUMMARY**

**Phase Timing Results**

Phase	A	B	C	D
Phase Change Time (sec)	0	33	40	61
Green Time (sec)	27	1	15	15
Phase Time (sec)	33	7	19	21
Phase Split	41%	9%	24%	26%



**PHASING SCENARIO: USER GIVEN PHASE TIMES - SCATS**

- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

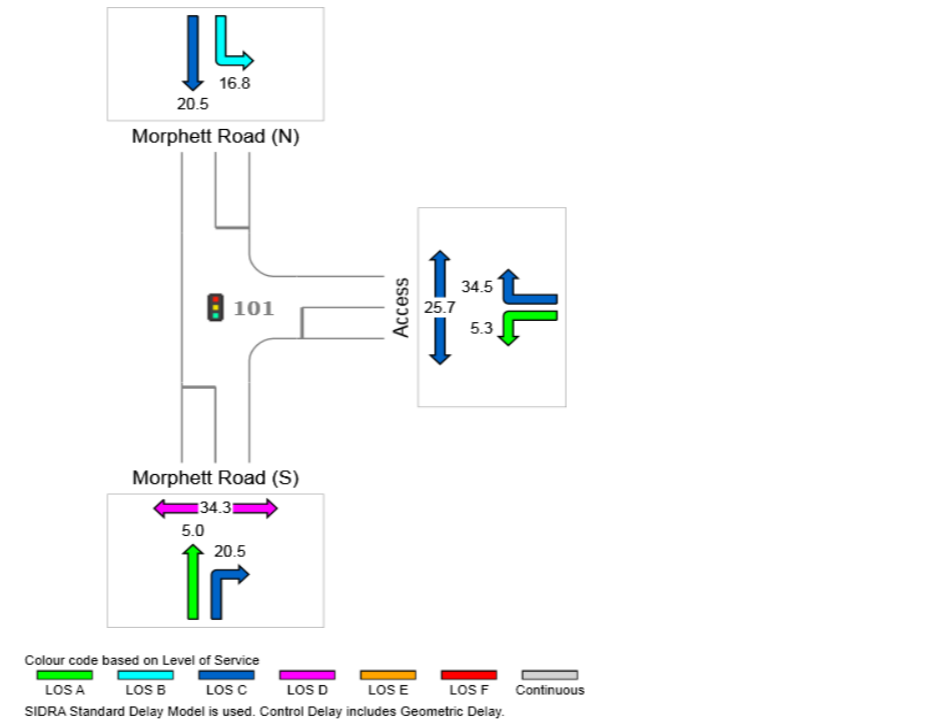
**JOB NUMBER:** 17-0275

**PROJECT NAME:** WESTFIELD MARION

**DELAY (CONTROL) & LEVEL OF SERVICE**

**All Movement Classes**

	South	East	North	Intersection
Delay (Control)	11.6	21.2	19.3	16.8
LOS	B	C	B	B

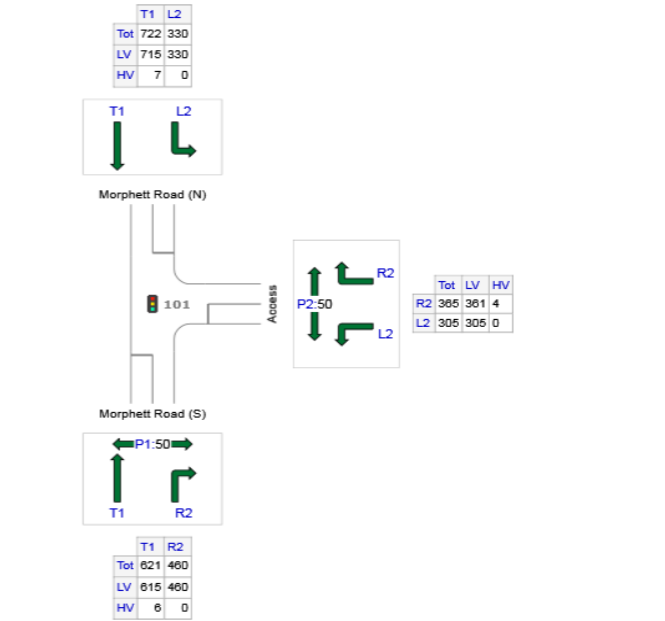


**INTERSECTION:** MORPHETT ROAD / WESTFIELD ACCESS

**SCENARIO:** SAT PEAK WITH DEVELOPMENT VOLUMES

PROPOSED LAYOUT

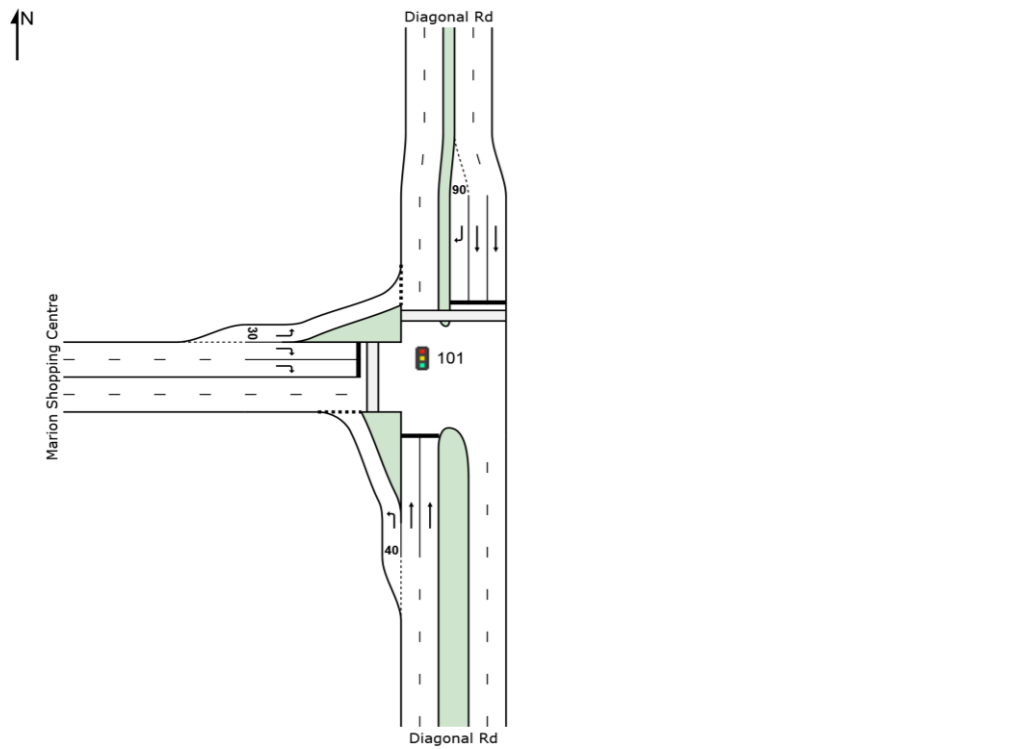
**INPUT VOLUMES**



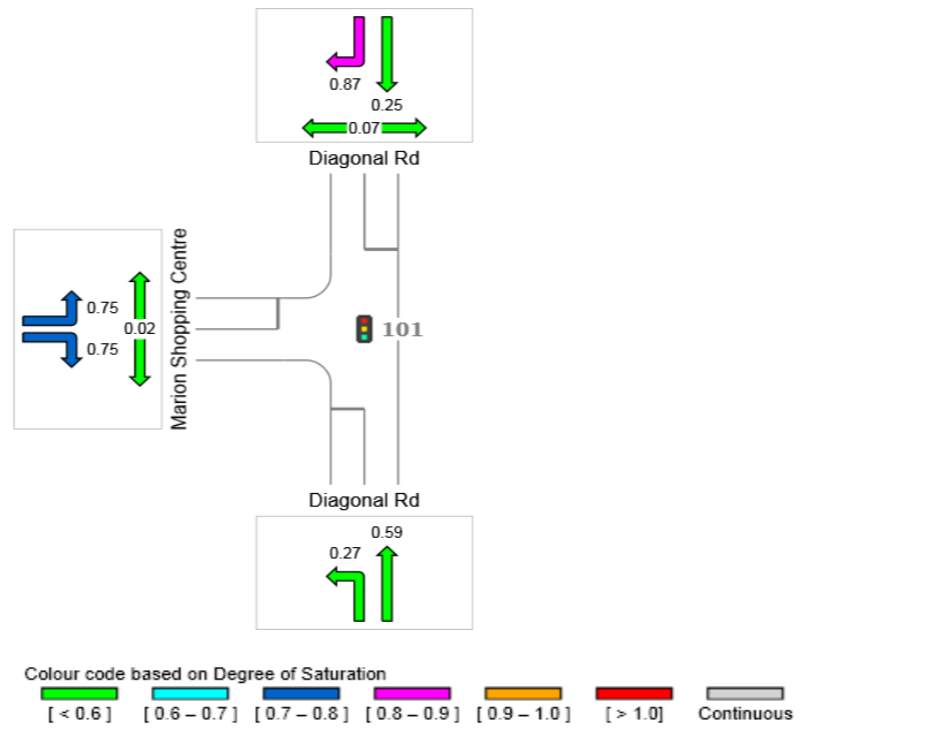
**VOLUME SCENARIO: WITH DEVELOPMENT VOLUMES**



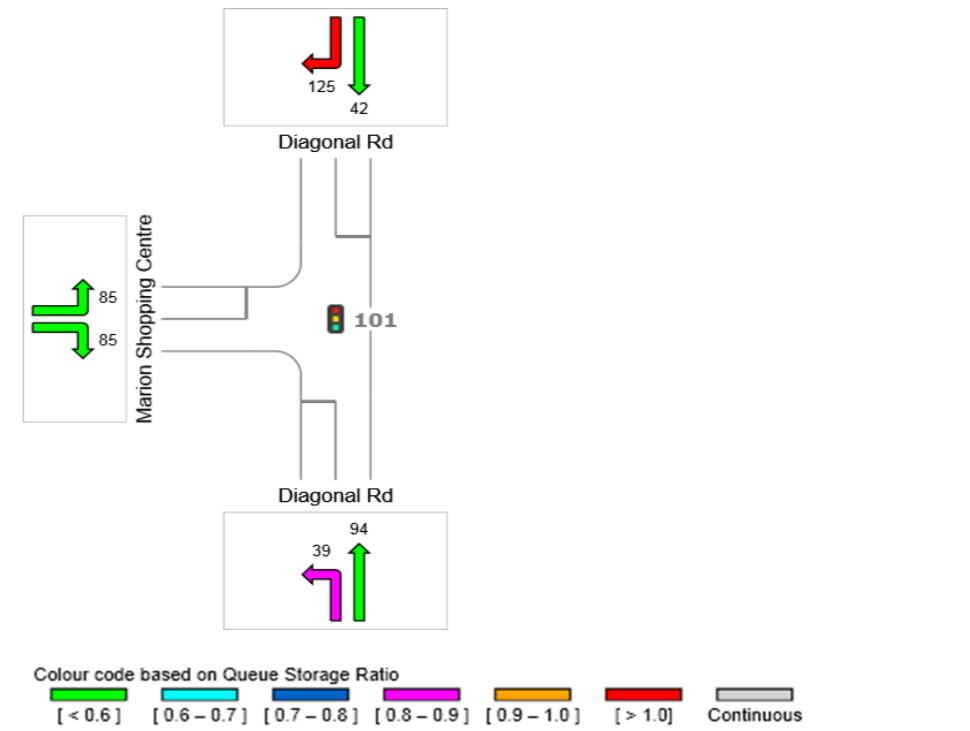
**INTERSECTION LAYOUT**



**DEGREE OF SATURATION**



**95%ile QUEUE DISTANCE (metres)**



**PHASING SUMMARY**

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	33	60	86
Green Time (sec)	27	21	20	9
Phase Time (sec)	33	27	25	15
Phase Split	33%	27%	25%	15%



PHASING SCENARIO: USER GIVEN PHASE TIMES - SCATS

- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

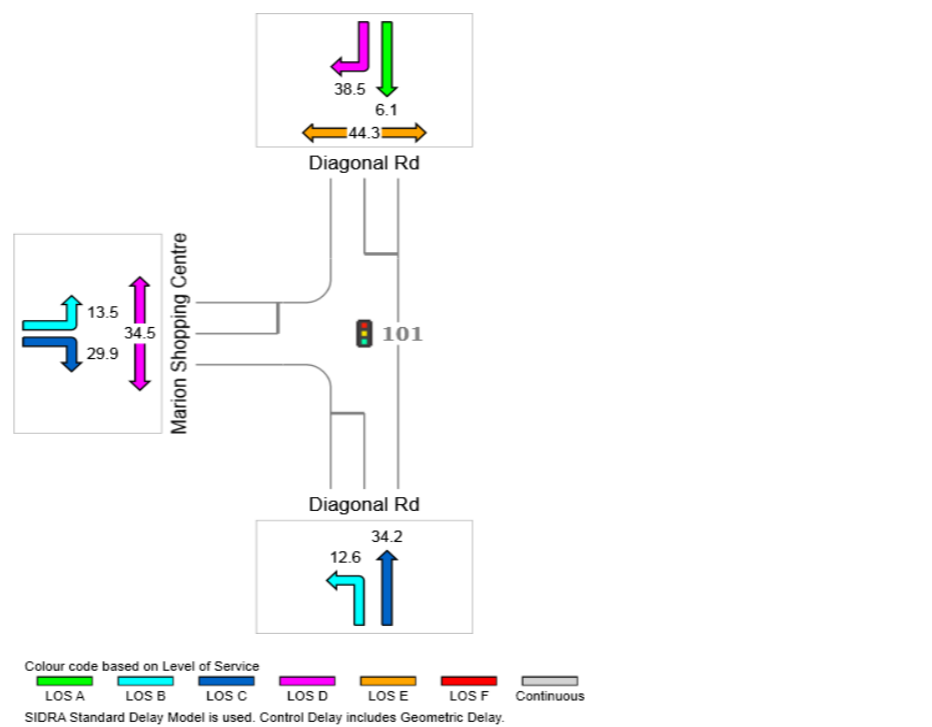
JOB NUMBER: 17-0275

PROJECT NAME: WESTFIELD MARION

**DELAY (CONTROL) & LEVEL OF SERVICE**

All Movement Classes

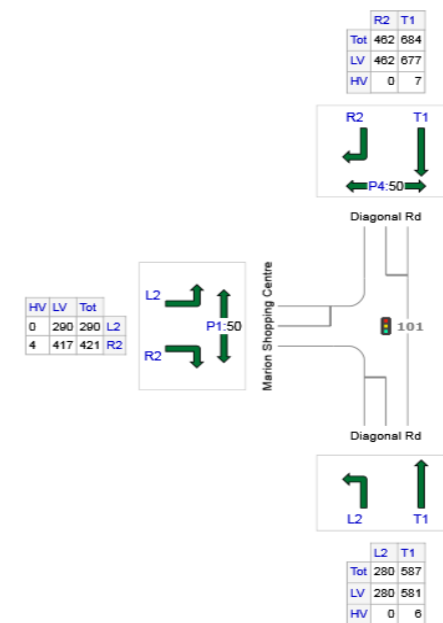
	South	North	West	Intersection
Delay (Control)	26.8	19.4	23.1	22.8
LOS	C	B	C	C



INTERSECTION: DIAGONAL ROAD / WESTFIELD ACCESS

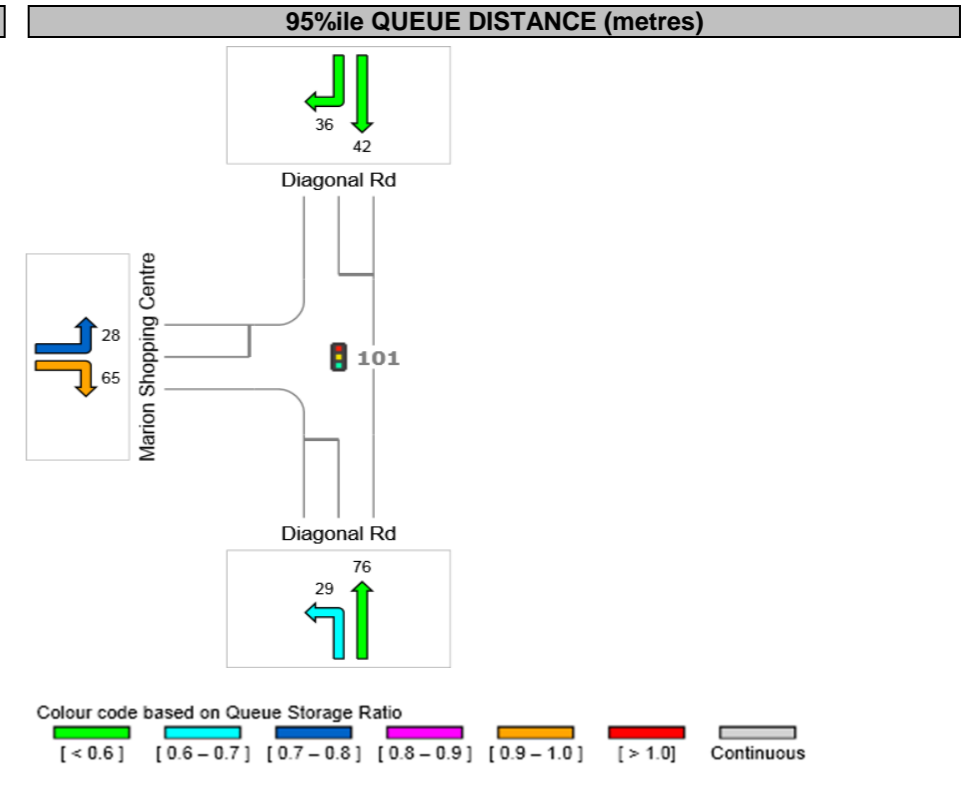
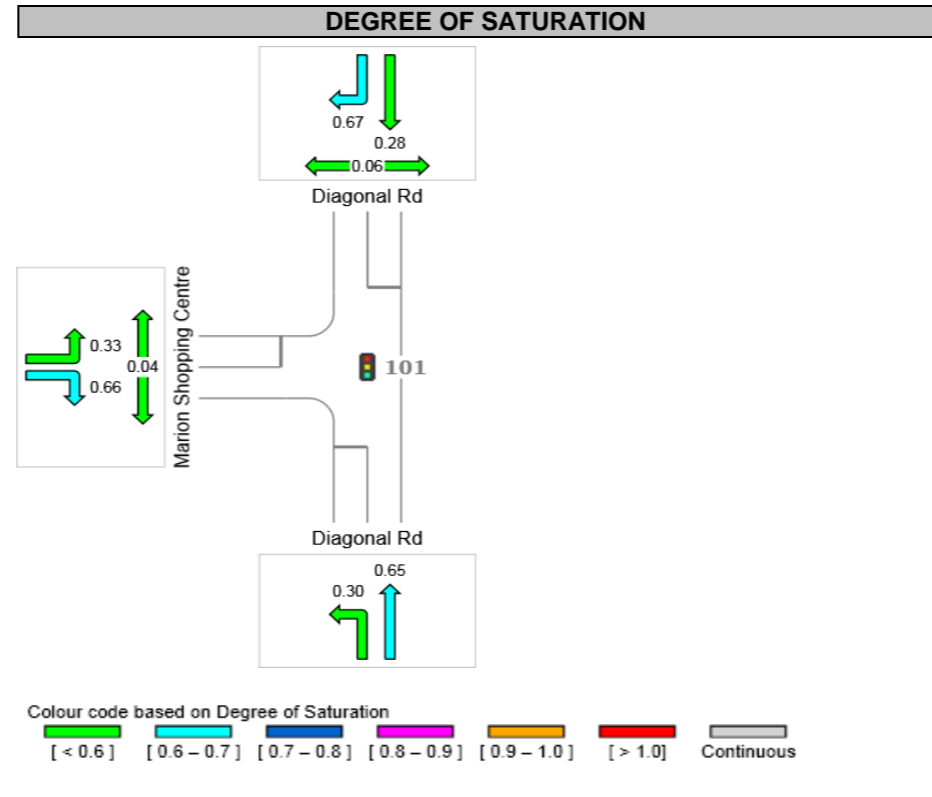
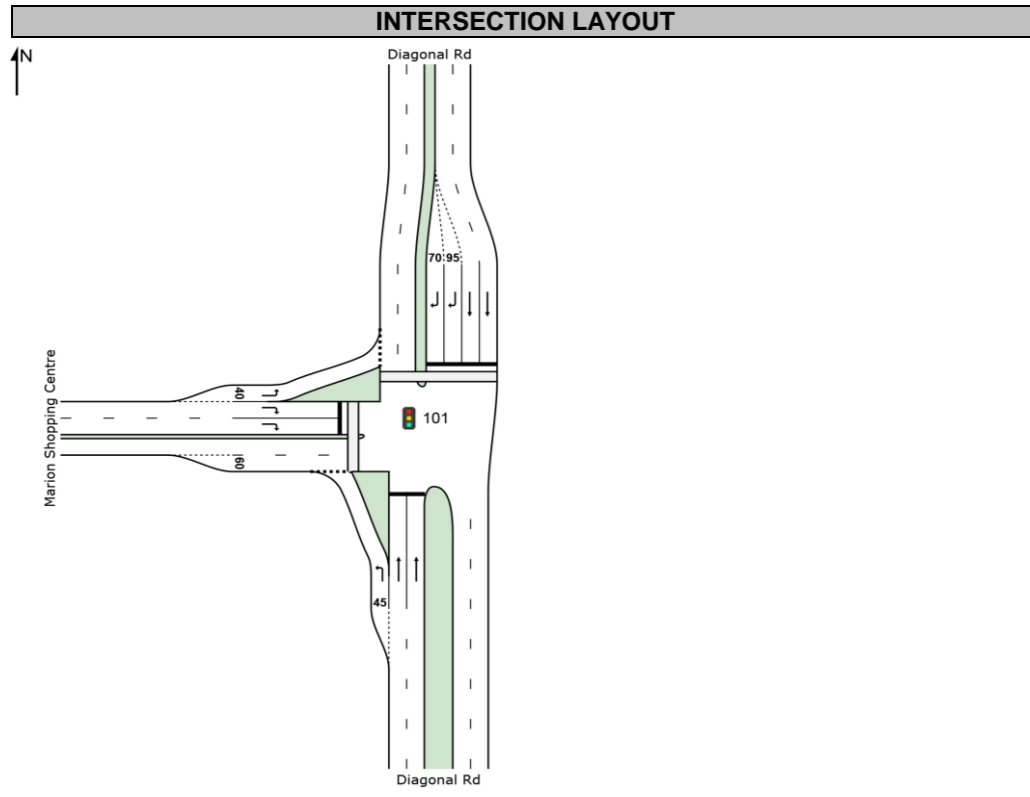
SCENARIO: EXISTING SAT PEAK

**INPUT VOLUMES**



VOLUME SCENARIO: 2017 SCATS VOLUME

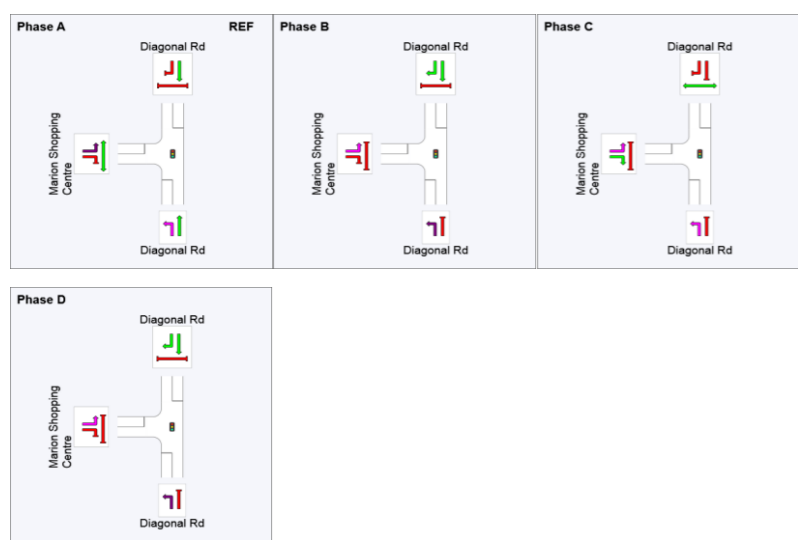




### PHASING SUMMARY

**Phase Timing Results**

Phase	A	B	C	D
Phase Change Time (sec)	0	32	52	90
Green Time (sec)	27	14	32	5
Phase Time (sec)	33	20	37	10
Phase Split	33%	20%	37%	10%



PHASING SCENARIO: USER GIVEN CYCLE TIMES - 80 S

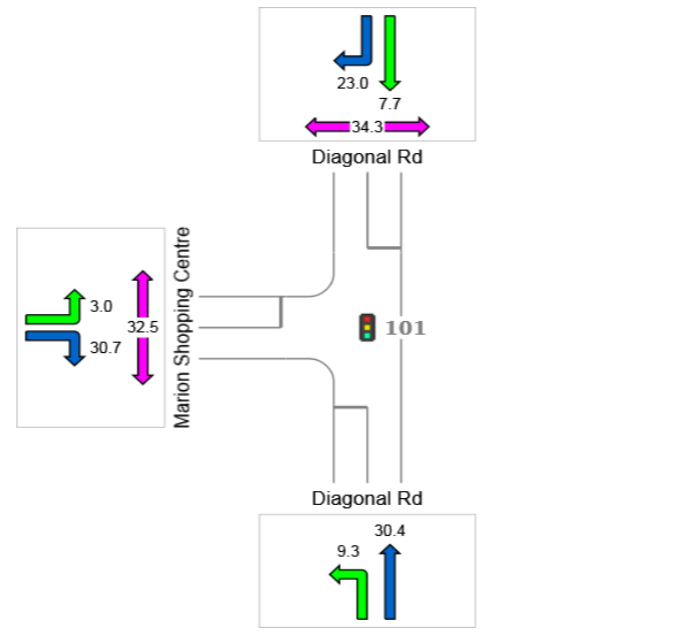
- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

<b>JOB NUMBER:</b>	17-0275
<b>PROJECT NAME:</b>	WESTFIELD MARION

### DELAY (CONTROL) & LEVEL OF SERVICE

**All Movement Classes**

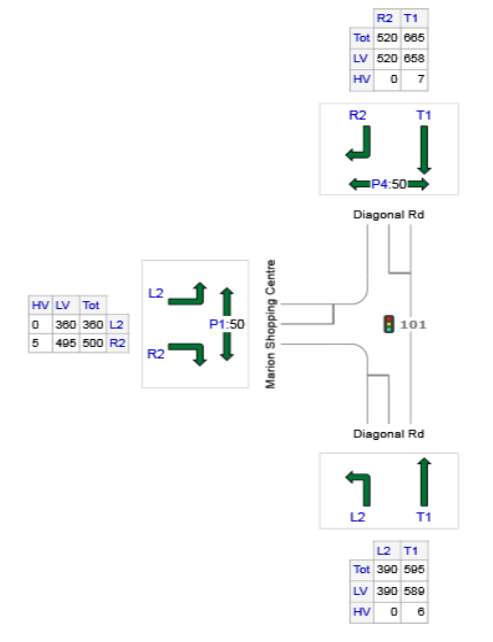
	South	North	West	Intersection
Delay (Control)	24.7	29	20.6	25.3
LOS	C	C	C	C



SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

<b>INTERSECTION:</b>	DIAGONAL ROAD / WESTFIELD ACCESS
<b>SCENARIO:</b>	EXISTING SAT PEAK PROPOSED (APPROVED) LAYOUT

### INPUT VOLUMES



VOLUME SCENARIO: WITH DEVELOPMENT VOLUMES





# **APPENDIX D**

## **2011 CONTROLLED ACCESS ASSESSMENT**





# WESTFIELD SHOPPING CENTRE, MARION CONTROLLED ACCESS EQUIPMENT TRAFFIC IMPACT STATEMENT

This Traffic Impact Statement relates to the proposal to install access control equipment at the Westfield Shopping Centre in Marion. This proposal, approved by the Development Assessment Commission (DAC) in February 2012, will include boom gates at each access point to control vehicle movements into and out of the shopping centre car park. It will also incorporate an internal nested loop which will operate during major events at the adjacent Aquatic Centre which will also be controlled with boom gates.

This traffic impact assessment, therefore, relates to the potential impact associated with the proposed boom gates and associated medians, signage and line marking. It does not relate to any other traffic control on the subject site which is either existing or, if related to the recently approved Development Application (DA), will be the subject of an application to the City of Marion.

The potential traffic impact for the proposal specifically relates to potential queues and delays associated with drivers being required to stop and pull a ticket to access the shopping centre.

Table 1 is an extract of our original report which documents the queuing assessment at each access point.

**Table 1: Queuing assessment in entry lanes**

Access point	No. entry lanes	Location	Proposed internal storage length on plans	Peak forecast volume (vehicles per hour)	98 <sup>th</sup> percentile queue (m)	98 <sup>th</sup> percentile queue (vehicles)
1	1	Morphett Road	30 m (5 vehicles)	120	18 m	3 vehicles
2*	1	Morphett Road	25 m (4 vehicles)	155	24 m	4 vehicles
3*	4	Morphett Road	80 m x 3 lanes 50 m x 1 lane (48 vehicles)	620	24 m x 4 lanes	4 x 4 vehicles
3A*	Nil	Morphett Road	-	-	-	-
4	Nil	Morphett Road	-	-	-	-
5	1	Morphett Road	8 m (1 vehicles)	20	6 m	1 vehicle
5A	Nil	Morphett Road	-	-	-	-

6	1	Sturt Road	48 m (8 vehicles)	70	12 m	2 vehicles
7	1	Sturt Road	24 m (4 vehicles)	70	12 m	2 vehicles
8*	2	Sturt Road	30 m x 2 lanes (10 vehicles)	270	18 m x 2 lanes	2 x 3 vehicles
9	1	Sturt Road	65 m x 2 lanes (22 vehicles)	280	18 m x 2 lanes	2 x 3 vehicles
9A	2	Sturt Road	70 m x 1 lane 45 m x 1 lane (18 vehicles)	280	12 m x 1 lane	1 x 2 vehicles 1 x 4 vehicles
10	Nil	Sturt Road	-	-	24 m x 1 lane	-
11	2	Diagonal Road	20 m x 2 lanes (6 vehicles)	260	18 m x 2 lanes	2 x 3 vehicles
12*	4	Diagonal Road	65 m x 3 lanes 30 m x 1 lane (38 vehicles)	970	45 m x 3 lanes 30 m x 1 lane	4 x 8 vehicles 1 x 4 vehicles
13	1	Diagonal Road	100 m x 1 lane	120	18m	3 vehicles
14	2	SAALC	60 m x 1 lane 15 m x 1 lane (12 vehicles)	120	12m x 2 lanes	2 x 2 vehicles
15	Nil	Internal gate	-	-	-	-
16	Nil	Internal gate	-	-	-	-
17	Nil	Internal gate	-	-	-	-

\* *Signalised access points.*

It is relevant to note that the queue length identified is measured to the boundary of the subject site (not to the kerb) to ensure that the queue does not extend across the footpath. In reality, therefore, there would be additional queue storage length available before a vehicle was to extend onto the road carriageway. Access 5, for example, has a proposed storage length of 8 m to the boundary but approximately 12 m to the kerb. Accordingly, even in the unlikely event that the queue was to exceed one vehicle, a queue of two vehicles could be accommodated without extending onto the carriageway.

In addition, SIDRA analysis of the signalised intersections has been undertaken to establish the length of queue exiting the site.

The proposed boom gates will be located as follows:

- allowing for the 98<sup>th</sup> percentile queue to be wholly within the site at all unsignalised access points;
- providing for the back of queue during the peak traffic period to be outside the gates at all signalised access points; and

- to maximise queuing distance possible at all signalised entry points (within the infrastructure constraints of the site) while ensuring both the 98<sup>th</sup> percentile queue and the vehicles accessing the site during a given phase can be accommodated on-site.

In addition to the boom gate structures, the proposal incorporates raised medians (on which the boom gates will be mounted), signage and line marking. These devices will be installed in accordance with the *“Code of Technical Requirements for the Legal Use of Traffic Control Devices”* (the Code) and relevant Australian Standards. A number of signs will only be visible when the nested loop is in operation.

In terms of traffic impact, therefore, the above design standards will provide for queuing within the subject site, thus minimising any risk of queuing across the footpath or on the public road. Accordingly, there will be minimal impact on the operation of the adjacent road network.

The signage and line marking will complement the proposed boom gate structures and provide direction for drivers.

There will be increased delays to drivers accessing the shopping centre but such delays are anticipated to be off-set by the improved turnover in the car park and the subsequent reduced requirement for drivers to circulate to find a parking space.

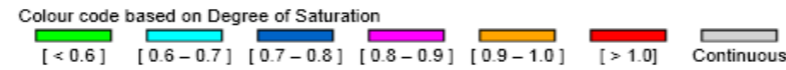
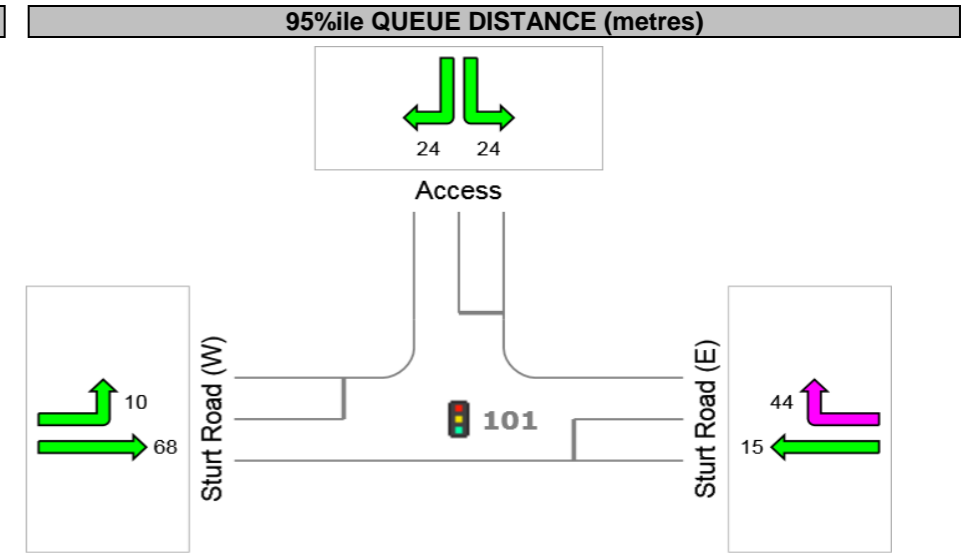
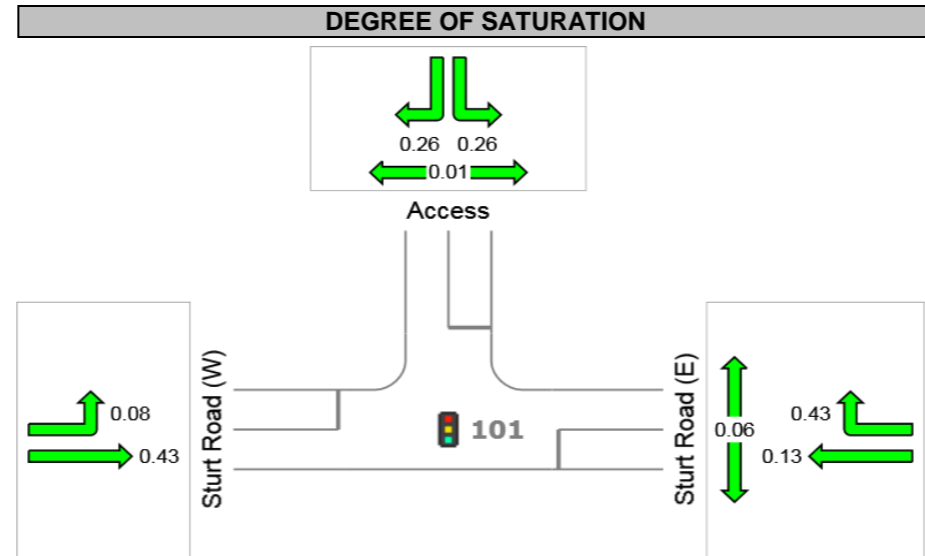
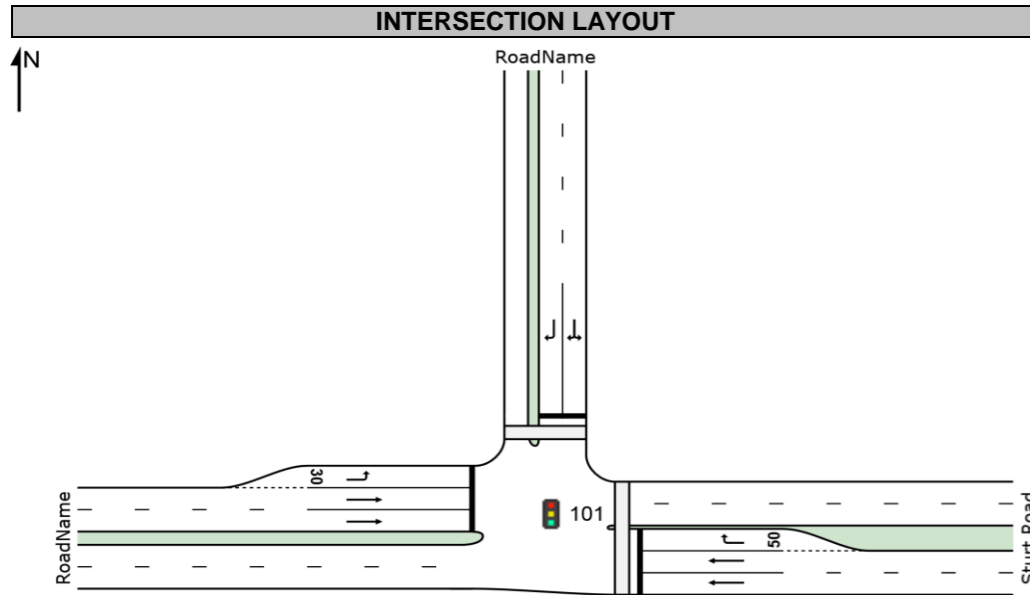
Based on the above, the design of the proposed boom gates will have minimal traffic impact, particularly as it relates to the operation of the adjacent road network.

Appendix D



# **APPENDIX E**

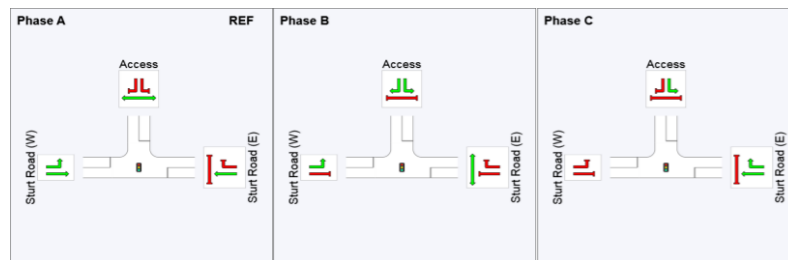
## **SIDRA MODELLING RESULTS FOR STURT ROAD SIGNALISED ACCESS**



### PHASING SUMMARY

Phase Timing Results

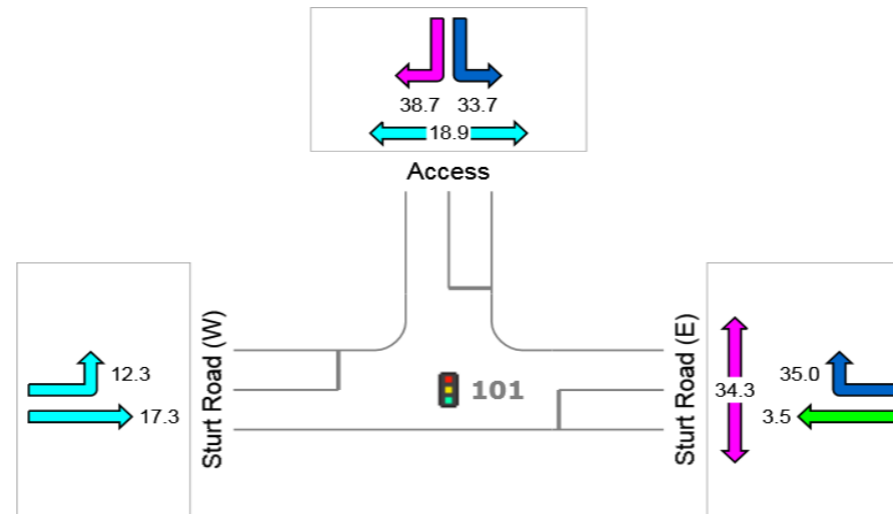
Phase	A	B	C
Phase Change Time (sec)	0	40	57
Green Time (sec)	34	11	18
Phase Time (sec)	40	16	24
Phase Split	50%	20%	30%



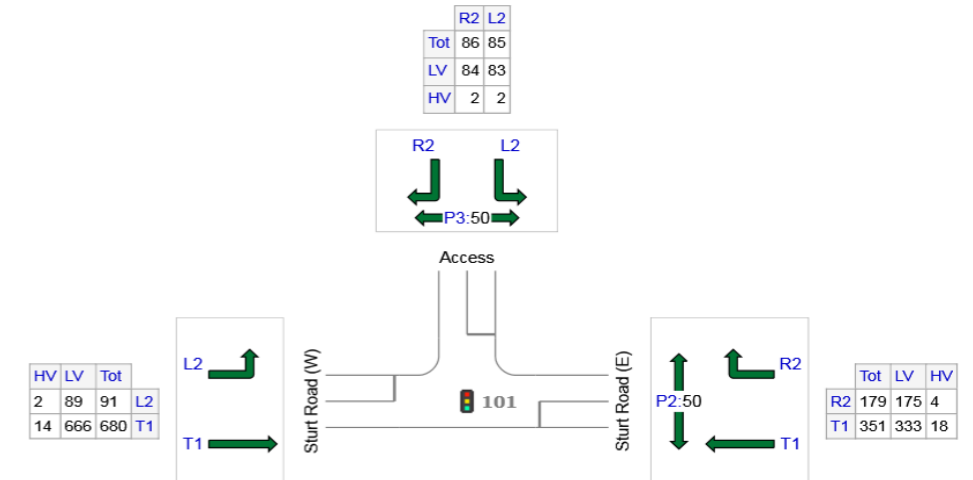
### DELAY (CONTROL) & LEVEL OF SERVICE

All Movement Classes

	East	North	West	Intersection
Delay (Control)	14.1	36.2	16.7	18.1
LOS	B	D	B	B



### INPUT VOLUMES



PHASING SCENARIO: USER GIVEN CYCLE TIME - 80 S

- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

JOB NUMBER: 17-0275

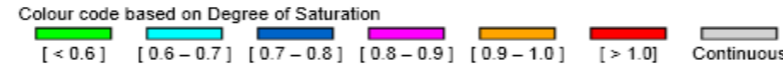
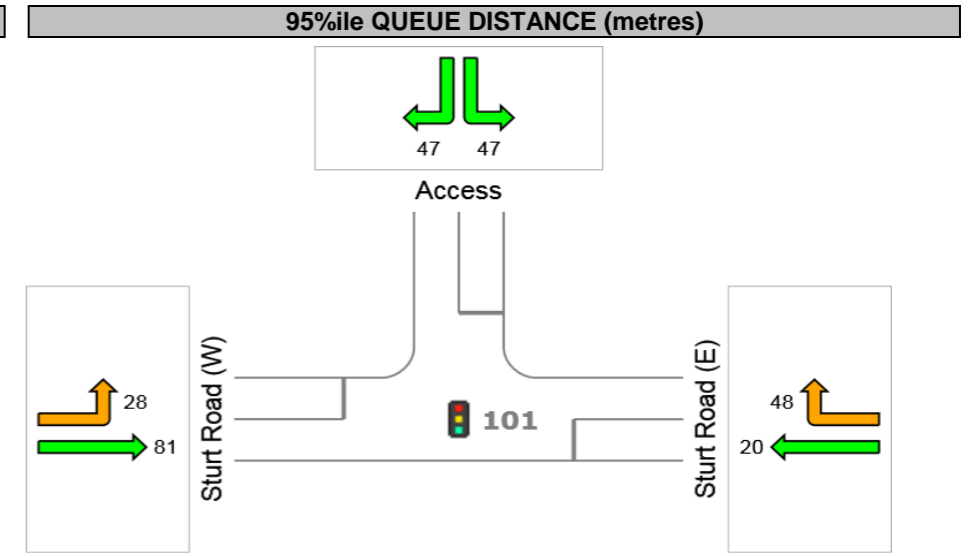
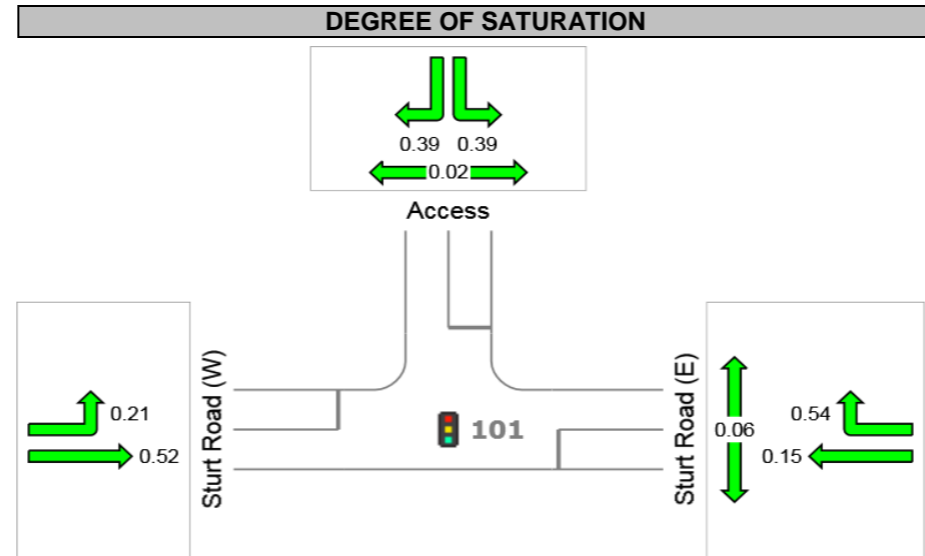
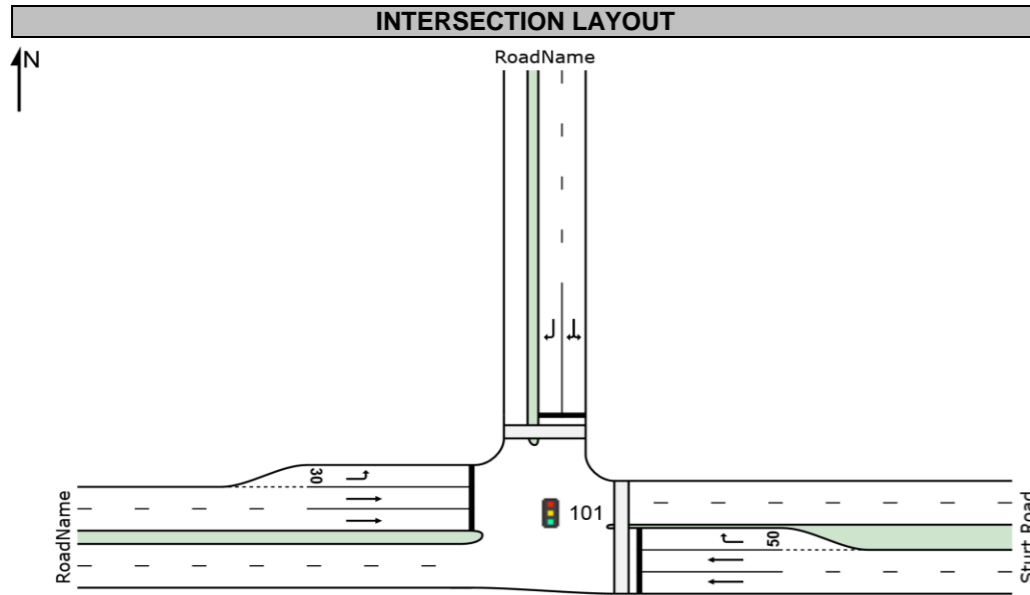
PROJECT NAME: WESTFIELD MARION SHOPPING CENTRE REDEVELOPMENT

INTERSECTION: STURT ROAD / ACCESS

SCENARIO: EXISTING DEVELOPMENT PEAK

VOLUME SCENARIO:

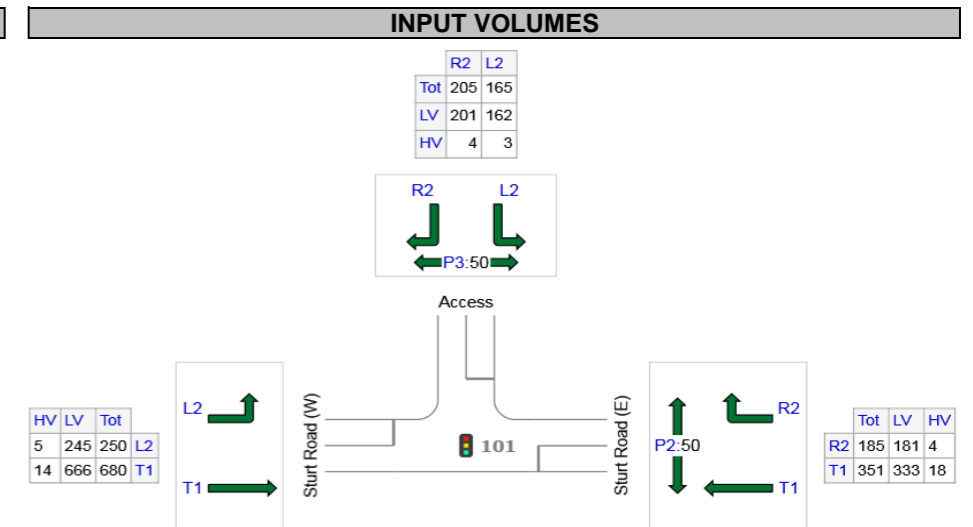
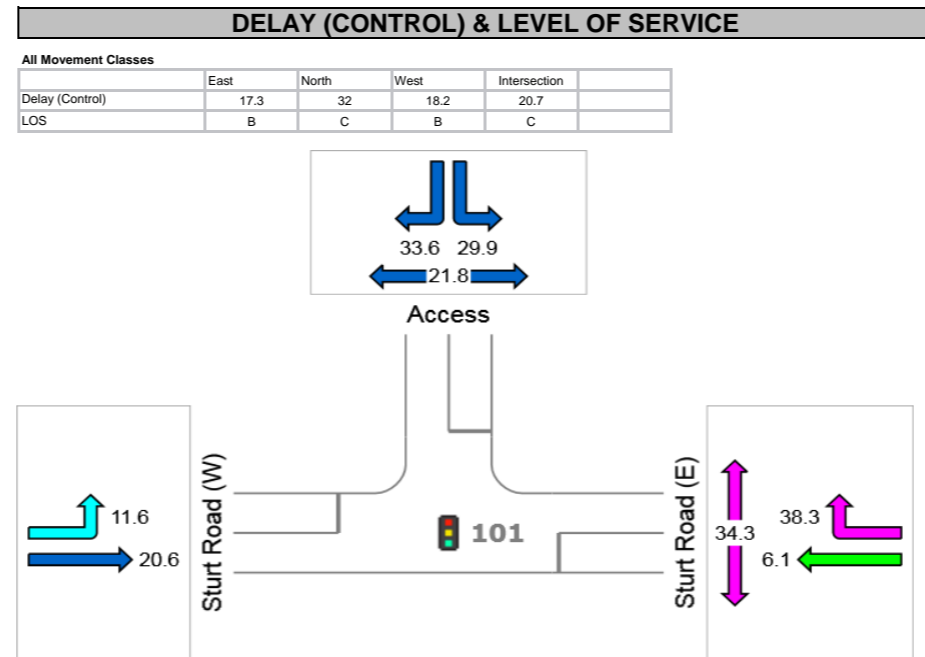




### PHASING SUMMARY

**Phase Timing Results**

Phase	A	B	C
Phase Change Time (sec)	0	36	60
Green Time (sec)	30	18	15
Phase Time (sec)	36	23	21
Phase Split	45%	29%	26%

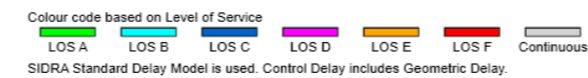


PHASING SCENARIO: USER GIVEN CYCLE TIME - 80 S

- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

JOB NUMBER: 17-0275

PROJECT NAME: WESTFIELD MARION SHOPPING CENTRE REDEVELOPMENT



INTERSECTION: STURT ROAD / ACCESS

SCENARIO: PROPOSED DEVELOPMENT PEAK

VOLUME SCENARIO:

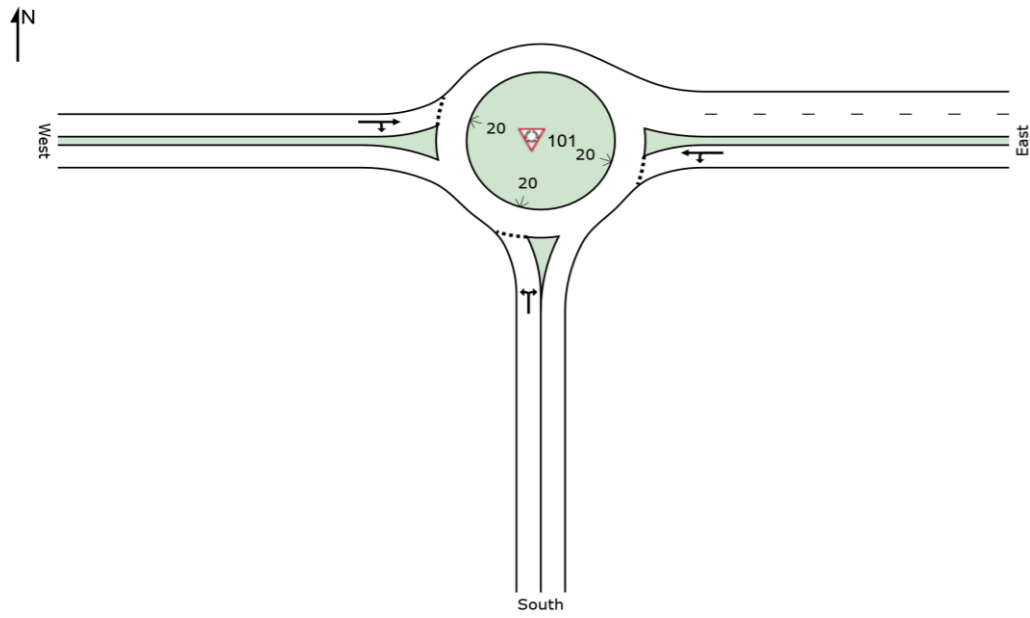




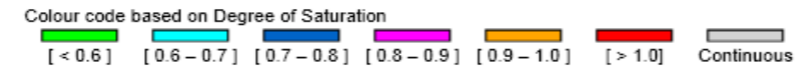
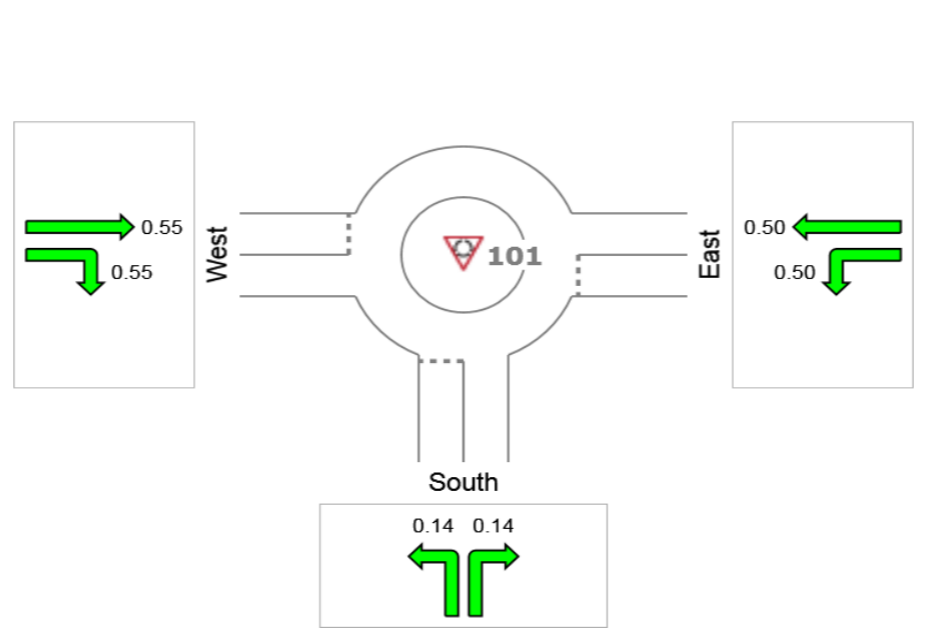
# APPENDIX F

## SIDRA MODELLING RESULTS FOR ROUNDABOUT

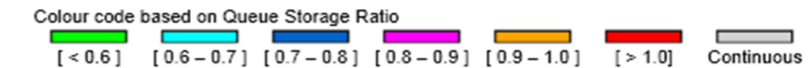
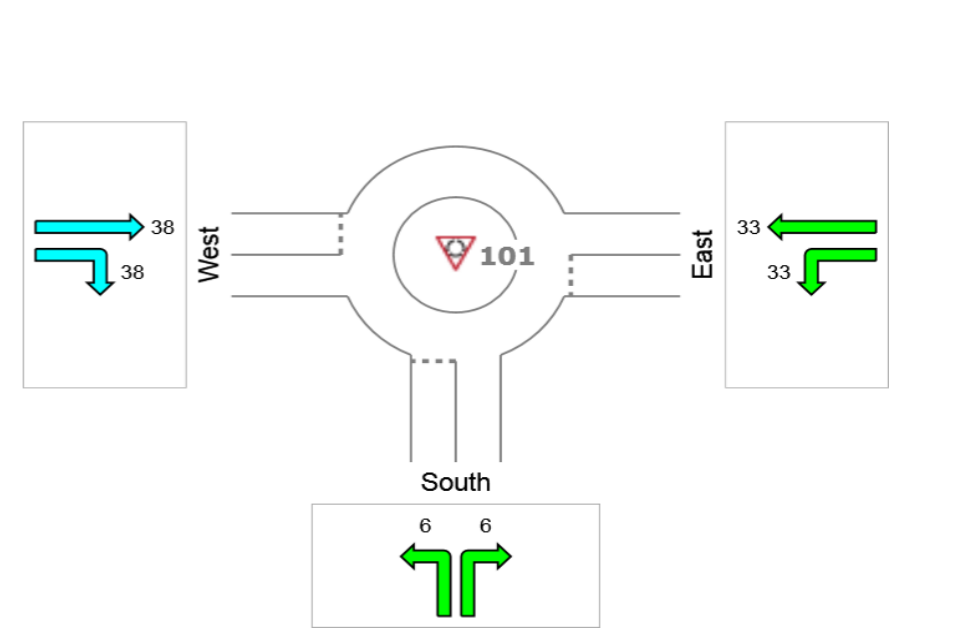
**INTERSECTION LAYOUT**



**DEGREE OF SATURATION**



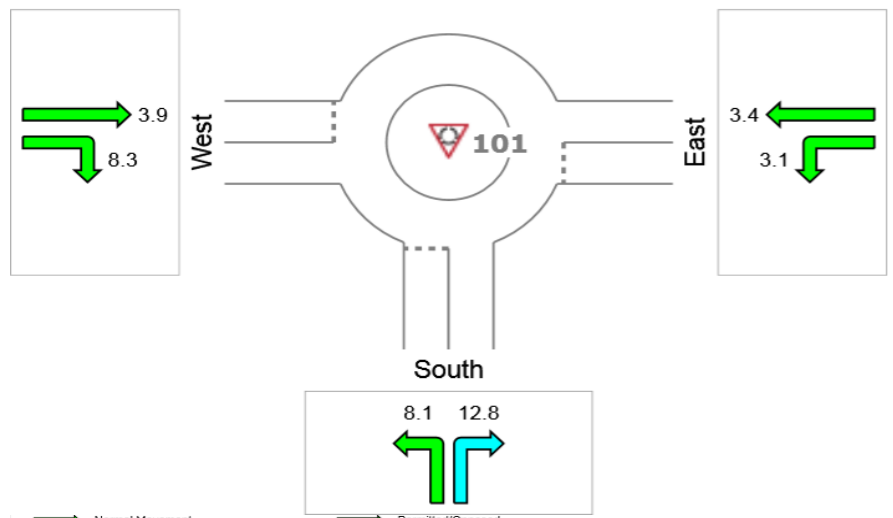
**95%ile QUEUE DISTANCE (metres)**



**DELAY (CONTROL) & LEVEL OF SERVICE**

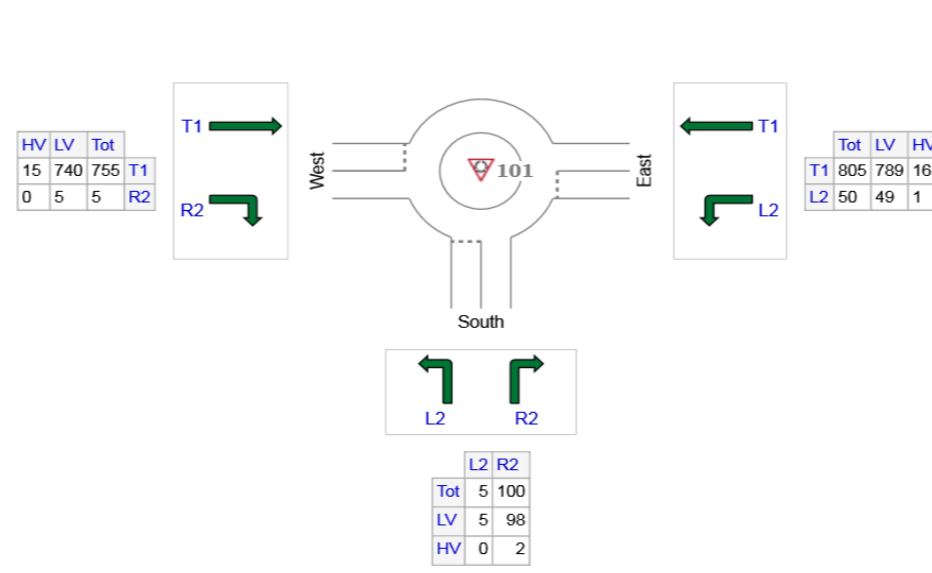
All Movement Classes

	South	East	West	Intersection
Delay (Control)	12.6	3.4	3.9	4.2
LOS	B	A	A	A



- Normal Movement
- Slip/Bypass-Lane Movement
- Stopped Movement
- Other Movement Class (MC) Running
- Mixed Running & Stopped MCs
- Other Movement Class (MC) Stopped
- Permitted/Opposed
- Opposed Slip/Bypass-Lane
- Turn On Red
- Undetected Movement
- Continuous Movement
- Phase Transition Applied

**INPUT VOLUMES**



VOLUME SCENARIO: \_\_\_\_\_



JOB NUMBER: 17-0275

PROJECT NAME: WESTFIELD MARION SHOPPING CENTRE REDEVELOPMENT

INTERSECTION: DIAGONAL ROAD ROUNDABOUT

SCENARIO: PROPOSED







Scentre Limited

RECEIVED

8 May 2019

SCAP

## WESTFIELD REDEVELOPMENT DIAGONAL ROAD MARION

## TRAFFIC AND PARKING STAGE 1 SUPPLEMENTARY REPORT

May 2019

17-0275

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## **1.0 INTRODUCTION**

This supplementary report has been prepared to provide additional traffic and access design information associated with the proposal for a redevelopment of the Westfield Shopping Centre at Marion. The proposal which was initially to be constructed as a single development is now to be completed in two stages.

A detailed traffic and parking assessment has been prepared for the proposal (MFY report dated 10 December 2018). This report is still relevant to the ultimate proposal. This supplementary report provides details in relation to the design requirements to deliver the first stage of this proposal.

## 2.0 STAGE 1 PROPOSAL

Stage 1 of the development, which is the subject of this report, will include, namely:

- construction of 7,953 m<sup>2</sup> retail tenancies, including an entertainment and leisure precinct on the upper level;
- creation of consolidated loading for the new tenancies; and
- installation of an access control mechanisms for the car park. This system will include ticketless equipment with no boom gates on entry, as proposed in the ultimate proposal.

Works to the car park and access will be minimised in Stage 1, with modifications being limited to amelioration works required to facilitate delivery of the access control equipment and provide for the expanded floor area and loading.

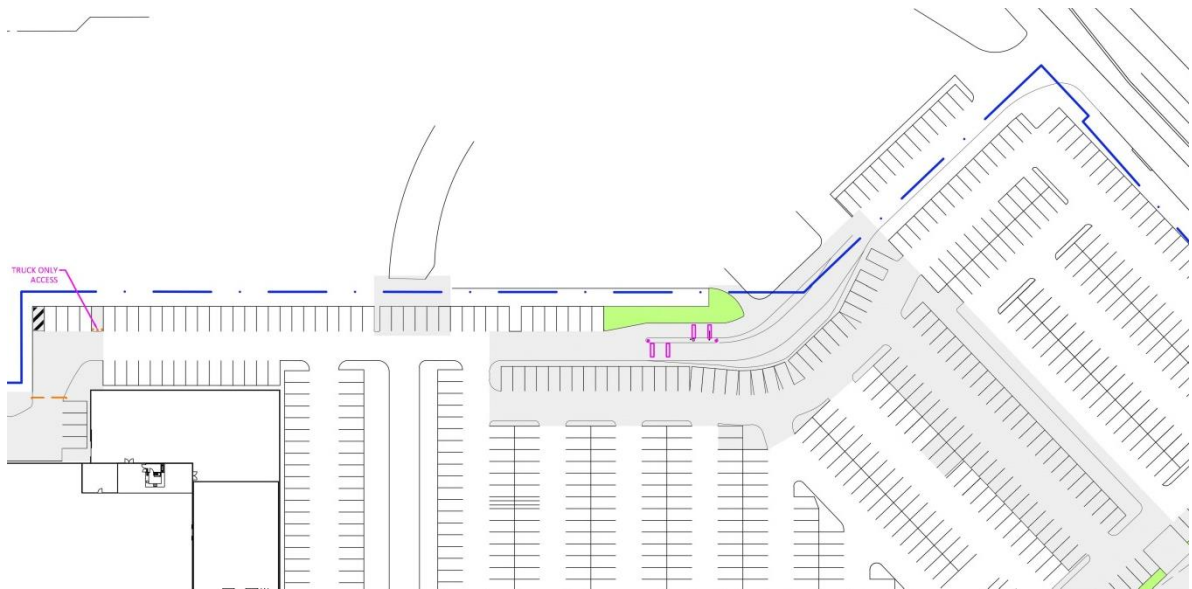
The exception to this is the removal of the small roundabout at the Diagonal Road Access which is included in Stage 1 to provide safety improvements for the site. The closure of the access to Warracowie Way is also proposed in Stage 1, following a request by Council to remove this vehicular access.

### 3.0 ACCESS MODIFICATIONS

The proposal plans currently illustrate retention of access via Warracowie Way. Council has indicated a preference that this access be closed to enable the pedestrian connection to be enhanced.

The closure of this connection is desirable as the connection is effected across land that is not road reserve.

The removal of this access provides an opportunity to improve the access route for the Bunnings semi-trailer. These proposal modifications to the entry are illustrated in Figure 1.



**Figure 1: Proposed modifications to the access route**

## 4.0 STAGE 1 ACCESS

The intent of the Stage 1 works for the site will be to provide for access utilising, where possible, the existing car park design. Modifications will be required to install the equipment but these have been designed so that the impact on the existing operation of the site will be minimal.

That said, there is a need to ensure that the installation of access control will not adversely impact the operation of the adjacent road network, particularly at the signalised access points. Consideration also needs to be given to access for commercial vehicles, including semi-trailers and this has been accommodated in the design.

In 2015 an access control solution was approved for the subject site. This design was based on the existing car park and considered queuing and turn path requirements at each existing access. The equipment proposed at the time included boom gates on entry.

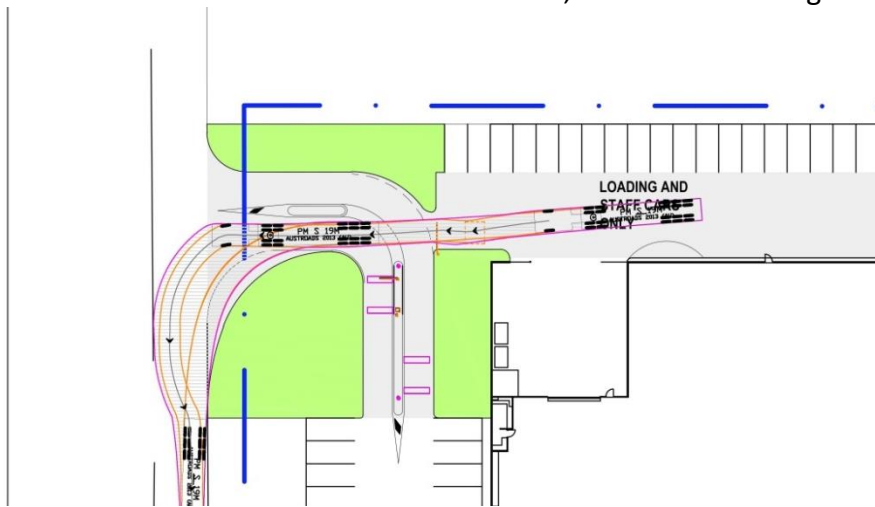
The proposal plans which were lodged as part of the current application included a detailed assessment of the proposed access control design at each driveway, as they relate to the future car park design.

The Stage 1 proposal will include a combination of the access design approved in 2015 and the design identified in the current application. Figure 2 illustrates the proposed access control solutions for the site outlining locations of the ticketless equipment and sensors.



**Figure 2: Proposed access control solutions**

Access 1 will be designed to accommodate a single entry and exit lane. The delivery movements will exit the site at this location, as illustrated in Figure 3.



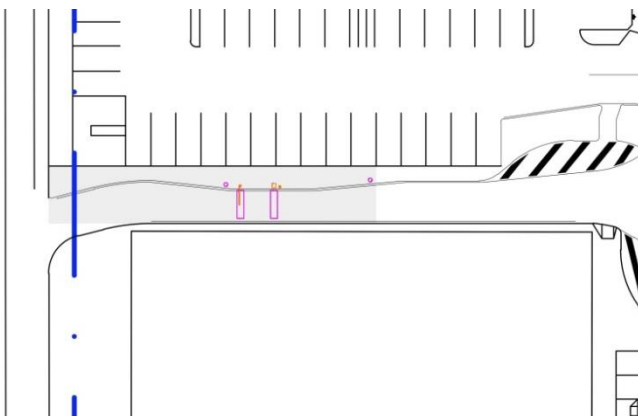
**Figure 3: Delivery vehicle exiting movements at Access 1**

Access 2 will be consistent with the design approved in 2015, as illustrated in Figure 4.



**Figure 4: Access 2 design**

Access 3 will be consistent with the design approved in 2015, as illustrated in Figure 5



**Figure 5: Access 3 design**

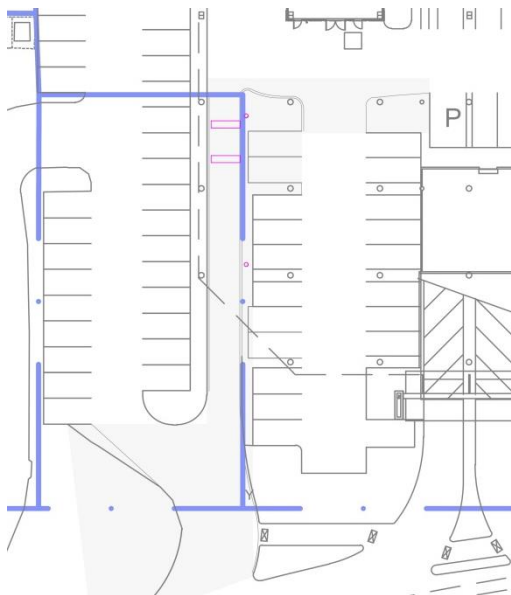


Access 4 to 6 will remain uncontrolled and this parking area will be segregated from the primary car park areas, as illustrated in Figure 6.



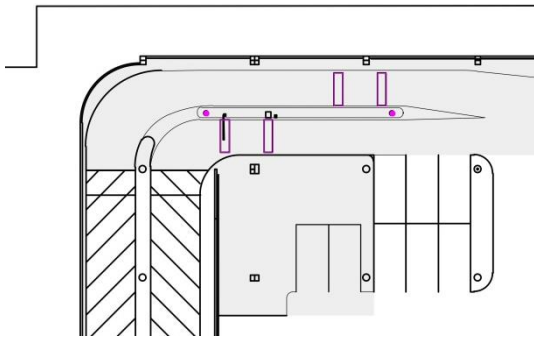
**Figure 6: Design of Access 4 – 6**

Access 7 will be consistent with the 2015 approval, as illustrated in Figure 7.



**Figure 7: Access 7 design**

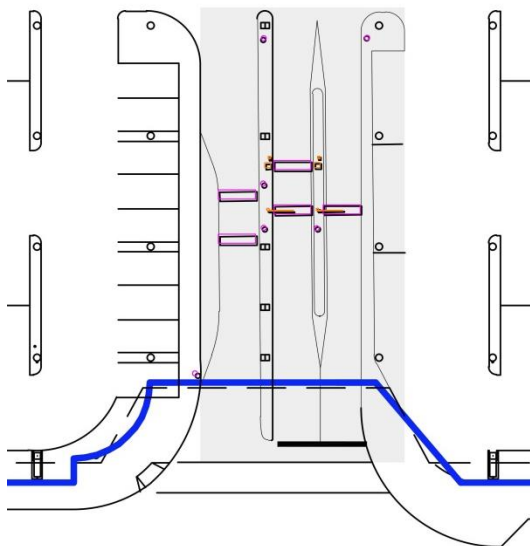
Access 7a will be consistent with the 2015 approval, as illustrated in Figure 8.



**Figure 8: Access 7a design**

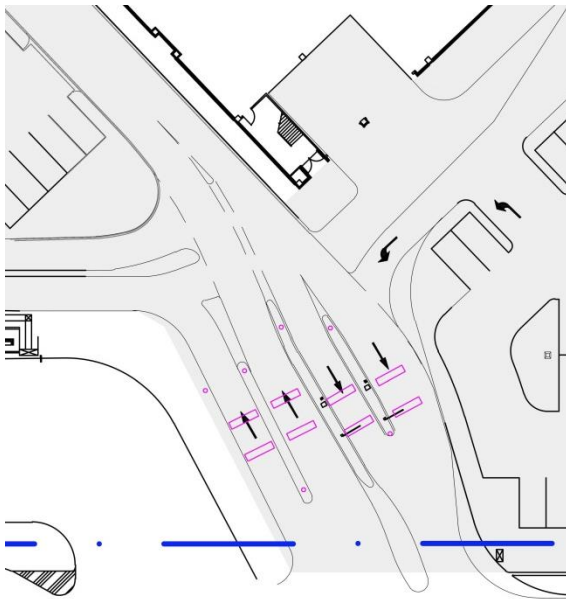
Access 8 will be generally consistent with the 2015 approval, although only one ingress gate will be proposed to avoid the demolition of the existing retaining wall.

A check of the existing queuing at this entry was completed on Saturday 13<sup>th</sup> April 2019, which showed that there were only three vehicles queued with this entry lane at the internal car park intersection and the phasing only provided for filtered right turn entry movements, thus limiting the number of entry movements each cycle. Accordingly, one entry lane will adequately cater for the volumes following the Stage 1 development (noting that the western access to the Sturt Road car park will be retained in Stage 1). Figure 9 illustrates the proposed access solution.



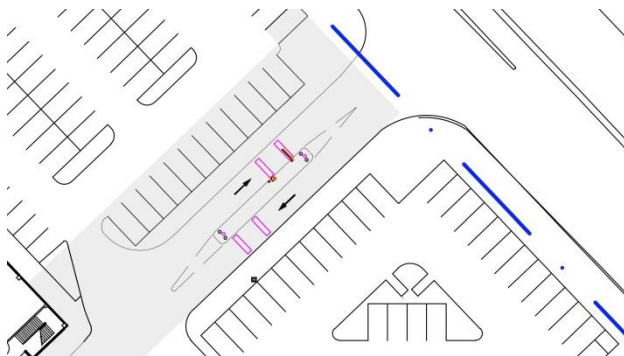
**Figure 9: Access 8 proposed access solution**

Access 9 will be installed in accordance with the Stage 2 proposal. An interim treatment to address safety concerns at the existing Myer loading area has resulted in an alternative access arrangement at this location. Accordingly, the 2015 design option is no longer appropriate. As such, it is proposed that the current proposal will be implemented in Stage 1 at this location, resulting in two entry and two egress lanes, as illustrated in Figure 10.



**Figure 10: Access arrangements at Access 9**

Access 10 will be installed in accordance with the 2015 approval, as illustrated in Figure 11.



**Figure 11: Access 10 installation**

Access 11 will be modified as follows:

- removal of existing roundabout;
- relocation of the pedestrian crossing point;
- creation of three entry lanes (one into Diagonal Road car park, one to the lower level and one to the ramp); and
- creation of three exit lanes.

Figure 12 illustrates the proposed access.



**Figure 12: Proposed Access 11**

A separate internal connection will also be included to facilitate egress from the Diagonal Road car park, as illustrated in Figure 13.



**Figure 13: Separate internal connection facilitating egress movements to Diagonal Road**

Access 12 will be modified to cater for entry movements of the Bunnings semi-trailer while still providing for access to the Shopping Centre. Figure 14 illustrates the proposed access with a semi-trailer entry at this location.



**Figure 14: Swept path of semi-trailer entry movements at Access 12**



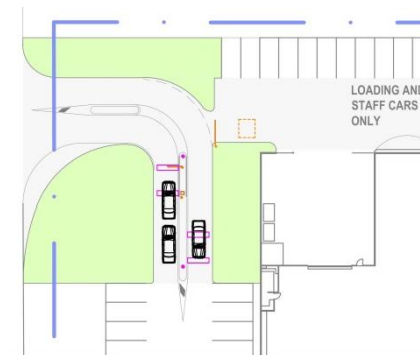
Access 13 will be closed. This is in response to Council's request raised during consultation associated with the current application that vehicles be prohibited from using this access to promote the pedestrian connection. This access currently accommodates approximately 5% of the traffic volumes which will readily be accommodated at access 12 (which has negligible volumes). The closure of this access will also address an existing issue where the subject access does not connect to a public road, but rather uses land owned by Council. Pedestrian and cyclist access will be maintained and enhanced at this location.

## 5.0 QUEUING ASSESSMENT

Table 2 of the MFY report (17-0275 Westfield Marion Redevelopment – December 2018 Rev A) identifies forecast queues at the access points based on traffic analysis associated with each unsignalised access point. Subsequent analysis in the report identifies forecast queueing at the signalised access points. With the exception of the Sturt Road signalised access (which will be less than the forecast queue due to the retention of access 7a) the queues identified in the traffic report have been considered for the proposed Stage 1 proposal. This will be a substantial overestimate as the floor area to be delivered in Stage 1 will be substantially less than the ultimate scenario (7,953 m<sup>2</sup> v 16,896 m<sup>2</sup>). As previously discussed, the queueing at the Sturt Road signal is primarily driven by the signal phasing and the green time which is applied to the car park traffic.

Observations on-site identified maximum queues of three vehicles with the site which will be accommodated at the gates (even if the queue was to increase to four vehicles it would still be accommodated).

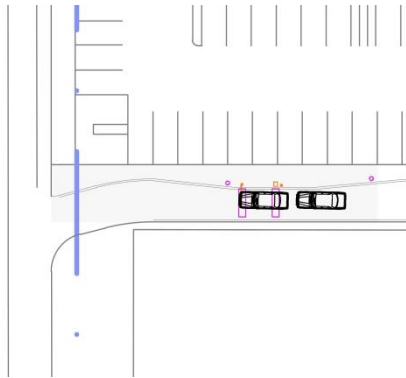
Figures 15 – 25 illustrates the potential queuing at the access gates, based on the previously forecast associated with the future development.



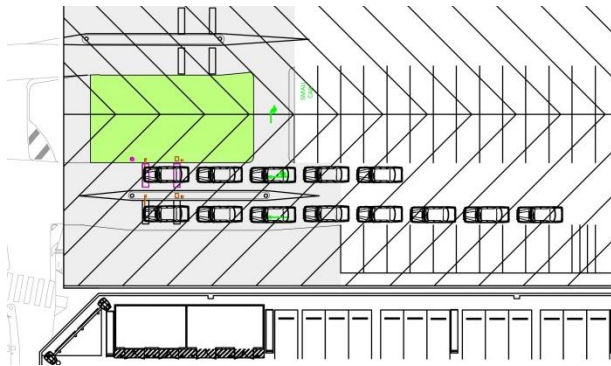
**Figure 15: Potential queuing at Access 1**



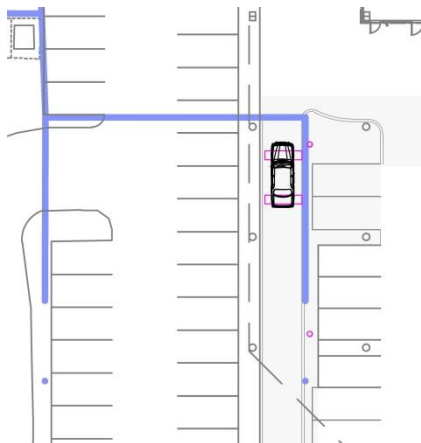
**Figure 16: Potential queuing at Access 2**



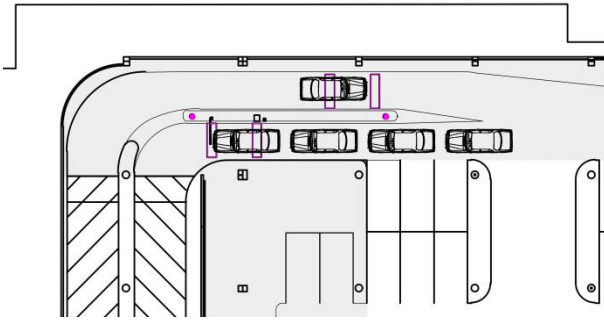
**Figure 17: Potential queuing at Access 3**



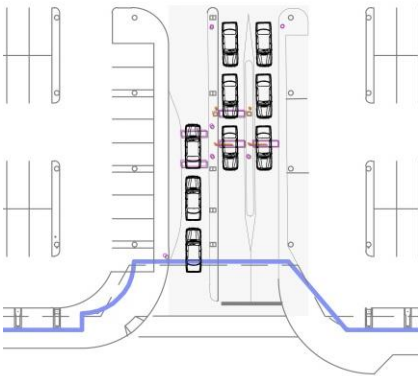
**Figure 18: Potential queuing at Access 3 (Level 2 exit)**



**Figure 19: Potential queuing at Access 7**



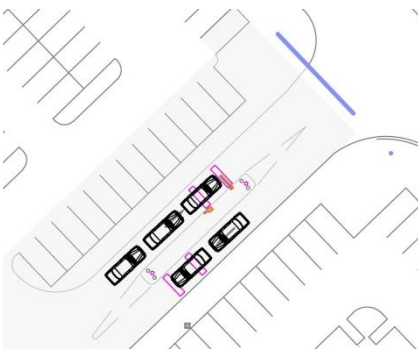
**Figure 20: Potential queuing at Access 7a**



**Figure 21: Potential queuing at Access 8**



**Figure 22: Potential queuing at Access 9**

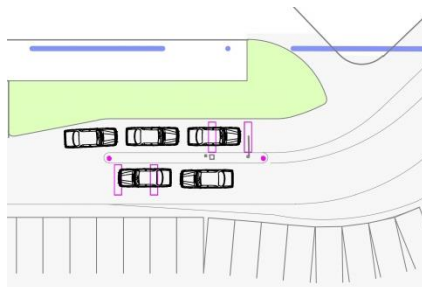


**Figure 23: Potential queuing at Access 10**





**Figure 24: Potential queuing at Access 11**



**Figure 25: Potential queuing at Access 12**

## 6.0 LOADING

Loading for the majority of the site will be maintained in its current arrangement.

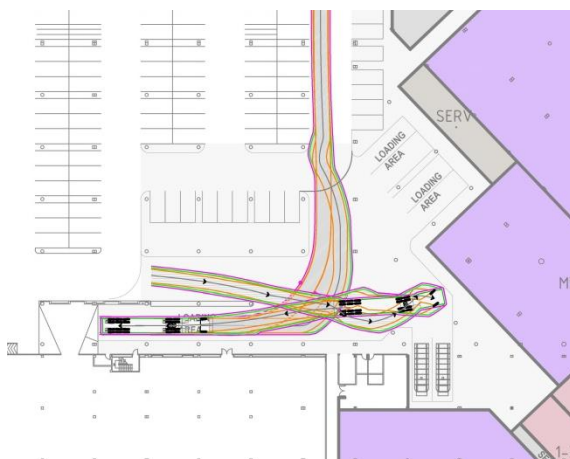
A separate loading facility will be established for the additional ground level tenancies. This area will ultimately be developed into the large loading dock to service both upper and lower levels, as illustrated on the proposal plans.

Figure 26 illustrates how the loading area will accommodate entry and exit movements by commercial vehicles in a forward direction.



**Figure 26: Swept Path of a commercial vehicle entering and exit the loading area in a forward direction**

Loading for the existing DDS tenancy will also be impacted by Stage 1. This will be addressed by separating the loading area from the car park, hence, while the truck will continue to access the loading facility via the car park (as currently occurs), manoeuvring to and from the dock will be in a segregated area, as illustrated in Figure 27.



**Figure 27: Separation of loading area from car park**



## **7.0 PARKING**

Stage 1 of the proposal will include an increase of 7,953 m<sup>2</sup> in floor area, resulting in 139,511 m<sup>2</sup> of floor area. There will be 4,738 parking spaces on-site at the completion of Stage 1, which equates to a provision of 3.4 spaces/100 m<sup>2</sup> (including the cinema). Such a rate is higher than the proposed provision following completion of the overall development being 3.26 spaces/100<sup>2</sup> and consistent with the Development Plan requirements.



## **8.0 TRAFFIC**

Stage 1 of the proposal will have a floor area of less than half the ultimate development, which will result in a forecast volume of approximately 250 trips during the peak hour. This volume, which will be distributed amongst the access points, will be less than 5% of the traffic volume generated by the site and will, therefore, have negligible impact on the existing operation or the nature and function of the existing road network and access points.

## 9.0 SUMMARY

In summary, it is proposed to stage the implementation of the proposed retail expansion of Marion Shopping Centre. In respect to traffic and parking, Stage 1 will minimise works to the existing access and car park, except as required to implement an access control system. In addition the non-compliant treatment adjacent the Diagonal Road signalised access will also be resolved.

New loading required in Stage 1 will be based on the ultimate design and all vehicles will enter and exit the site in a forward direction. The majority of loading access will be maintained in accordance with the existing situation

The proposed parking provision will be consistent with the development plan and the ultimate proposal.

The access control equipment proposed is typically in accordance with the 2015 design, exception where operational changes demanded a design modification. In this case, the proposed solution is either consistent with or improves on the ultimate proposal.

The proposal, however, will be a ticketless system and will, therefore, result in reduced queues. Nonetheless, the queuing requirement has been based on the ultimate forecast volumes and, hence, the equipment will readily cater for the forecast entry and exit volumes and will not result in queues on the adjacent road or an impact on the signalised access points. The minor works to the car park and access will facilitate Stage 1 of the development proposal, with the significant traffic changes being incorporated into Stage 2 of the development.

SCAP  
**Superseded Plan**

# MARION

## DEVELOPMENT APPLICATION

20 November 2018

# SCENTRE GROUP

Owner and Operator of *Westfield* in Australia and New Zealand

# WESTFIELD MARION - DEVELOPMENT APPLICATION

DWG NO.	DRAWING TITLE	SCALE	REVISION
<b>01.5000</b>	<b>PRELIMILARIES</b>		
01.5001	DRAWING LIST	NTS.	A
<b>01.5050</b>	<b>EXISTING CONDITIONS</b>		
01.5051	SITE AERIAL PHOTO	NTS.	A
<b>01.5100</b>	<b>GENERAL ARRANGEMENT: EXISTING</b>		
01.5101	EXISTING LEVEL 1 PLAN	1:1000	A
01.5102	EXISTING LEVEL 1M PLAN	1:1000	A
01.5103	EXISTING LEVEL 2 PLAN	1:1000	A
01.5104	EXISTING LEVEL 3 PLAN	1:1000	A
01.5105	EXISTING ROOF PLAN	1:1000	A
<b>01.5150</b>	<b>GENERAL ARRANGEMENT: DEMOLITION</b>		
01.5151	DEMOLITION GA LEVEL 1 PLAN	1:1000	A
01.5152	DEMOLITION GA LEVEL 2 PLAN	1:1000	A
<b>01.5200</b>	<b>GENERAL ARRANGEMENT: PROPOSED</b>		
01.5201	PROPOSED GA LEVEL 1 PLAN	1:1000	A
01.5202	PROPOSED GA LEVEL 1M & 1Ma PLAN	1:1000	A
01.5203	PROPOSED GA LEVEL 1Mb PLAN	1:1000	A
01.5204	PROPOSED GA LEVEL 2 PLAN	1:1000	A
01.5205	PROPOSED GA LEVEL 3 PLAN	1:1000	A
01.5206	PROPOSED GA ROOF PLAN	1:1000	A
<b>01.5300</b>	<b>GENERAL ARRANGEMENT: SECTIONS</b>		
01.5301	PROPOSED SECTION A-A, B-B	1:500	A
<b>01.5400</b>	<b>GENERAL ARRANGEMENT: ELEVATIONS</b>		
01.5401	PROPOSED NORTH ELEVATION	1:500	A
01.5402	PROPOSED DIAGONAL ROAD & EAST ELEVATION	1:500	A
01.5403	PROPOSED SOUTH & WEST ELEVATION	1:500	A
<b>01.5500</b>	<b>PERSPECTIVES</b>		
01.5501	PERSPECTIVE 01	NTS	A
01.5502	PERSPECTIVE 02	NTS	A
<b>01.5900</b>	<b>MATERIALS AND FINISHES SCHEDULE</b>		
01.5901	MATERIALS AND FINISHES SCHEDULE	NTS	A

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Centre

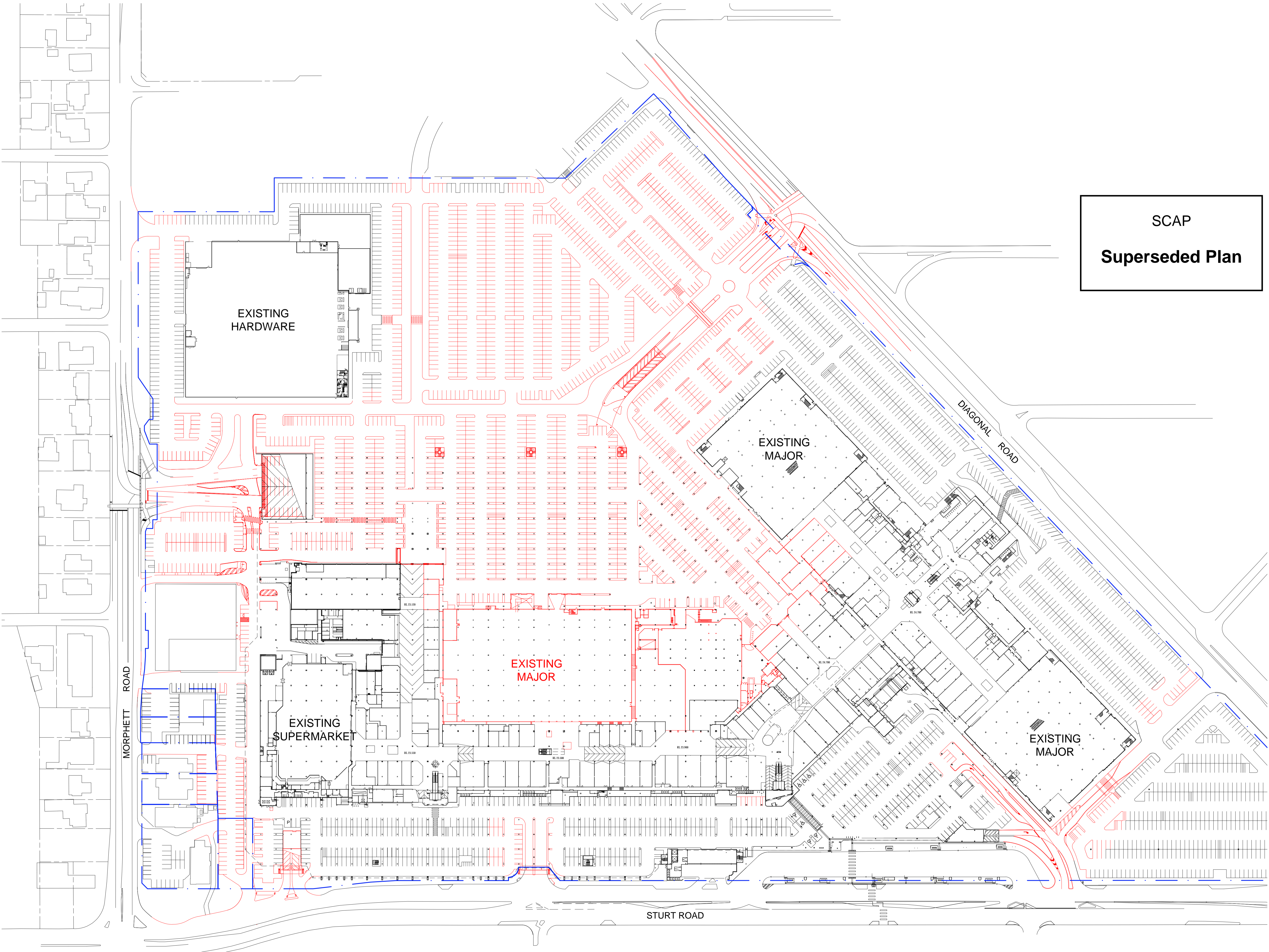
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Project No. 5524	Drawing No. 01.5001	Revision A
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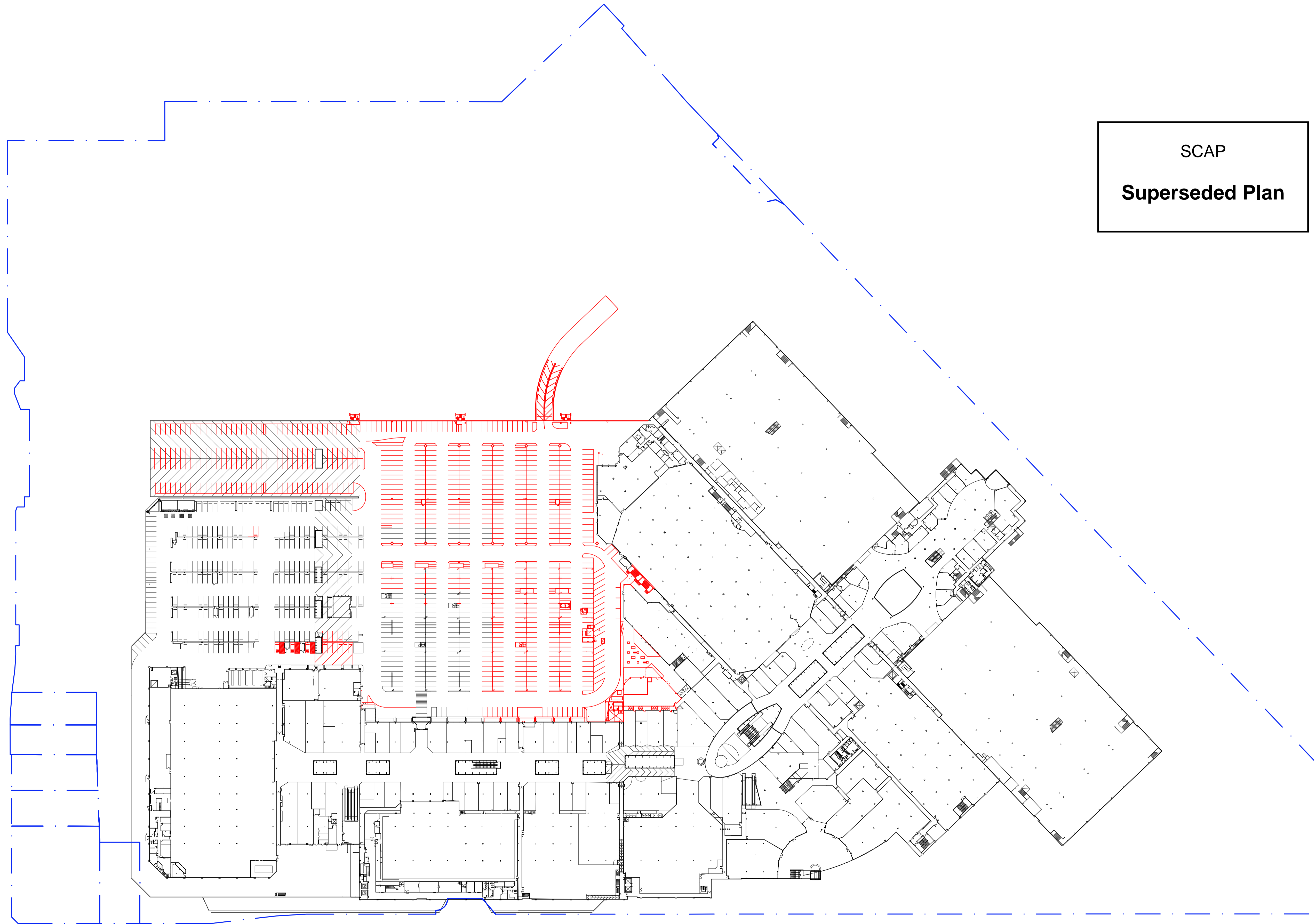
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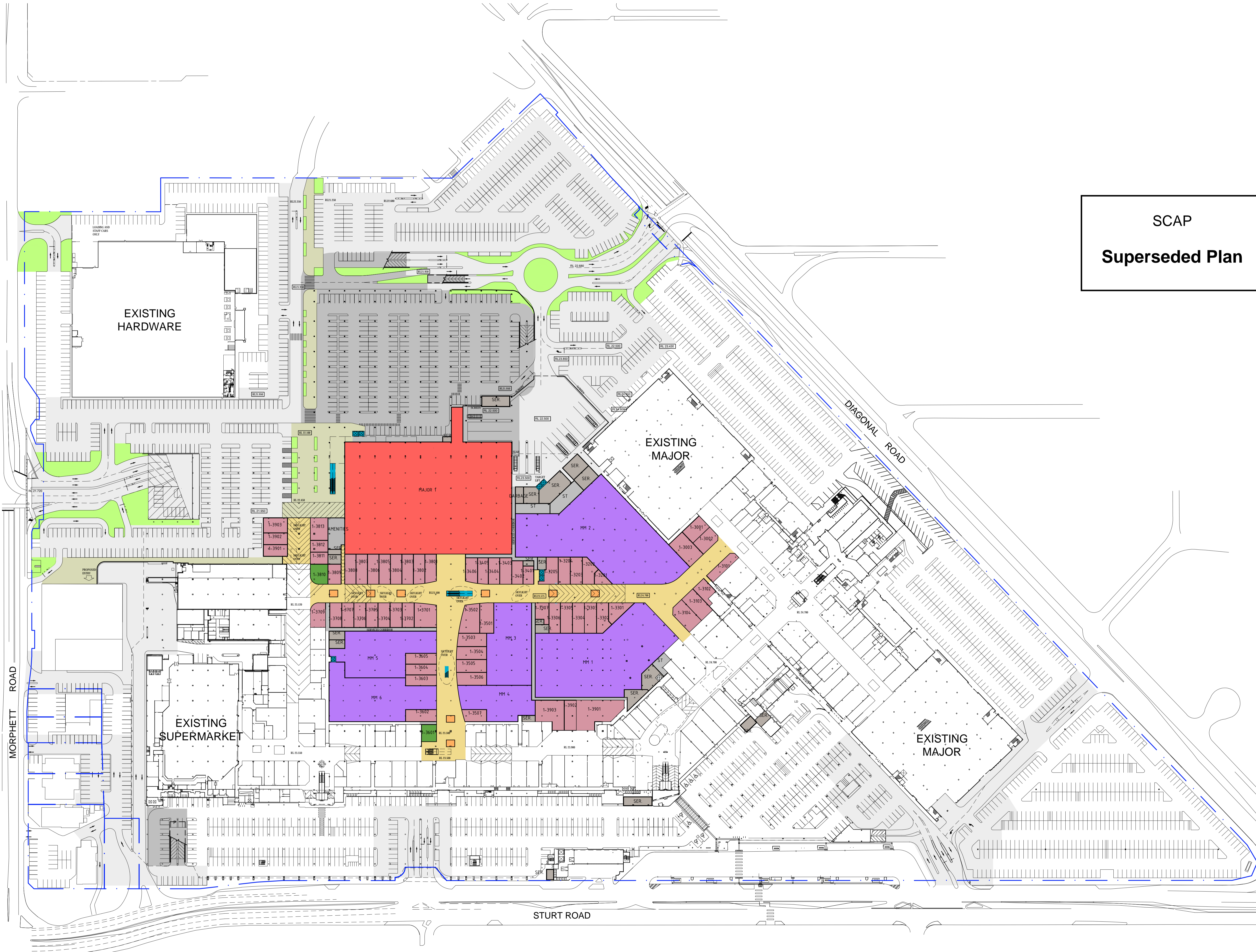
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Project No.	Drawing No.	Revision
5524		
Drawing Scale	01.5152	A
Plot Date	13/11/2018	

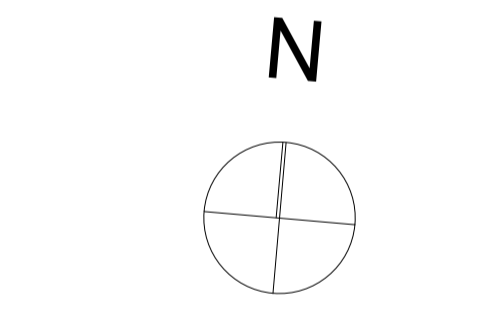


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- PROPOSED MAJOR
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- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
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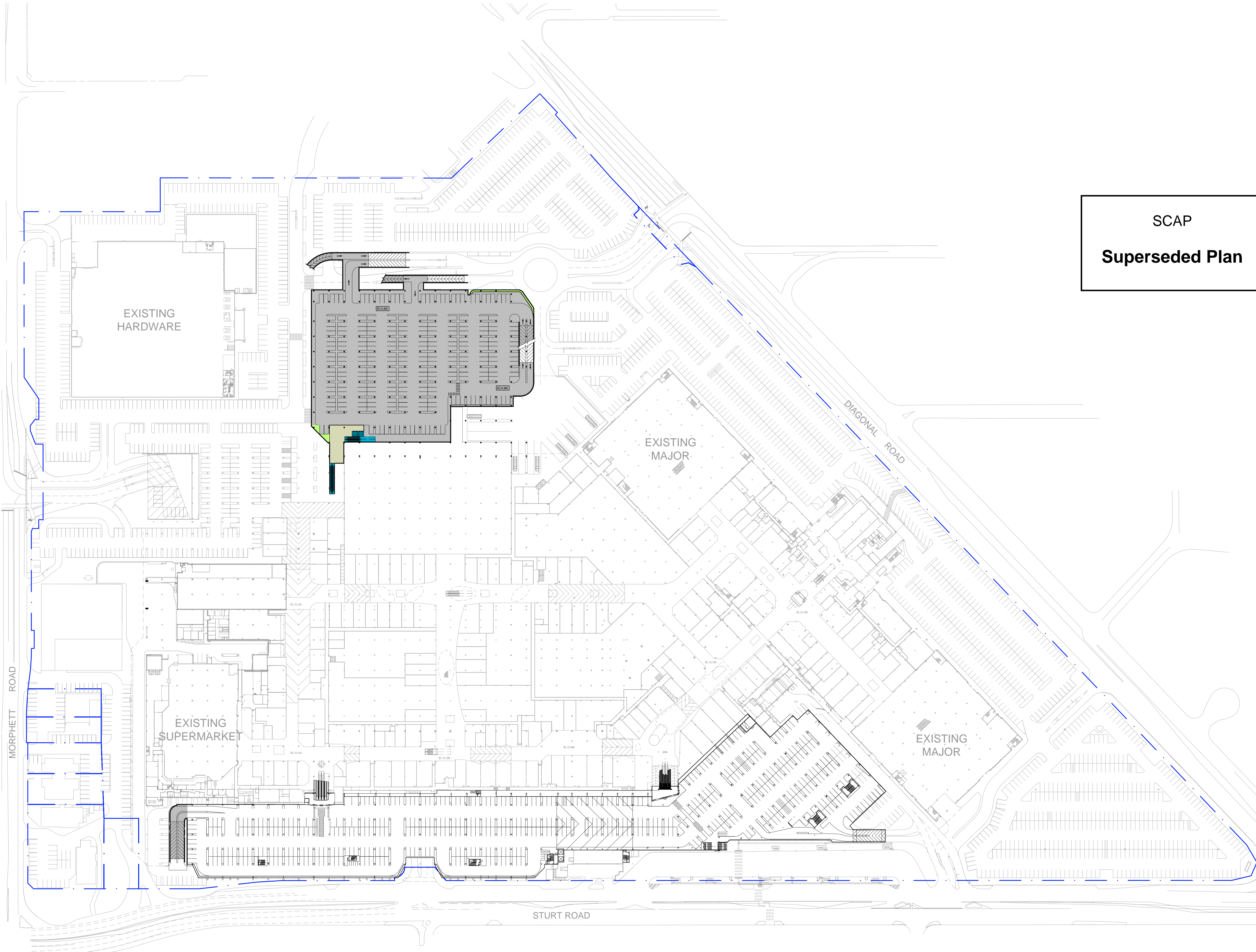
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Centre: **MARION**

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Plot Date 19/11/2018		

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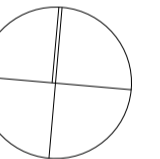
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Drawing Scale	<b>01.5202</b>	<b>A</b>
Plot Date	13/11/2018	

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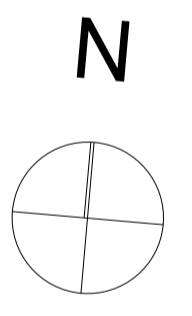


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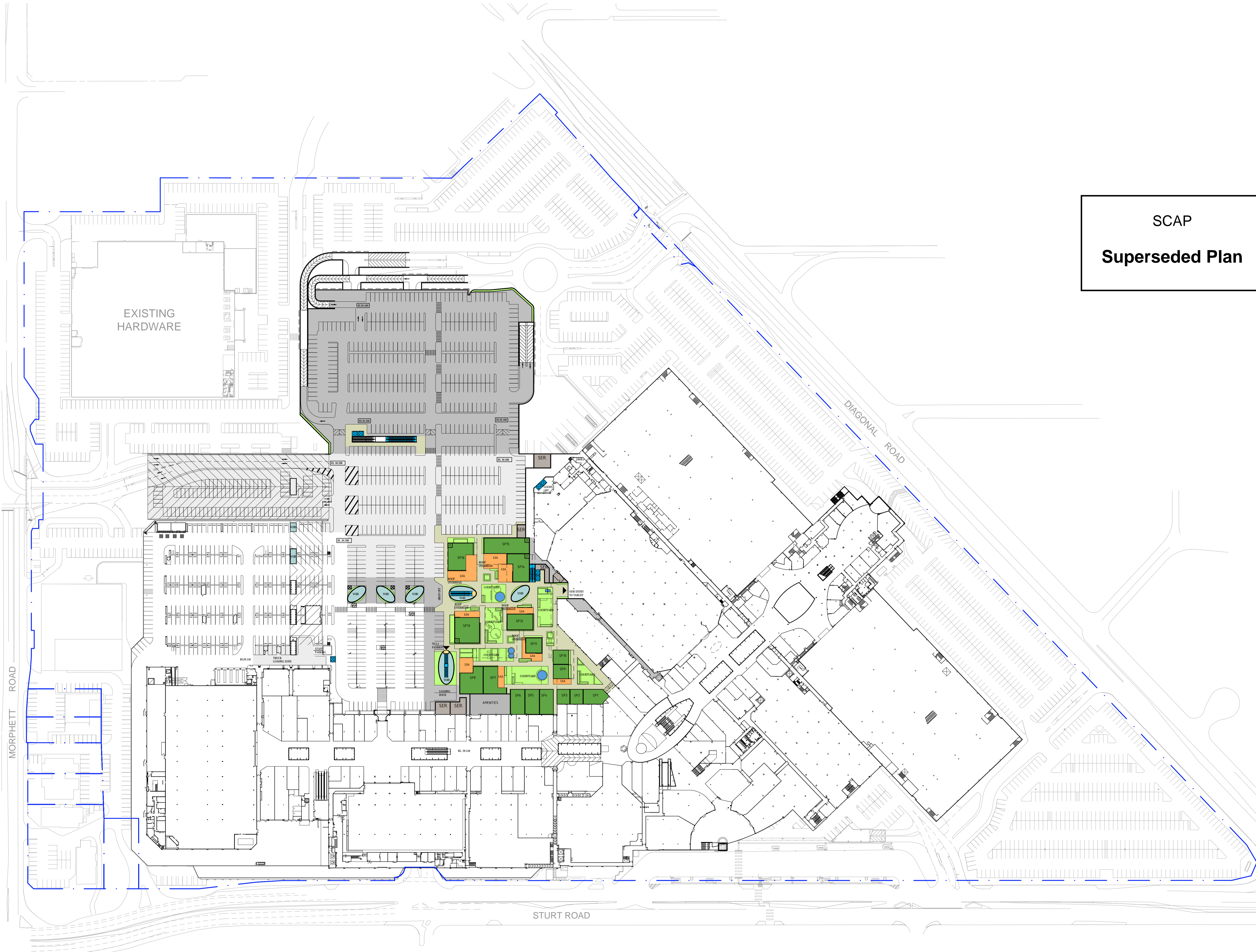
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LEVEL 1M<sub>B</sub> PLAN**

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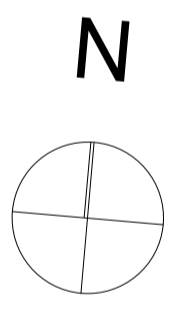


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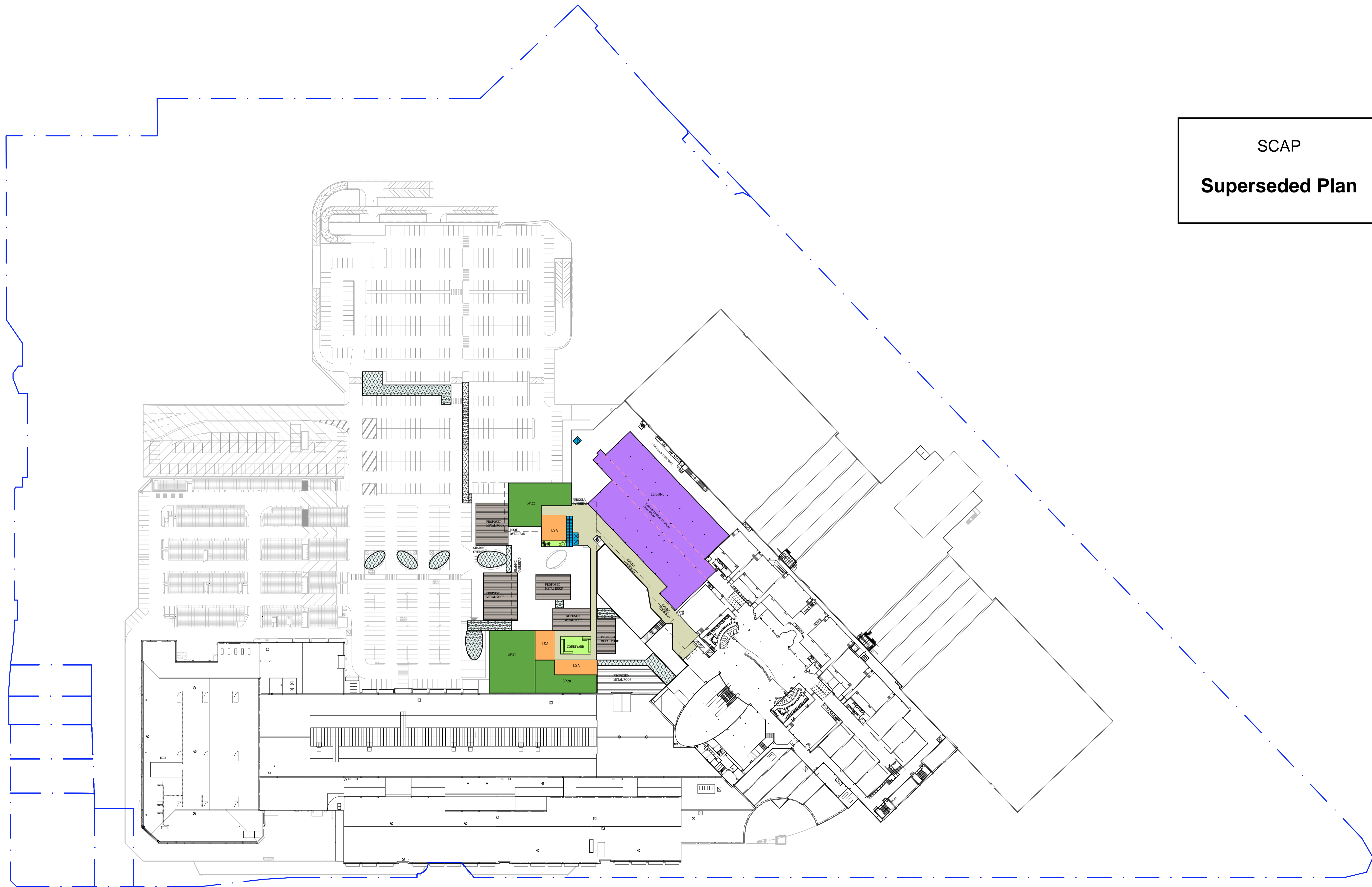
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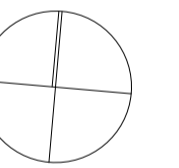
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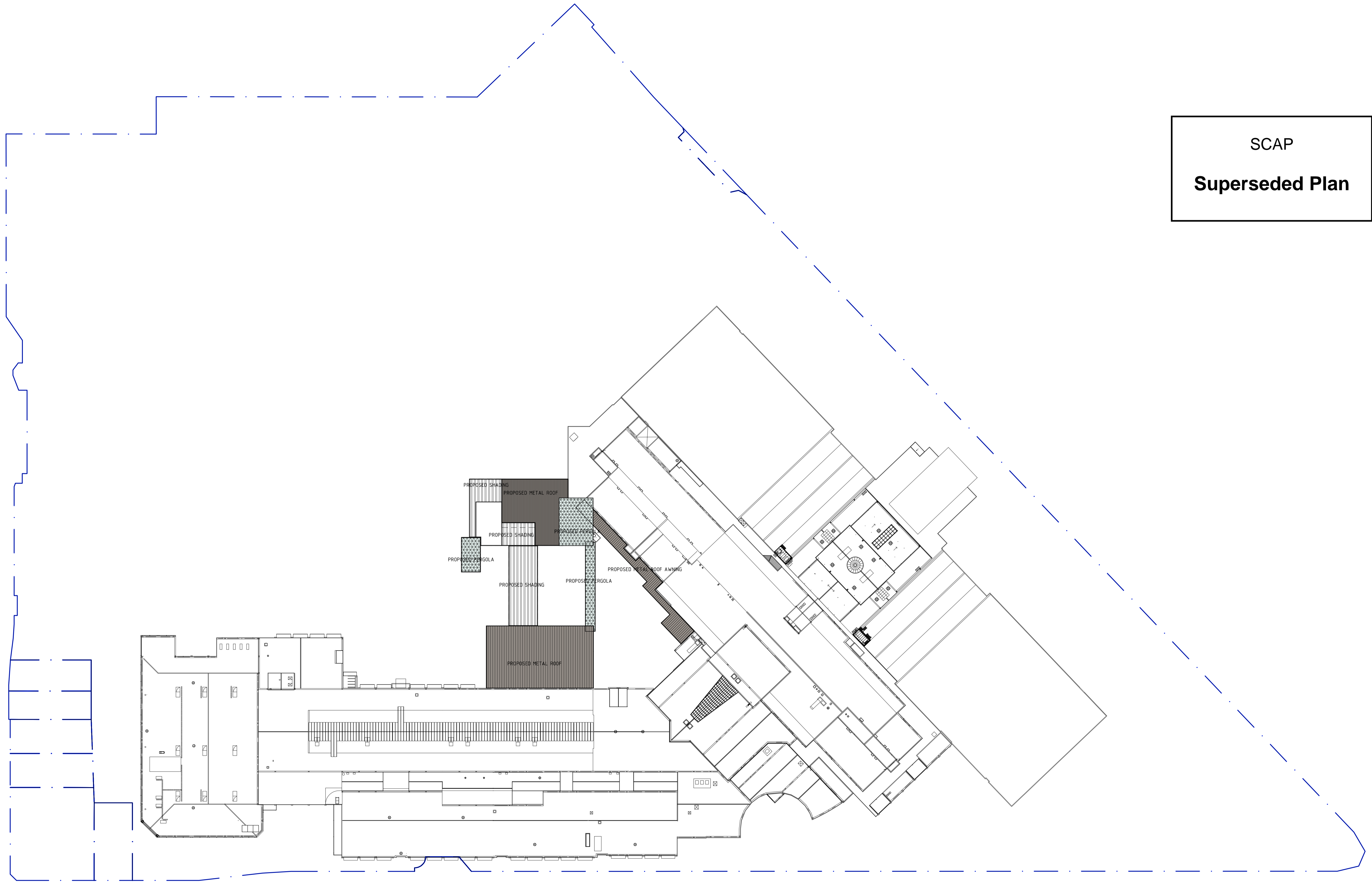
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Project No. 5524	Drawing No.	Revision
Drawing Scale 1:1000 @A1	<b>01.5205</b>	<b>A</b>
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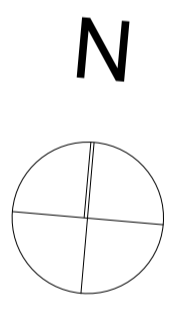


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- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
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Plot Date 13/11/2018		

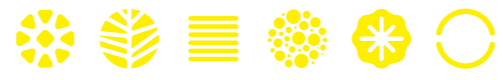


# **Westfield Marion Landscape Development Application**

November 2018







# Contents.

01/	Vision	3
02/	Site Analysis	4
03/	Design Principles	5
04/	Precinct & Entrances	6
05/	Pedestrian Corridor & Entry Plaza	11
06/	ELP	17





01/

## Vision.

"To create an activated and vibrant living centre which will give patrons a unique, elevated and personalised retail, dining and leisure experience"

### **The Westfield Marion Concept Plan will;**

- Improve entrance points and connectivity in and through the precinct.
- Provide improved amenity and opportunity for active and passive recreation
- Offer improved linkages to existing facilities
- Create community ownership of the overall vision for the precinct.



02/

# Site analysis.



**Legend**

- Visitor Entrance
- E Direct Vehicle Entrance
- E Indirect Vehicle Entrance
- B Bus Interchange
- T Train Connection
- ↔ Main Pedestrian Circulation
- Area 1 - Level 2 Carpark
- Area 2 - Pedestrian & Vehicle Circulation
- Area 3 - Internals

Existing Site - Scale 1:2500 @ A3



# 03/

## Design Principles.

### Connectivity



- Using a consistent planting palette across the precinct to create a cohesive landscape aesthetic.
- The introduction of a 'Landscape Corridor' leading to one of the precinct's key entrance points.
- Improved signage and wayfinding to allow visitors to navigate the precinct more efficiently
- Adding amenity to circulation paths, including seating for visitors.

### Greeting Space



- Creating activated spaces and play areas which encourage visitors and families to engage with the landscape and enjoy the outdoors.
- Providing sitting nodes where visitors can relax and socialise whilst enjoying the vibrant atmosphere within the precinct.

### Lifestyle & Dining



- An abundant and diverse range of alfresco dining areas to encourage visitors to stay within the precinct.
- Elevated walking platform to give visitors the opportunity to view and engage with the landscape from above.
- Interactive green spaces with play structures and seating.

### Green Edges



- Creating seamless integration between the proposed building extension and the proposed landscape is a key design driver for this development.
- Introduction of vertical planting elements such as green walls, cascading planting and indoor trees.
- Extensive use of climbers and planting along edges of multistorey car parking areas to soften edges.
- Increased planting at entry points to create an improved sense of arrival and focal points.



04/

## Precinct & Entrances.





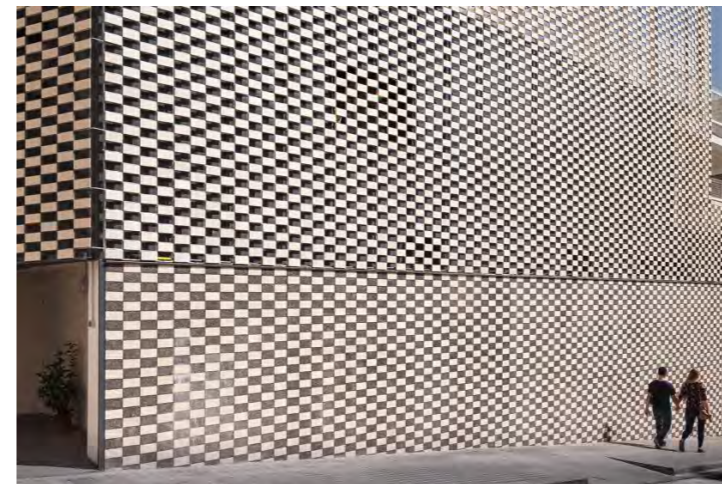
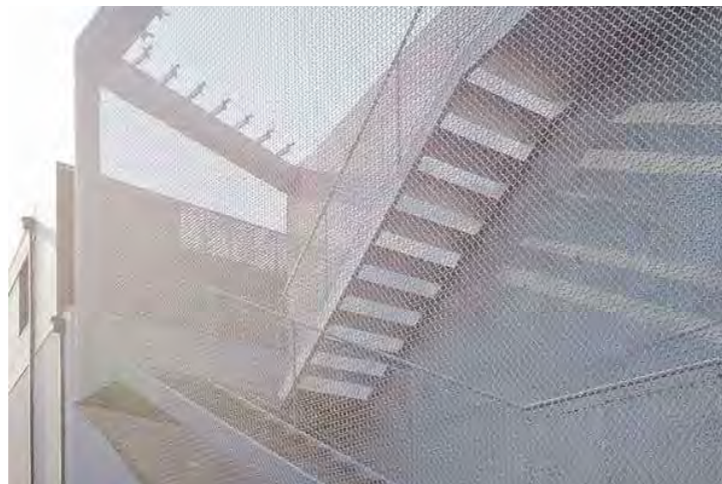
# 04/

## Precinct & Entrances Concepts Palette.

### Entrances



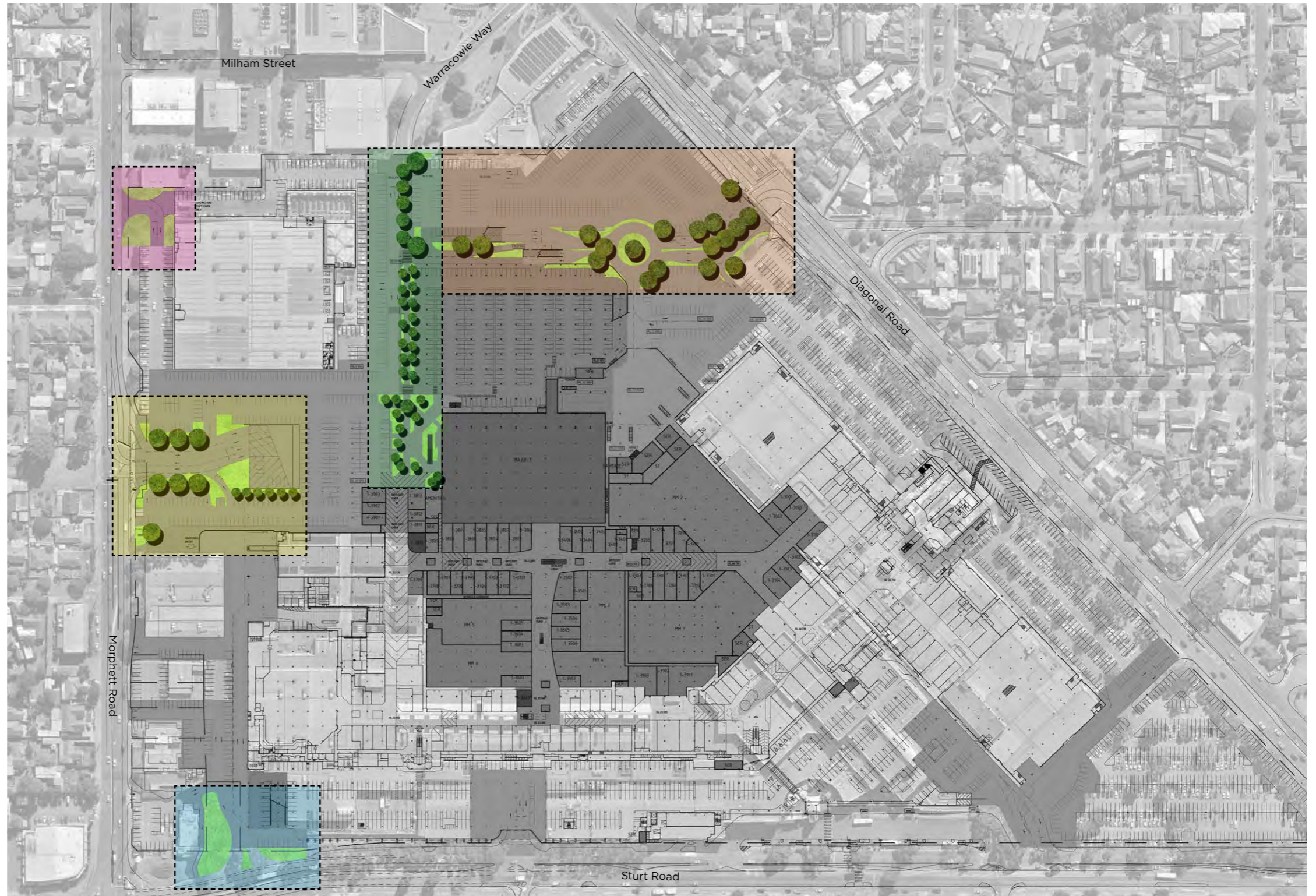
### Carpark Facades & Treatments





04/

# Precinct & Entrances Concept Plan.



**Legend**

- Area A - Diagonal Road Entrance & Northern Corridor
- Area B - Pedestrian Corridor & Entry Plaza
- Area C - Morphet Road Entrance
- Area D - Morphet Road Bunnings Entrance
- Area E - Sturt Road Entry

Site Plan - Scale 1:2500 @ A3



04/

# Precinct & Entrances Concept Plan.



**Note:**  
Example images are indicative only.

Site Plan - Scale 1:2500 @ A3







04/

# Multi-Storey Carpark Planting.



**Acer negundo 'Sensation'**  
Sensation Maple



**Platanus orientalis**  
Plane Tree



**Acer freemanii 'Autumn Blaze'**  
Lipstick Maple



**Howea forsteriana**  
Kentia Palm

**Note:**  
All planting selections shown are indicative only.



**Trachelospermum jasminoides**  
Star Jasmine

Existing Ramp

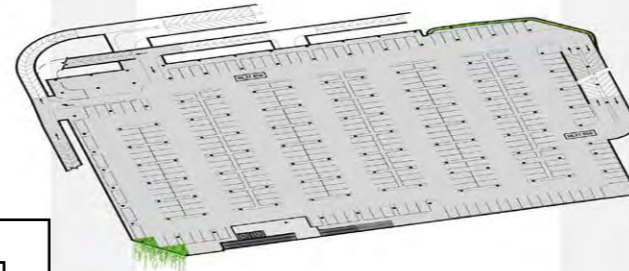
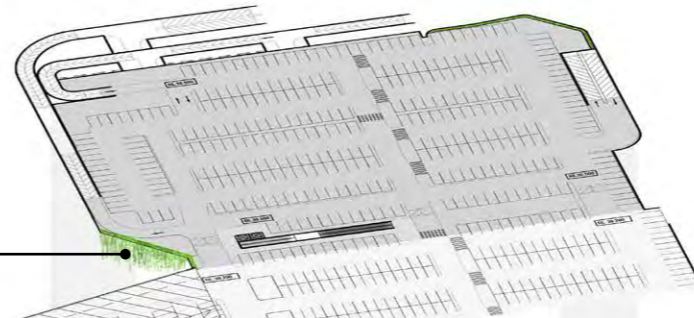
Level 2

Level 1MB

Level 1MA

Ground Level

Relocated Phoenix canariensis  
(Canary Island Date Palm)



**Corymbia maculata**  
Spotted Gum



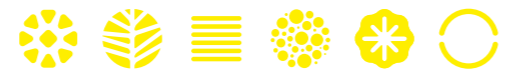
**Phoenix canariensis (relocated)**  
Canary Island Date Palm



**Rhapis excelsa**  
Lady Palm



**Phyllostachys aurea 'Koi'**  
Koi Bamboo



05/

## Pedestrian Corridor & Entry Plaza.

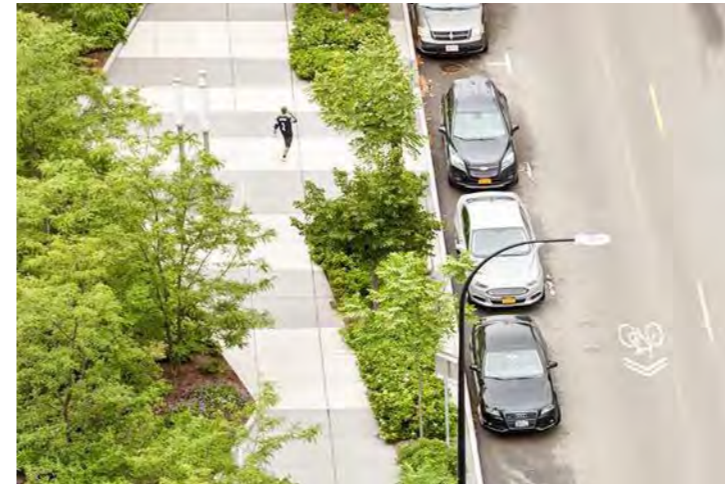




05/

# Pedestrian Corridor & Entry Plaza Concepts Palette.

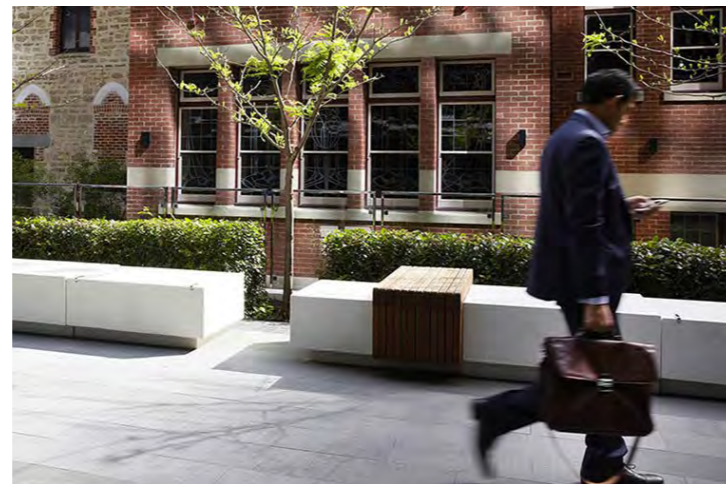
Pedestrian Corridor



Undercover Corridor



Entry Plaza



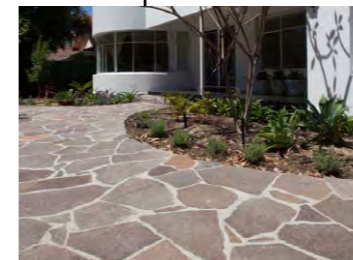
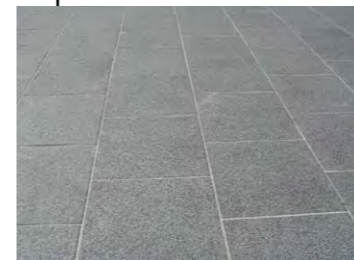


05/

# Pedestrian Corridor & Entry Plaza Concept Plan.



Pedestrian Corridor & Entry Plaza Plan  
Scale 1:500 @ A3



**Note:**  
Example images are indicative only.

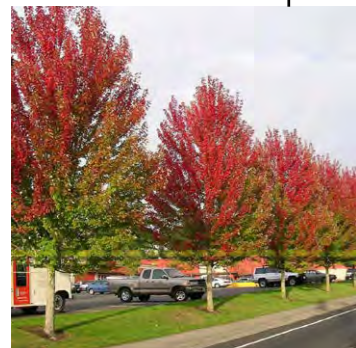


05/

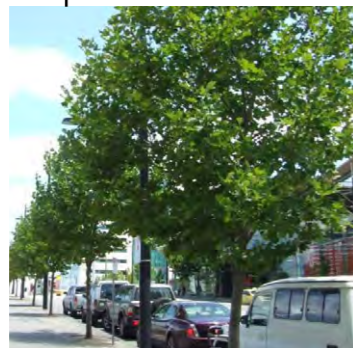
# Pedestrian Corridor & Entry Plaza Planting.



Pedestrian Corridor & Entry Plaza Plan  
Scale 1:500 @ A3



**Acer freemanii 'Autumn Blaze'**  
Lipstick Maple



**Platanus orientalis**  
Plane Tree



**Acer negundo 'Sensation'**  
Sensation Maple



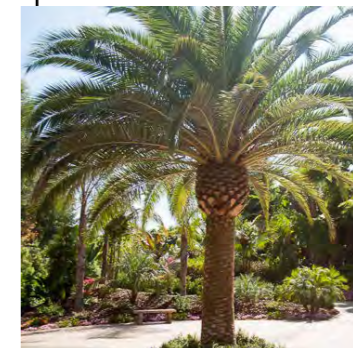
**Clivia miniata**  
Clivia



**Rhaps excelsa**  
Lady Palm



**Howea forsteriana**  
Kentia Palm



**Phoenix canariensis (relocated)**  
Canary Island Date Palm



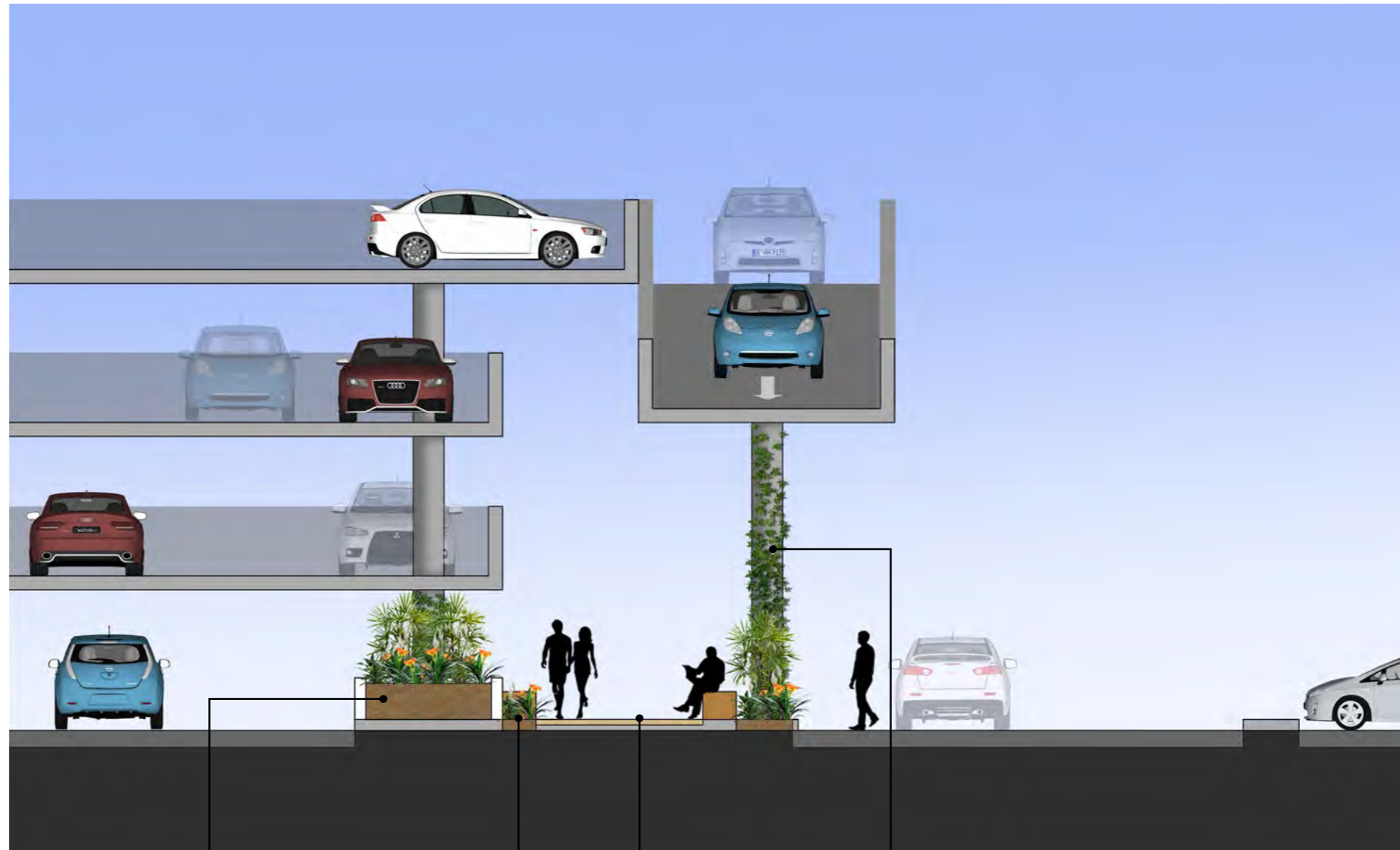
**Phyllostachys aurea 'Koi'**  
Koi Bamboo

**Note:**  
All planting selections shown are indicative only.

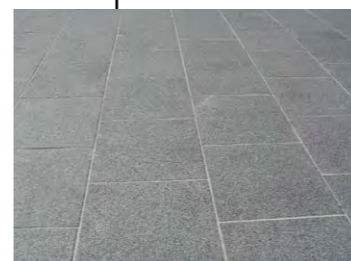


05/

## Pedestrian Corridor & Entry Plaza Section.



Pedestrian Corridor  
Section A-A  
Scale 1:100 @ A3



**Note:**  
Example images are indicative only.



# 05/ Pedestrian Corridor & Entry Plaza Elevation.



Pedestrian Corridor & Entry Plaza West Elevation  
Scale 1:500 @ A3



Pedestrian Corridor & Entry Plaza North Elevation  
Scale 1:500 @ A3



06/

# ELP Concepts Palette.

## Arrival & Drop-Off



## Landscape



## Experience

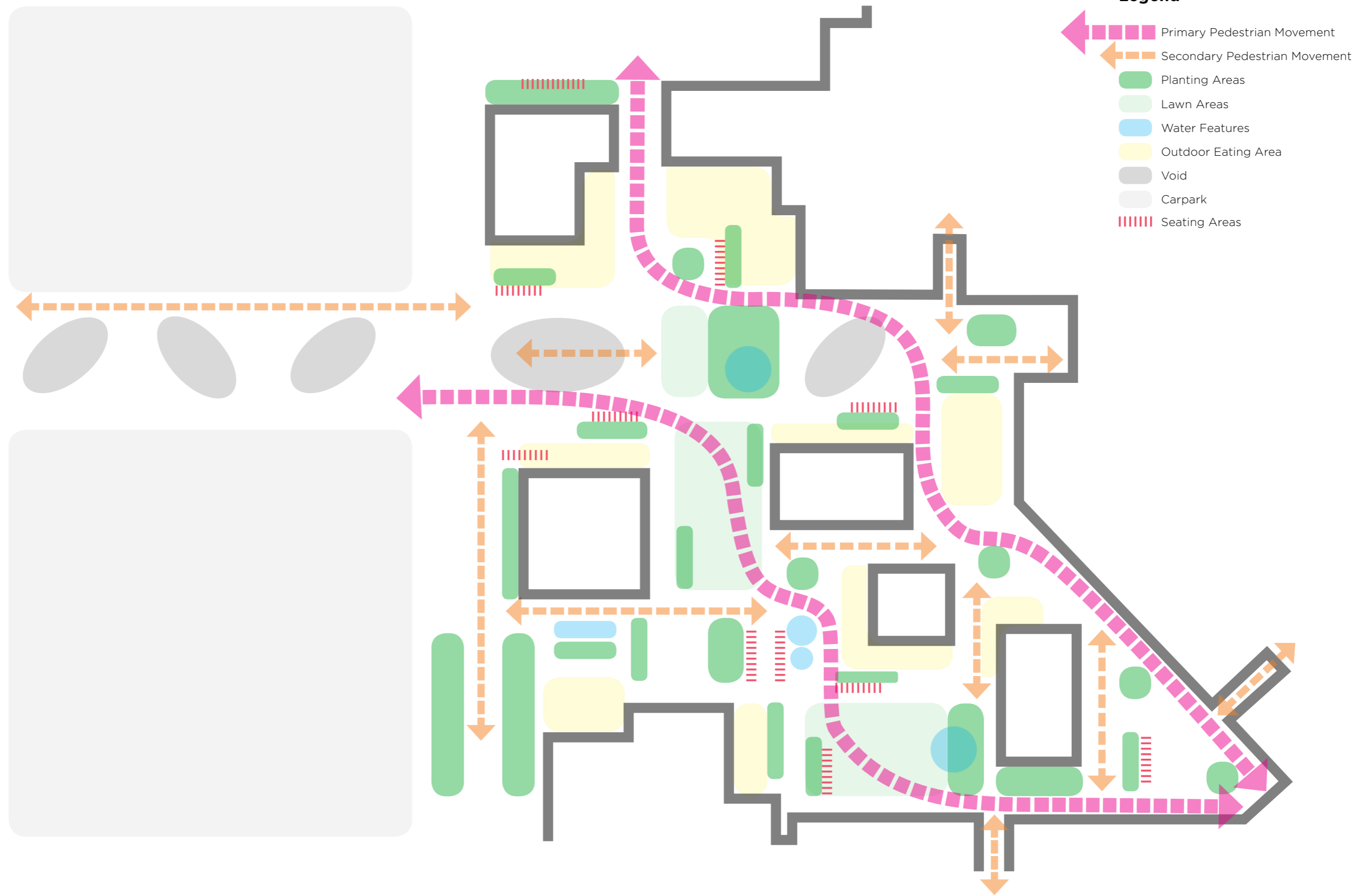






06/

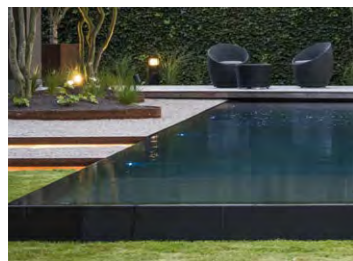
# ELP Movement Plan.






06/

# ELP Concept.



**Note:**  
Example images are indicative only.

ELP Plan - Scale 1:500 @ A3 



06/

# ELP Planting.



**Liriope muscari**  
Lily Turf



**Trachelospermum jasminoides**  
Star Jasmine



**Westringia fruticosa 'Grey Box'**  
Grey Box



**Buxus microphylla 'Japonica'**  
Japanses Box

**Note:**  
All planting selections shown are indicative only.



**Cupaniopsis anacardioides**  
Tuckeroo



**Lagerstroemia indica 'Natchez'**  
Natchez



**Rhaps excelsa**  
Lady Palm

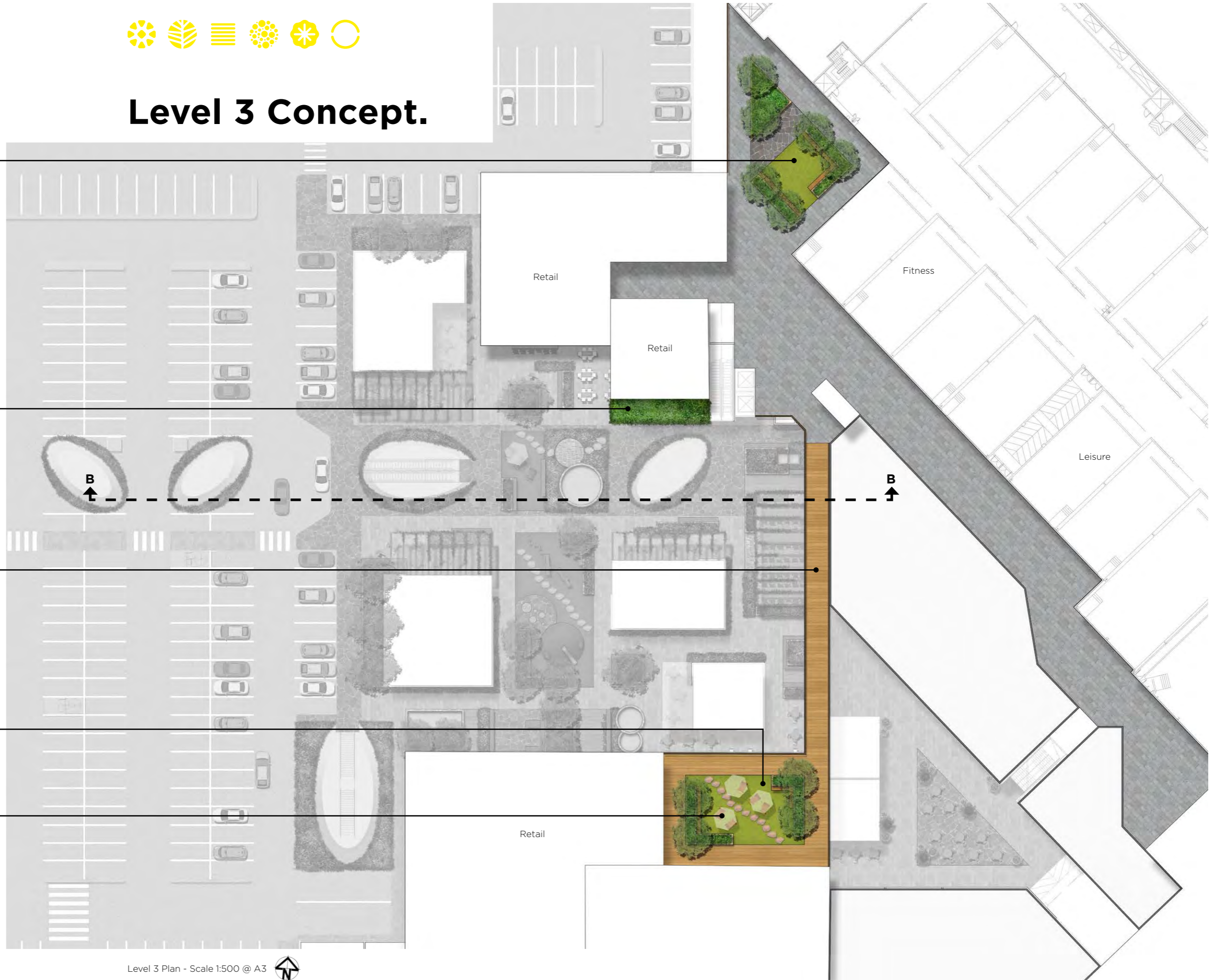
ELP Planting Plan - Scale 1:500 @ A3





06/

# Level 3 Concept.



Note: Example images are indicative only.

Level 3 Plan - Scale 1:500 @ A3



06/

# ELP Concept Section.



ELP Section B-B  
Scale 1:400 @ A3



**Note:**  
Example images are indicative only.



# **Scentre Group Westfield Marion Landscape Development Application**

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PROFESSIONALS IN ARBORICULTURE

# Preliminary Tree Assessment

Site: Westfield Shopping Centre at Marion

Date: Friday, 16 November 2018  
ATS5170-WestMarionPTA

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Report Reference Number: ATS5170-WestMarionPTA

Report prepared for  
Richard Pooley, Project Design Manager, Scentre Group

### Author

Jason Williams, Consulting Arborist, Arborman Tree Solutions Pty Ltd



## Brief

Arborman Tree Solutions was engaged to undertake a Preliminary Tree Assessment at the site location known as the Westfield Shopping Centre at Marion. The purpose of a Preliminary Tree Assessment is to evaluate tree retention suitability in a future development through the use of a Tree Retention Rating system.

In accordance with section 2.2 of the Australian Standard 4970-2009 *Protection of trees on development sites* (AS4970-2009) (2.2) the following information is provided:

- Identification of the species of each tree and assessment of their health and structure.
- Identification of the Legislative Status of trees as defined within the *Development Act 1993* and the local development plan.
- Tree Retention Rating for each tree. The Tree Retention Rating has been applied to all trees regardless of legislative status.
- The identification of the Tree Protection Zone (TPZ) for each tree.

## Documents and Information Provided

The following information was provided for the preparation of this assessment

- Aerial image

## Executive Summary

Arborman Tree Solutions undertook a Preliminary Tree Assessment of all trees on the site which are Regulated or Significant under the *Development Act 1993*. The purpose of this assessment is to identify trees suitable for retention within a future development through the use of a Tree Retention Rating system.

A total of 13 trees were assessed, with 12 identified as a Regulated Trees, and one tree (Tree 12) identified as an Exempt species as defined under the *Development Act 1993*. Of the trees assessed, 12 trees have been identified as suitable for retention while one tree was identified that does not warrant development constraint, alternative designs or tree-friendly construction methodologies.

This assessment identifies:

1. Tree 12 is exempt from legislative control; therefore, its removal, if required, does not require a development application.
2. One tree (Tree 2) is a Regulated Tree with a Low Retention Rating, indicating that it should be removed irrespective of any development.
3. There are 10 trees which are Regulated Tree with a Moderate Retention Rating indicating they should be considered for retention in a future development. Their removal may be approved if it can be demonstrated that they are restricting an otherwise reasonable and expected development and alternative design solutions are not available.
4. Tree 8 is a Regulated Tree with a High Retention Rating and it should be considered for retention in a future development. High Retention Rated trees will in almost all cases achieve one of more the Principles of Development Control in the *Development Act 1993* that indicates their protection is required.
5. Any Regulated Trees require written Development Approval prior to any tree damaging activity occurring. This includes activities within the TPZ, tree removal and may include pruning.
6. A Project Arborist should be appointed to assist in the design around trees to be retained; development impacts and tree protection requirements are to be included in a Development Impact Report and a Tree Protection Plan as identified in Australian Standard AS 4970 2009 *Protection of trees on development sites* (AS4970-2009).

## Site Location

Figure 1: Survey site location - Westfield Shopping Centre at Marion



## Methodology

A site inspection was undertaken on Wednesday, 8 August 2018. Trees were mapped using a Trimble Geo7X handheld and assigned a unique tree number. Individual tree findings were recorded using the Tree Assessment Form (TAF©). Tree Health Indicator (THI©), Tree Structure Assessment (TSA©) and Useful Life Expectancy (ULE), were assessed using the methodology described within Appendix A. Legislative Status was identified for all trees under the *Development Act 1993*.

Each tree's suitability for retention was determined by reviewing principles under the local development plan or relevant authority and applying these findings in the Tree Retention Rating (TRR©) method, as described within Appendix A. Tree Protection Zones were calculated using the Australian Standard AS4970-2009 (Section 3.2). Mapping was performed using GIS, CAD and Civil 3D software.

*Limitations: Tree management options such as pruning, soil amelioration, pathogen treatment are not part of this report and should be considered in relation to any proposed development.*

*Note: This report is intended to provide preliminary advice to assist with determining scope for development. The local council may require further information to approve the removal of Regulated Trees.*

## Findings

Arborman Tree Solutions has undertaken a Preliminary Tree Assessment of all Regulated and Significant Trees within the site located at Westfield Shopping Centre at Marion.

### 1. Tree Population

The assessment identified 13 trees (see Location plan, Appendix C) and the tree population included a variety of exotic, indigenous and Australian native species.

Table 1 Tree Population

Botanic Name	Common Name	Number of Trees	Origin
<i>Corymbia citriodora</i>	Lemon Scented Gum	4	Native
<i>Eucalyptus fasciculosa</i>	Pink Gum	1	Native
<i>Phoenix canariensis</i>	Canary Island Date Palm	2	Exotic
<i>Allocasuarina verticillata</i>	Drooping She-oak	1	Native
<i>Eucalyptus sideroxylon</i>	Mugga or Red Ironbark	2	Native
<i>Eucalyptus camaldulensis</i>	River Red Gum	1	Indigenous
<i>Corymbia maculata</i>	Spotted Gum	1	Native
<i>Cupressus macrocarpa</i>	Monterey Cypress	1	Exotic

Findings on individual tree health and structure are presented within Appendix B, Tree Assessment Findings.

### 2. Legislation

Of the trees assessed, 12 were identified as Regulated Trees under the *Development Act 1993*. The remaining tree (Tree 12) is an exempt species therefore Exempt from control. Regulated Trees should be protected if they meet the criteria under the local development plan.

Table 2 Legislative Tree Status

Legislative Status	Number of Trees
Regulated	12
Exempt	1

**Regulated Tree:** a Regulated Tree is one which has a trunk circumference greater than two metres at one metre above ground level and is therefore subject to regulation under the *Development Act 1993* and therefore needs to be assessed against the relevant amenity and environmental criteria to determine its suitability for protection.

**Significant Tree:** a Significant Tree is one which has a trunk circumference greater than three metres at one metre above ground level and is therefore subject to regulation under the *Development Act 1993* as a Significant Tree and therefore needs to be assessed against the relevant amenity and environmental criteria to determine its suitability for protection. The protection of Significant Trees is generally considered to be of higher importance than Regulated Trees however this is not always the case.

Both Regulated and Significant Trees require a Development Application to be submitted to the local council for the approval of any tree damaging activity such as excavation in the root zone, tree removal and some forms of pruning.

**Unregulated Tree:** trees identified as unregulated are not subject to control under the *Development Act 1993*. Unregulated Trees may be pruned or removed without the need for a Development Application.

**Exempt Trees:** there are a number of potential reasons for a tree being exempt from control under the *Development Act 1993* including species, dead trees, proximity to a dwelling or swimming pool and/or in a bushfire prone area. Where trees have been identified as Exempt a note as to the reason has been recorded in the Summary Table (Appendix C).

### 3. Retention Rating

Trees that provide important environmental and/or aesthetic contribution to the area and are in good overall condition achieved an Important or High Retention Rating and their protection is encouraged. Trees that achieved a Moderate Retention Rating could be retained in a future development. Trees which achieved a Low Retention Rating indicate that development constraint, alternative designs or tree friendly construction methodologies are not warranted. Trees with a Low Retention Rating achieve one or more of the following attributes:-

- a) provide limited environmental/aesthetic benefits to the area,
- b) are a short lived species,
- c) represent a material risk to people or property,
- d) identified as causing or threatening to cause substantial damage to a structure of value,
- e) have a short Useful Life Expectancy.
- f) are young and easily replaced (less than five metres tall).

A total of 12 trees are suitable for retention as they achieved a High or Moderate Retention Rating. The Regulated Trees that scored such a rating meet criteria within the *Development Act 1993* and the local development plan that warrant retention.

Table 3 Retention Rating

Retention Rating	Number of Trees
High	1
Moderate	11
Low	1

The remaining tree achieved a Low Retention Rating indicating that development constraint, alternative designs or tree-friendly construction methodologies are not warranted. As such, tree removal should be considered to achieve the proposed development (this includes Regulated Trees).

### 4. Tree Protection

Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009) prescribes the use of a Tree Protection Zone (TPZ) as the principle means of protecting trees throughout the development process. If encroachment is required within any TPZ, the Project Arborist should identify impacts and recommend mitigation measures. The Tree Protection Zones should be used to determine scope for development of the site by maintaining these areas as open space. The Tree Protection Zone radii are included within Appendix D Tree Assessment Summary.

## Recommendation

The following recommendations are presented based on the Preliminary Tree Assessment:

1. Tree 8 achieved a High Retention Rating and should be retained and protected.
2. Trees 1, 3 – 7 and 9 - 13 achieved a Moderate Retention Rating and could be considered for retention within a future development. The removal of Regulated trees may be approved if they can be demonstrated that they are restricting a reasonable and expected development and alternative design solutions are not available to retain them.
3. Tree 12 whilst being exempt from legislation still achieves a Moderate Retention Rating due to its condition and impact within the landscape; however it is Exempt and does not need to be retained.
4. Tree 2 achieved a Low Retention Rating and does not warrant development constraint, alternative designs or tree friendly construction methodologies. As such, tree removal should be considered to achieve the development (this includes Regulated Trees).
5. Regulated Trees require Development Approval prior to any tree damaging activity occurring. This includes development activities within the TPZ, tree removal and potentially pruning.
6. A Project Arborist should be appointed to assist in the design around trees to be retained; the development impacts and tree protection requirements are to be included in a Development Impact Report and a Tree Protection Plan as identified in Australian Standard AS4970-2009 *Protection of trees on development sites*.

Thank you for the opportunity to provide this report. Should you require further information, please contact me and I will be happy to be of assistance.

Yours sincerely



**JASON WILLIAMS**  
**Consulting Arboriculturist**  
**Diploma of Arboriculture**  
**Graduate Certificate in Arboriculture**  
**International Society of Arboriculture – Tree Risk Assessment**



## Glossary

<b>Size:</b>	approximate height and width of tree in metres.
<b>Age:</b>	identification of the maturity of the tree.
<b>Useful Life Expectancy:</b>	expected number of the years that the tree will remain alive and sound in its current location and/or continues to achieve the relevant Principles of Development Control.
<b>Health:</b>	visual assessment of tree health.
<b>Structure:</b>	visual assessment of tree structure.
<b>Circumference:</b>	trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the <i>Development Act 1993</i> .
<b>Diameter at Breast Height (DBH):</b>	trunk diameter measured at 1.4 metres above ground level used to determine the Tree Protection Zone as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> .
<b>Diameter at Root Buttress (DRB):</b>	trunk diameter measured immediately above the root buttress as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> and is used to determine the Structural Root Zone.
<b>Tree Damaging Activity</b>	Tree damaging activity includes those activities described within the <i>Development Act 1993</i> such as removal, killing, lopping, ringbarking or topping or any other substantial damage such as mechanical or chemical damage, filling or cutting of soil within the TPZ. Can also include forms of pruning above and below the ground.
<b>Tree Protection Zone:</b>	area of root zone that should be protected to prevent substantial damage to the root system.
<b>Structural Root Zone:</b>	calculated area within the tree's root zone that is considered essential to maintain tree stability.
<b>Project Arborist</b>	A person with the responsibility for carrying out a tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification. The Project Arborist must be competent in arboriculture, having acquired through training, minimum Australian Qualification Framework (AQTF) Level 5, Diploma of Horticulture (Arboriculture) and/or equivalent experience, the knowledge and skills enabling that person to perform the tasks required by this standard.

## References

Australian Standard AS4970–2009 *Protection of trees on development sites*: Standards Australia.

Matheny N. Clark J. 1998: *Trees and Development a Technical Guide to Preservation of Trees During Land Development*. International Society of Arboriculture, Champaign, Illinois, USA.

Dunster J.A., Smiley E.T., Metheny N. and Lilly S. 2013. *Tree Risk Assessment Manual*. International Society of Arboriculture, Champaign, Illinois USA.

## Appendix A - Tree Assessment Methodology



## Tree Assessment Form (TAF©)

Record	Description
<b>Tree</b>	A perennial woody plant with a mature height of greater than 5 metres and life expectancy of more than 10 years.
<b>Genus and Species</b>	Trees are identified using normal field plant taxonomy techniques. Due to hybridisation and plant conditions available on the day of observation it may not always be possible to identify the tree to species level; where species cannot be ascertained <i>sp.</i> is used.
<b>Height</b>	Tree height is observed and recorded in the following ranges; <5m, 5-10m, 10-15m and >20m.
<b>Spread</b>	Crown width (projection) diameter is recorded by the following fields <5m, 5-10m, 10-15m, 15-20m, >20m.
<b>Tree Health</b>	Tree health was assessed using the Arborman Tree Solutions - Tree Health Assessment Method that is based on international best practice.
<b>Tree Structure</b>	Tree structure was assessed using Arborman Tree Solutions - Tree Structure Assessment Method that is based on international best practice.
<b>Tree Risk Assessment</b>	Trees were assessed using the International Society of Arboriculture Level 1 Tree Assessment method. The person conducting the assessment has acquired the International Society of Arboriculture Tree Risk Assessment Qualification (TRAQ).
<b>Legislative Status</b>	Legislation status was identified through the interpretation of the <i>Development Act 1993</i> , and the <i>Natural Resource Management Act 2004</i> as well as other relevant legislation, therefore determining regulatory status of the subject tree.
<b>Mitigation</b>	Measures to reduce tree risk may be recommended in the form of pruning and this listed in the Tree Assessment Findings (Appendix C). Tree pruning is recommended in accordance with AS4373-2007 <i>Pruning amenity trees</i> where practicable. Where measures to mitigate risk is not possible and the risk is unacceptable, then tree removal or further investigation is recommended.

## Useful Life Expectancy (ULE)

ULE Rating	Definition
Surpassed	The tree has surpassed its Useful Life Expectancy.
<10 years	The tree displays either or both Poor Health and/or Structure and is considered to have a short Useful Life Expectancy of less than ten years.
>10 years	The tree displays Fair Health or Structure and Good Health and Structure and is considered to have a Useful Life Expectancy of more than ten years.
>20 years	The tree displays Good Health and Structure and is considered to have an extended Useful Life Expectancy of more than twenty years.

## Maturity (Age)

Age Class	Definition
Senescent	The tree has surpassed its optimum growing period and is declining and/or reducing in size. May be considered as a veteran in relation to its ongoing management. Tree will have generally reached greater than 80% of its expected life expectancy.
Mature	A tree which has reached full maturity in terms of its predicted life expectancy and size, the tree is still active and experiencing cell division. Tree will have generally reached 20-80% of its expected life expectancy.
Semi Mature	A tree which has established, but has not yet reached maturity. Normally tree establishment practices such as watering will have ceased. Tree will generally not have reached 20% of its expected life expectancy.
Juvenile	A newly planted tree or one which is not yet established in the landscape. Tree establishment practices such as regular watering will still be in place. Tree will generally be a newly planted specimen up to five years old; this may be species dependant.

## Tree Health Indication (THI©)

Category	Description
Good	Tree displays high vigour, uniform leaf colour, no or little dieback (<5%), crown density (>85%) and or healthy axillary buds and typical internode length. The tree has little to no pest and/or disease infestation.
Fair	Tree displays low vigour, dull leaf colour, little dieback (<15%), crown density (>70%) and/or reduced axillary buds and internode length. Minor pest and/or disease infestation potentially impacting on tree health.
Poor	Tree displays no vigour, chlorotic or dull leaf colour, moderate to high crown dieback (>15%), low crown density (<70%) and/or few or small axillary buds and shortened internode length. Pest and or disease infestation is evident and/or widespread.
Dead	The tree has died and has no opportunity for recovery.

## Tree Structural Assessment (TSA©)

Category	Description
Good	Little to no branch failure observed within the crown, well-formed unions, no included bark, good branch and trunk taper present, root buttressing and root plate are typical.
Fair	History of minor branch failure observed in crown, well-formed unions, no included bark, acceptable branch and trunk taper present, root buttressing and root plate are typical.
Poor	History of significant branch failure observed in crown, poorly formed unions, included bark present, branch and trunk taper absent, root buttressing and root plate are atypical.
Failed	The structure of the tree has or is in the process of collapsing.

## Tree Retention Rating (TRR)

The Tree Retention Rating is based on a number of factors that are identified as part of the standard tree assessment criteria including Condition, Size, Environmental, Amenity and Special Values. These factors are combined in a number of matrices to provide a Preliminary Tree Retention Rating and a Tree Retention Rating Modifier which combine to provide a Tree Retention Rating that is measurable, consistent and repeatable

### Preliminary Tree Retention Rating

The Preliminary Tree Retention Rating is conducted assessing Tree Health and Structure to give an overall Condition Rating and Height and Spread to give an overall Size Rating. The following matrices identify how these are derived.

Condition Matrix				
Structure	Health			
	Good	Fair	Poor	Dead
Good	C1	C1	C3	C4
Fair	C1	C2	C3	C4
Poor	C3	C3	C4	C4
Failed	C4	C4	C4	C4

Size Matrix					
Spread	Height				
	>20	15-20	10-15	5-10	<5
>20	S1	S1	S1	S2	S3
15-20	S1	S1	S2	S3	S3
10-15	S1	S2	S2	S3	S4
5-10	S2	S3	S3	S4	S5
<5	S3	S3	S4	S5	S5

The results from the Condition and Size Matrices are then placed in the Preliminary Tree Retention Rating Matrix.

Preliminary Tree Retention Rating				
Size	Condition			
	C1	C2	C3	C4
S1	High	High	Low	Low
S2	High	Moderate	Low	Low
S3	Moderate	Moderate	Low	Low
S4	Moderate	Moderate	Low	Low
S5	Low	Low	Low	Low

The Preliminary Tree Retention Rating gives a base rating for all trees regardless of other environmental and/or amenity factors and any Special Value considerations. The Preliminary Tree Retention Rating can only be modified if these factors are considered to be of high or low enough importance to warrant increasing or, in a few cases, lowering the original rating.

### Tree Retention Rating Modifier

The Preliminary Tree Retention Rating is then qualified against the recognised Environmental and Amenity benefits that trees present to the community thereby providing a quantitative measure to determine the overall Tree Retention Rating. Data is collected in relation to Environmental and Amenity attributes which are compared through a set of matrices to produce a Tree Retention Rating Modifier.

Environmental Matrix				
Origin	Habitat			
	Active	Inactive	Potential	No Habitat
Indigenous	E1	E1	E2	E3
Native	E1	E2	E3	E3
Exotic	E2	E3	E3	E4
Weed	E3	E3	E4	E4

Amenity Matrix				
Character	Aesthetics			
	High	Moderate	Low	None
Important	P1	P1	P2	P3
Moderate	P1	P2	P3	P3
Low	P2	P3	P3	P4
None	P3	P3	P4	P4

Tree Retention Rating Modifier				
Amenity	Environment			
	E1	E2	E3	E4
P1	High	High	Moderate	Moderate
P2	High	Moderate	Moderate	Moderate
P3	Moderate	Moderate	Moderate	Moderate
P4	Moderate	Moderate	Moderate	Low

### Tree Retention Rating

The results of the Preliminary Tree Retention Rating and the Tree Retention Rating Modifier matrices are combined in a final matrix to give the actual Tree Retention Rating.

Tree Retention Rating Matrix			
Tree Retention Rating Modifier	Preliminary Tree Retention Rating		
	High	Moderate	Low
High	Important	High	Moderate
Moderate	High	Moderate	Low
Low	Moderate	Low	Low

## **Special Value Trees**

There are potentially trees that have Special Value for reasons outside of normal Arboricultural assessment protocols and therefore would not have been considered in the assessment to this point; to allow for this a Special Value characteristic that can override the Tree Retention Rating can be selected. Special Value characteristics that could override the Tree Retention Rating would include factors such as the following:

### *Cultural Values*

Memorial Trees, Avenue of Honour Trees, Aboriginal Heritage Trees, Trees planted by Dignitaries and various other potential categories.

### *Environmental Values*

Rare or Endangered species, Remnant Vegetation, Important Habitat for rare or endangered wildlife, substantial habitat value in an important biodiversity area and various other potential categories.

Where a tree achieves one or more Special Value characteristics the Tree Retention Rating will automatically be overridden and assigned the value of Important.

## **Tree Retention Rating Definitions**

- Important** These trees are considered to be important and will in almost all instances be required to be retained within any future development/redevelopment. It is highly unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should as a minimum be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites* however given the level of importance additional considerations may be required.
- High** These trees are considered to be important and will in most instances be required to be retained within any future development/redevelopment. It is unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.
- Moderate** These trees are considered to be suitable for retention however they achieve less positive attributes than the trees rated as Important or High and as such their removal or other tree damaging activity is more likely to be considered to be acceptable in an otherwise reasonable and expected development. The design process should where possible look to retain trees with a Moderate Retention Rating. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.
- Low** These trees are not considered to be suitable for retention in any future development/redevelopment; trees in this category do not warrant special works or design modifications to allow for their retention. Trees in this category are likely to be approved for removal and/or other tree damaging activity in an otherwise reasonable and expected development. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.

## Appendix B - Tree Assessment Findings

## River Red Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >5 metres

**Spread:** >10 metres

**Health:** Fair

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >10 years

**Tree Protection Zone (TPZ):** 6.03 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

<b>GPS Coords (MGA Zone 54)</b>	275821 E, 6122635 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree displays atypical form.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Mugga or Red Ironbark

**Inspected:** Wednesday, 8 August 2018

**Height:** >10 metres

**Spread:** >10 metres

**Health:** Fair

**Structure:** Poor

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** <10 years

**Tree Protection Zone (TPZ):** 8.40 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Low Retention Rating and should not form a material constraint to any future development.

### Observations

There is an unstable union in the primary structure.

### Recommendation

Tree removal is recommended.



<b>GPS Coords (MGA Zone 54)</b>	275941 E, 6122656 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Low



## Lemon Scented Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >15 metres

**Spread:** >15 metres

**Health:** Fair

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >10 years

**Tree Protection Zone (TPZ):** 8.64 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

<b>GPS Coords (MGA Zone 54)</b>	275938 E, 6122616 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in reasonable overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Mugga or Red Ironbark

**Inspected:** Wednesday, 8 August 2018

**Height:** >10 metres

**Spread:** >10 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 8.64 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

<b>GPS Coords (MGA Zone 54)</b>	275933 E, 6122581 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in good overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Lemon Scented Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >15 metres

**Spread:** >10 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 9.36 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in good overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	275915 E, 6122567 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

## Forest Oak

**Inspected:** Wednesday, 8 August 2018

**Height:** >10 metres

**Spread:** >10 metres

**Health:** Fair

**Structure:** Fair

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >10 years

**Tree Protection Zone (TPZ):** 9.15 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

<b>GPS Coords (MGA Zone 54)</b>	275911 E, 6122560 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in fair overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Lemon Scented Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >15 metres

**Spread:** >10 metres

**Health:** Fair

**Structure:** Fair

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >10 years

**Tree Protection Zone (TPZ):** 7.80 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

The co-dominant included stem has been previously removed.

### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	275923 E, 6122501 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

## Spotted Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >15 metres

**Spread:** >15 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 10.20 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a High Retention Rating and should be protected in any future development.

### Observations

There is an active hollow in the primary structure.

### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	276020 E, 6122591 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	High

## Canary Island Date Palm

**Inspected:** Wednesday, 8 August 2018

**Height:** >5 metres

**Spread:** >5 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 7.50 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

<b>GPS Coords (MGA Zone 54)</b>	275973 E, 6122607 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is suitable for transplanting.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Canary Island Date Palm

**Inspected:** Wednesday, 8 August 2018

**Height:** >5 metres

**Spread:** >5 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 7.50 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is suitable for transplanting.

### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	275969 E, 6122602 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate



## Lemon Scented Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >15 metres

**Spread:** >10 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 8.16 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in good overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	275640 E, 6122390 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

## Monterey Cypress

**Inspected:** Wednesday, 8 August 2018

**Height:** >10 metres

**Spread:** >10 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 10.80 metres

**Structural Root Zone (SRZ):** 1.50 metres



### Legislative Status

This tree is exempt from control under the Development Act 1993. This species of tree is listed as exempt from control under the Development Act 1993.

<b>GPS Coords (MGA Zone 54)</b>	275683 E, 6122242 N
<b>Legislative Status</b>	Exempt
<b>Retention Rating</b>	Moderate

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in good overall condition.

### Recommendation

This tree should be protected in accordance with AS4970-2009.

## Pink Gum

**Inspected:** Wednesday, 8 August 2018

**Height:** >10 metres

**Spread:** >15 metres

**Health:** Good

**Structure:** Good

**Trunk Circumference:** >2 metres

**Useful Life Expectancy:** >20 years

**Tree Protection Zone (TPZ):** 8.77 metres

**Structural Root Zone (SRZ):** 1.50 metres

### Legislative Status

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

### Retention Rating

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

### Observations

This tree is in good overall condition.

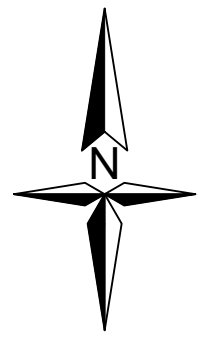
### Recommendation

This tree should be protected in accordance with AS4970-2009.



<b>GPS Coords (MGA Zone 54)</b>	275690 E, 6122211 N
<b>Legislative Status</b>	Regulated
<b>Retention Rating</b>	Moderate

## Appendix C - Mapping



### Legislative Status

- S Significant
- R Regulated
- U Unregulated
- E Exempt
- NV Nat Veg Act

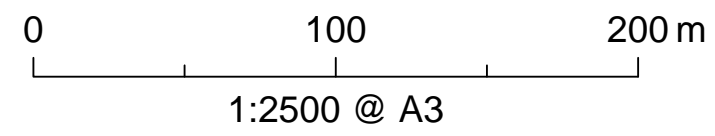
### Retention Rating

- Important
- High
- Moderate
- Low

Labels denote tree number, legislative status and TPZ radius in metres, unless otherwise shown.

Date: 9/08/2018 Rev: 1  
 Ref: ATS5170-WestMarionPTA  
 Arborman Tree Solutions  
 23 Aberdeen Street  
 Port Adelaide SA 5015  
 (08) 8240 5555  
[www.arborman.com.au](http://www.arborman.com.au)

## Preliminary Tree Assessment



## Appendix D - Tree Assessment Summary

# Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Observations	Recommendations
1	<i>Eucalyptus camaldulensis</i>	Regulated	Moderate	6.03 metres	This tree displays atypical form.	This tree should be protected in accordance with AS4970-2009.
2	<i>Eucalyptus sideroxylon</i>	Regulated	Low	8.40 metres	There is an unstable union in the primary structure.	Tree removal is recommended.
3	<i>Corymbia citriodora</i>	Regulated	Moderate	8.64 metres	This tree is in reasonable overall condition.	This tree should be protected in accordance with AS4970-2009.
4	<i>Eucalyptus sideroxylon</i>	Regulated	Moderate	8.64 metres	This tree is in good overall condition.	This tree should be protected in accordance with AS4970-2009.
5	<i>Corymbia citriodora</i>	Regulated	Moderate	9.36 metres	This tree is in good overall condition.	This tree should be protected in accordance with AS4970-2009.
6	<i>Allocasuarina verticillata</i>	Regulated	Moderate	9.15 metres	This tree is in fair overall condition.	This tree should be protected in accordance with AS4970-2009.
7	<i>Corymbia citriodora</i>	Regulated	Moderate	7.80 metres	The co-dominant included stem has been previously removed.	This tree should be protected in accordance with AS4970-2009.
8	<i>Corymbia maculata</i>	Regulated	High	10.20 metres	There is an active hollow in the primary structure.	This tree should be protected in accordance with AS4970-2009.
9	<i>Phoenix canariensis</i>	Regulated	Moderate	7.50 metres	This tree is suitable for transplanting.	This tree should be protected in accordance with AS4970-2009.

# Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Observations	Recommendations
10	<i>Phoenix canariensis</i>	Regulated	Moderate	7.50 metres	This tree is suitable for transplanting.	This tree should be protected in accordance with AS4970-2009.
11	<i>Corymbia citriodora</i>	Regulated	Moderate	8.16 metres	This tree is in good overall condition.	This tree should be protected in accordance with AS4970-2009.
12	<i>Cupressus macrocarpa</i>	Exempt	Moderate	10.80 metres	This tree is in good overall condition.	This tree should be protected in accordance with AS4970-2009.
13	<i>Eucalyptus fasciculosa</i>	Regulated	Moderate	8.77 metres	This tree is in good overall condition.	This tree should be protected in accordance with AS4970-2009.



# WGA

WALLBRIDGE GILBERT  
AZTEC

Scentre Group

## Link Mall

## Development

**STORMWATER MANAGEMENT  
PLAN**

Job No. ADL189747 / Rev C  
19 November 2018

# WGA

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### Revision History

Rev	Date	Issue	Originator	Checker	Approver
<b>A</b>	17 August 18	Draft Issue for Comment	CH	CH	
<b>B</b>	19 Sept 18	Issue for Approval	CH	CH	
<b>C</b>	19 Nov 18	Issue for Approval	CH	CH	

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## Appendices

**Appendix A** AERIAL PHOTOGRAPH

**Appendix B** EXISTING STORMWATER DRAINAGE DRAWINGS

**Appendix C** CITY OF MARION DETENTION / RETENTION GUIDELINES

**Appendix D** 1 IN 100 YEAR FLOOD PLAIN MAPPING

**Appendix E** CALCULATIONS

**Appendix F** INDICATIVE STORMWATER SKETCH PLAN

# 1

# INTRODUCTION

---

## 1.1 BACKGROUND

WGA has been engaged by Scentre Group to prepare a Stormwater Management Plan (SMP) for the proposed Link Mall development at the Westfield Marion Shopping Centre. It is understood that the development will consist of a new mall, new specialty stores and mini-majors, new multi-deck car parking structures and ramps and re-configured access points to the surrounding roads

This report is intended to conceptually outline the stormwater management design for the development and detail the stormwater management methodology. A final detailed design should be carried out to provide construction documentation and incorporate the stormwater design principles outlined in this report. The final documentation is beyond the scope of this report.

## 1.2 SCOPE OF THE ASSESSMENT

The preparation of the plan comprises the scope of services listed below:

- Attendance at a briefing meeting.
- Site visit to familiarise ourselves with the current site conditions.
- Liaison with the City of Marion (Council) regarding their requirements for collection, treatment and disposal of stormwater runoff generated from the development.
- Preparation of report detailing the methodology to deal with stormwater runoff in accordance with Council's requirements.
- Preliminary sketch plan outlining stormwater methodology.

### 1.2.1 Documentation

Scentre Group has provided preliminary architectural plans and engineering survey for the site.

# 2 DETAILED REPORT

## 2.1 DEVELOPMENT DESCRIPTION

The proposed development is located at the Westfield Marion Shopping Centre which is situated between Diagonal Road, Morphett Road and Sturt Road at Marion. The development involves the construction of new multi-deck car parking structures and an increase in the total retail area.

## 2.2 CATCHMENT DESCRIPTION

The existing site is currently fully developed with either buildings or on-grade asphalt car parking / roads covering the entire site. Refer to Appendix A for an aerial photograph of the site.

The current Shopping Centre has a Gross Floor Area (GFA) of approximately 135,000m<sup>2</sup> and approximately 5,270 car parking spaces. The proposed expansion will increase the GFA to approximately 152,000m<sup>2</sup> and a total of approximately 4,950 car parking spaces.

The northern portion of the site is occupied by an on-grade asphalt car park. It is noted that the majority of this area is to be converted into a new multi-deck car parking structure.



Photo 1 – Existing northern car parking area (looking north)

The western side of the site contains a vehicular ramp that allows cars access from Morphett Road onto the roof car park. This area will be slightly re-configured as part of the redevelopment.



Photo 2 – Ramp up to upper car parking area (looking east)

The central part of the site is occupied by car parking areas. This area is undercover with on-grade car parks located below a concrete deck car parking area. The majority of this undercover area will be replaced by retail areas as part of the development. The existing roof car parking area will remain in place.



Photo 3 – Undercover and roof car parking area (looking south)

## 2.3 EXISTING STORMWATER DRAINAGE

There are a large network of existing underground drainage pipes located in the undercover car parking area. These typically connect downpipes from the northern side of the mall area.

The existing roof car parking area is drained by a series of small grated inlet pits set into the concrete deck. These pits are connected by flying downpipes strapped to the underside of the concrete roof. The downpipes discharge generally along the northern side of the car parking structure and connect into the existing underground stormwater drainage system.



Photo 4 – Example of roof car park drainage system

The eastern side of the roof drainage systems connects to a 750mm dia RCP that runs along the existing entrance road off Diagonal Road. This pipe ultimately connects into Council's drainage system in Diagonal Road. Copies of the marked up existing internal stormwater drainage for this area of the site are attached in Appendix B

The western side of the roof drainage system appears to connect into existing underground drainage pipes that run along the northern side of the ramp towards Council's system in Morphett Road. The alignment of the pipes has been estimated based on our inspection on site.

The existing northern on-grade car parking area falls both to the east and the west. The eastern portion is collected by a series of grated inlet pits and connects to the 750mm dia RCP noted above heading towards Diagonal Road. The western portion is collected by grated inlet pits located on the eastern side of the internal road located on the eastern side of the Bunnings Warehouse. This system runs south along the Bunnings Road and connects into the system heading towards Morphett Road.

It is noted that the exact alignment and extent of existing stormwater drainage within the development site is not known. A site inspection, coupled with the engineering survey and a review of the available existing drawings, has assisted in gaining an understanding of the general conditions however it is recommended that a thorough underground services survey is undertaken during detailed design to determine the exact location and condition of the existing system.

Council underground drainage pipes are located within all three major roads surrounding the site.

Refer to Appendix B for copies of the internal stormwater drainage drawings and also the Council external stormwater drainage infrastructure.

## **2.4 COUNCIL REQUIREMENTS**

A preliminary meeting was held between Council, Scentre Group and WGA on 24<sup>th</sup> July 2018. Subsequent advice has been received from Council on 13<sup>th</sup> August 2018.

Council's Information Guide relating to "Stormwater Detention / Retention" outlines the requirements for the control of the flow rate of stormwater exiting the site. The relevant portion of the guide (Non-Residential Zones) requires that "sufficient on-site detention / retention should be provided in new development in order to limit stormwater runoff from the subject land so that the flows determined using the runoff coefficients are not exceeded:

- 5 year ARI event – Runoff Coefficient 0.65
- 100 year ARI event – Runoff coefficient 0.85

Council also advised that stormwater runoff is to be treated in order to meet the following pollutant reductions:

- 80% Total suspended solids
- 60% Total phosphorus
- 45% Total nitrogen

No specific requirement has been given regarding development in areas that are affected by 1 in 100 year flooding. It is noted that Flood Maps are available on the City of Marion website.

Copies of the Council guidelines are contained in Appendix C. Copies of the Flood Plain mapping are contained in Appendix D

## **2.5 STORMWATER MANAGEMENT METHODOLOGY**

Based on Council's requirements, the following stormwater management methodology is proposed:

### **2.5.1 Finished Floor Levels**

A review of the Council Flood Maps indicates that there is some localised areas within the overall site that are subject to approximately 200mm depth of flooding during a 1 in 100year storm event. These areas however are not located adjacent any of the proposed new buildings and as such it is our belief that the proposed new works will not be impacted by the 1 in 100 year flood plain.

### **2.5.2 Stormwater Collection and Disposal**

The design for the multi-deck car parking structure is still in the very preliminary phase and as such detailed drainage of the exposed upper deck is yet to be finalised. It is anticipated that the drainage for this structures will operate in a similar manner to the existing roof car parking area – ie a series of small grated drains connected to flying downpipes that will discharge on the edge of the structure.

For the northern new multi-deck car parking area, it is likely that the stormwater drainage associated with this structure will connect into the existing stormwater system located on the eastern side of the Bunnings Warehouse.



It is noted that the impervious area for the re-developed areas will not alter from the existing conditions. However Council's requirements are such that on-site stormwater detention is required to limit the post-development flow rates prior to connect to the existing external Council stormwater drainage network.

The catchment area of the northern car parking structure is approximately 10,000m<sup>2</sup>. The pre-development flow rate for a 1 in 5 year storm event (based on the Council required runoff coefficient of 0.65) is 89l/s. In order to reduce the post-development flow rates to this amount, a detention storage of 33m<sup>3</sup> is required. The pre-development flow rate for a 1 in 100 year storm event (based on the Council required runoff coefficient of 0.85) is 260l/s. In order to reduce the post-development flow rates to this amount, a detention storage of 15m<sup>3</sup> is required.

The proposed re-configuration of the western car parking and internal roads adjacent the Morphett Road entrance will not change the extent of asphalt pavement and as such no stormwater detention storage is proposed.

Stormwater detention of the multi-deck car parking structure will be provided underground in either over-sized pipes or shallow retaining units (such as Humes StormTrap) prior to connect to the adjacent existing stormwater network.

No detention storage is proposed for the works associated with the existing undercover car parking area. The covered roof area remains the same with no change to the flow conditions from the undercover area.

The majority of the changes to the surrounding internal roads and on-grade car parking area will require new kerbing which will alter the existing flow paths for the surface runoff. This includes works proposed on the Sturt Road side of the site (as depicted on the Architectural drawings). The existing stormwater infrastructure will be utilised in these area as much as practical, noting that there will most likely be the need to install new pits based on the new layouts. No stormwater detention is proposed for these external areas as there is no change in use of the surfaces.

Given the extent of existing underground stormwater pipes within the proposed development site and the need for these pipes to continue to operate in order to convey stormwater runoff from the existing roof areas, it is proposed that these existing pipes will generally remain in their current location. Typically the structural design of the new buildings will need to cater for these existing underground pipes however there may need to be occasional localised diversion of the existing system. The extent of alterations will not be known until detailed design has been undertaken and the exact location of the existing system is better understood. The existing flying downpipes in the current undercover parking area will remain strapped to the concrete deck above and will be included within a void created above the new retail stores.

It is also noted that Scentre Group are exploring the options to install retention tanks as part of the proposed development as part of addressing Council's requirements for stormwater management. If installed, these tanks would be utilised for toilet flushing within the Shopping Centre. It is likely that the tanks would be in the order of 50,000 litres. The exact location and size are yet to be determined.

Refer to Appendix E for stormwater calculations and Appendix F for an indicative sketch plan showing the possible connection points for the new stormwater drainage.

### **2.5.3 Stormwater quality**

While it is acknowledged that Council has set targets for the reduction of pollutants as part of the development, it is noted that the overall pollutant load from the site will not change once the development has occurred. As such it is not considered necessary to implement water quality improvement measures for this development.

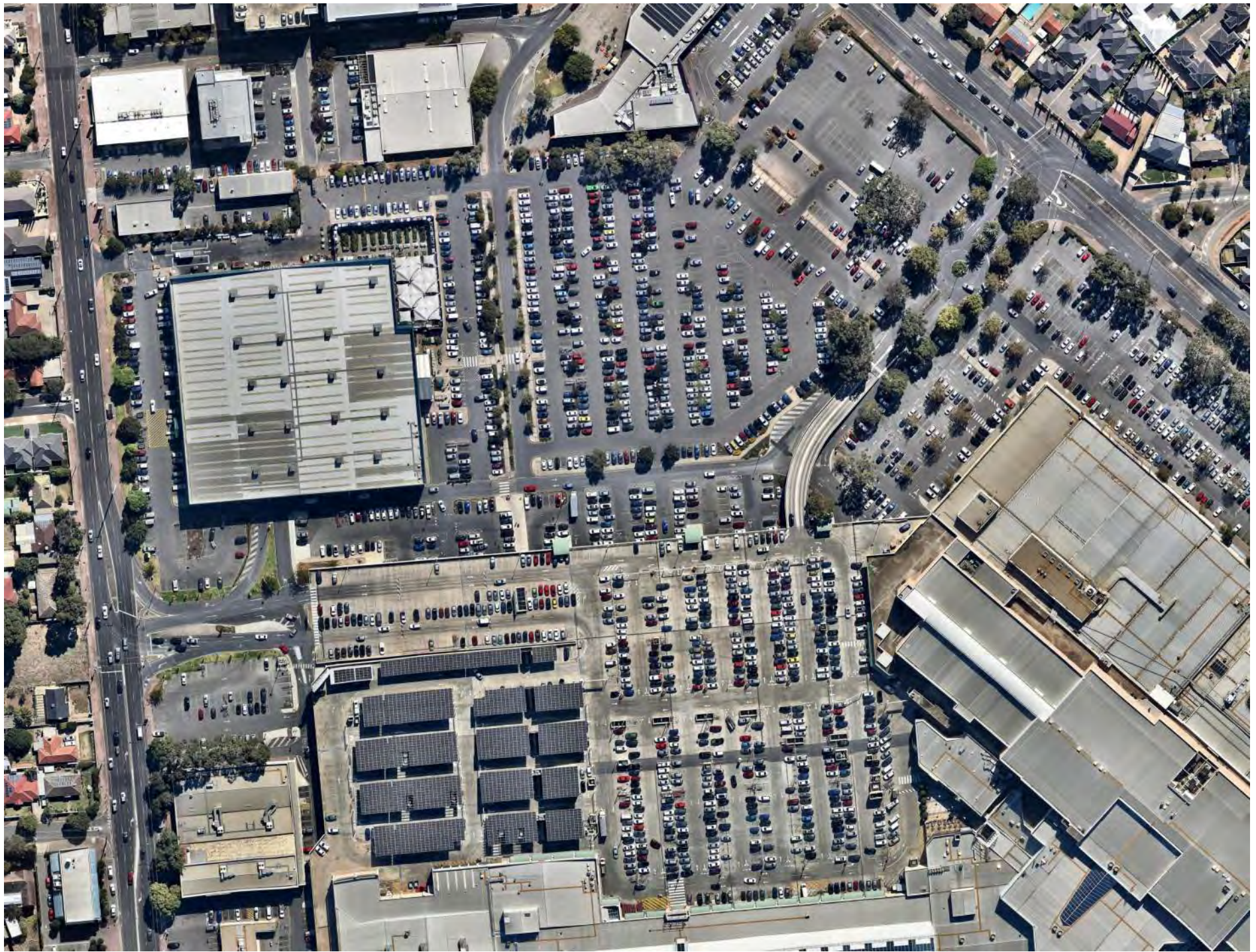
## **2.6 SUMMARY**

The preliminary SMP contained within this report has been prepared to demonstrate the philosophy behind proposed management of the stormwater runoff from this development. The information provided is preliminary and will be subject to detailed design and documentation. .

---

# APPENDIX A

## AERIAL PHOTOGRAPH

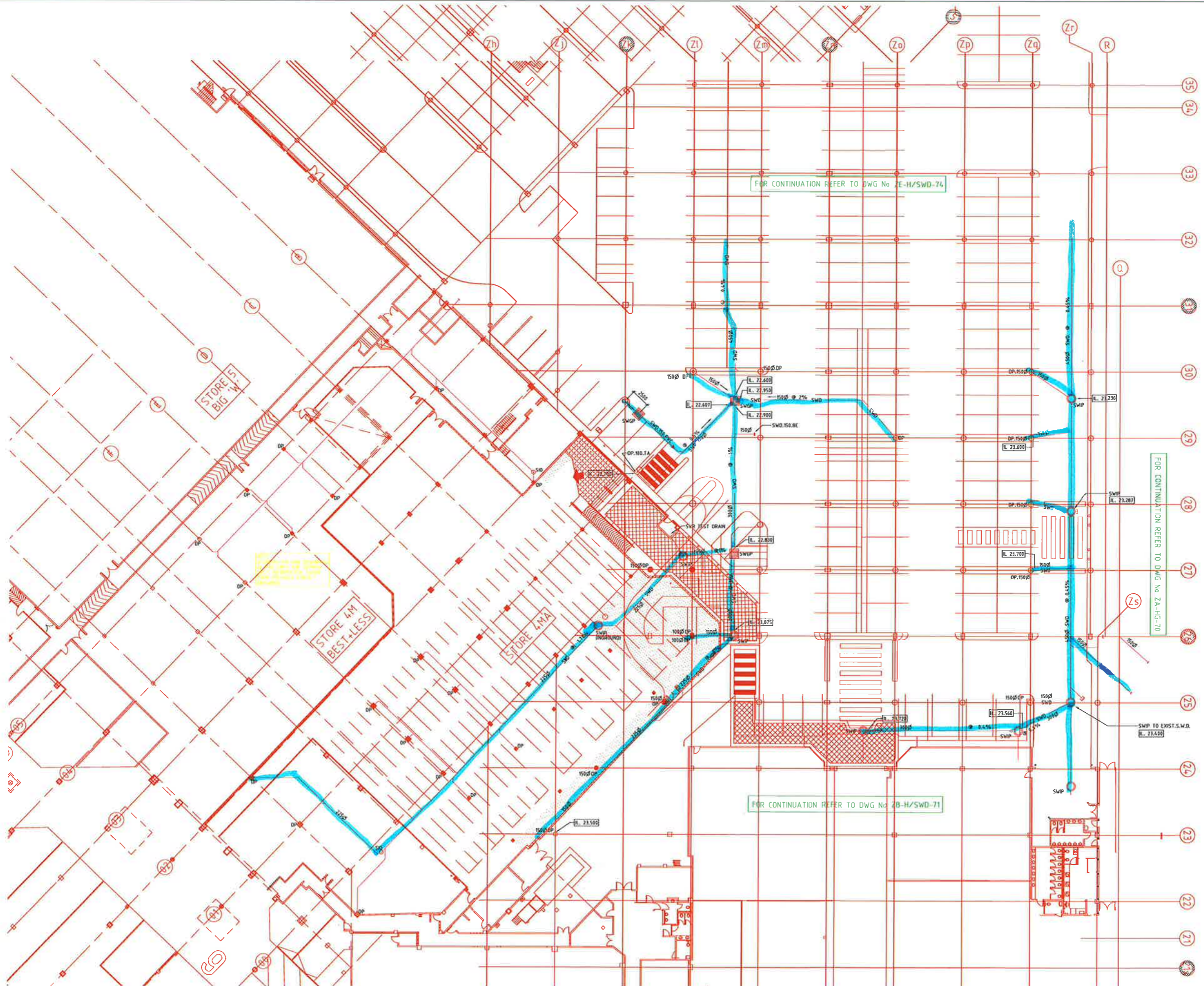


Aerial Photograph - 2018

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# APPENDIX B

## EXISTING STORMWATER DRAINAGE DRAWINGS

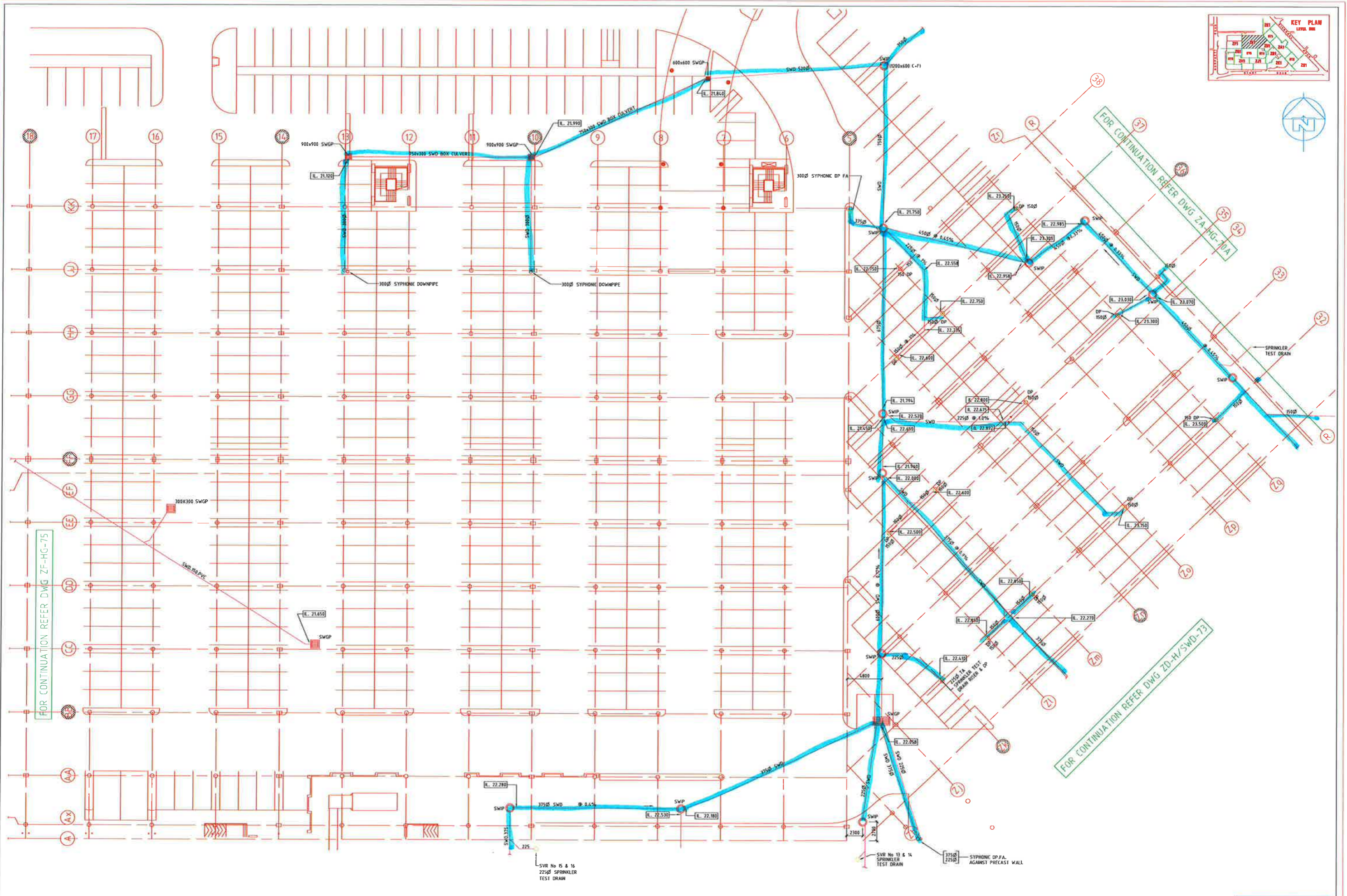


AS CONSTRUCTED

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A	15.11.97	STORES 4M AND 4MA INCORPORATED						

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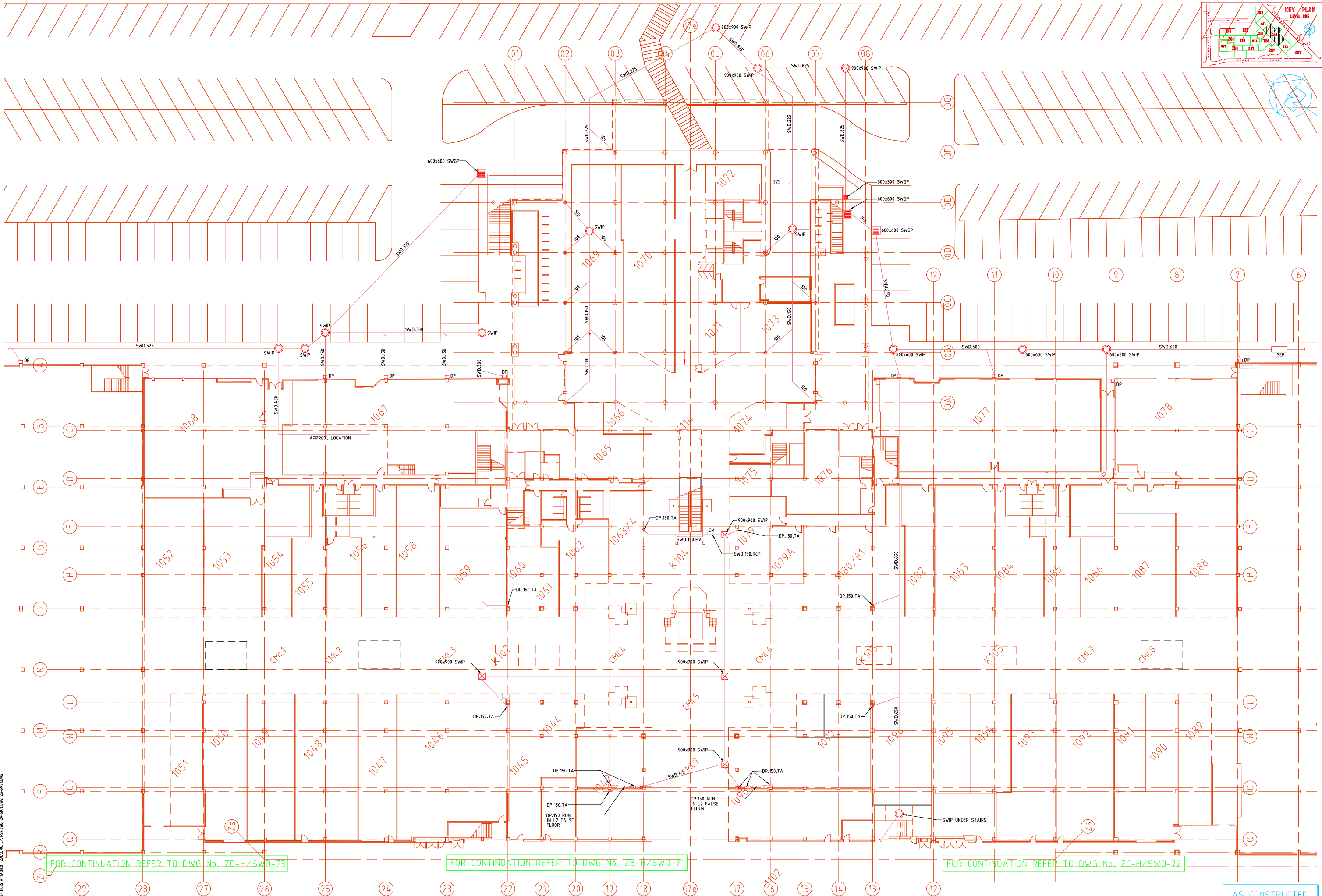
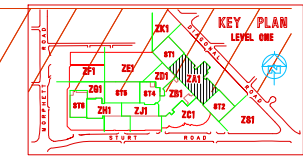


AS CONSTRUCTED

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									Checked	Drawn by					Revision
									R.P.	S.M.					

**INDMARSH LUMBER SERVICES**  
 7 RICHARD STREET,  
 HINDMARSH, S.A. 5007  
 TELEPHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3008

Library Ref. S:\M\HYD\ASB  
 Job No.  
 Date Plotted



FOR CONTINUATION REFER TO DWG. No. ZD-H/SWD-73

FOR CONTINUATION REFER TO DWG. No. ZB-H/SWD-71

FOR CONTINUATION REFER TO DWG. No. ZC-H/SWD-72

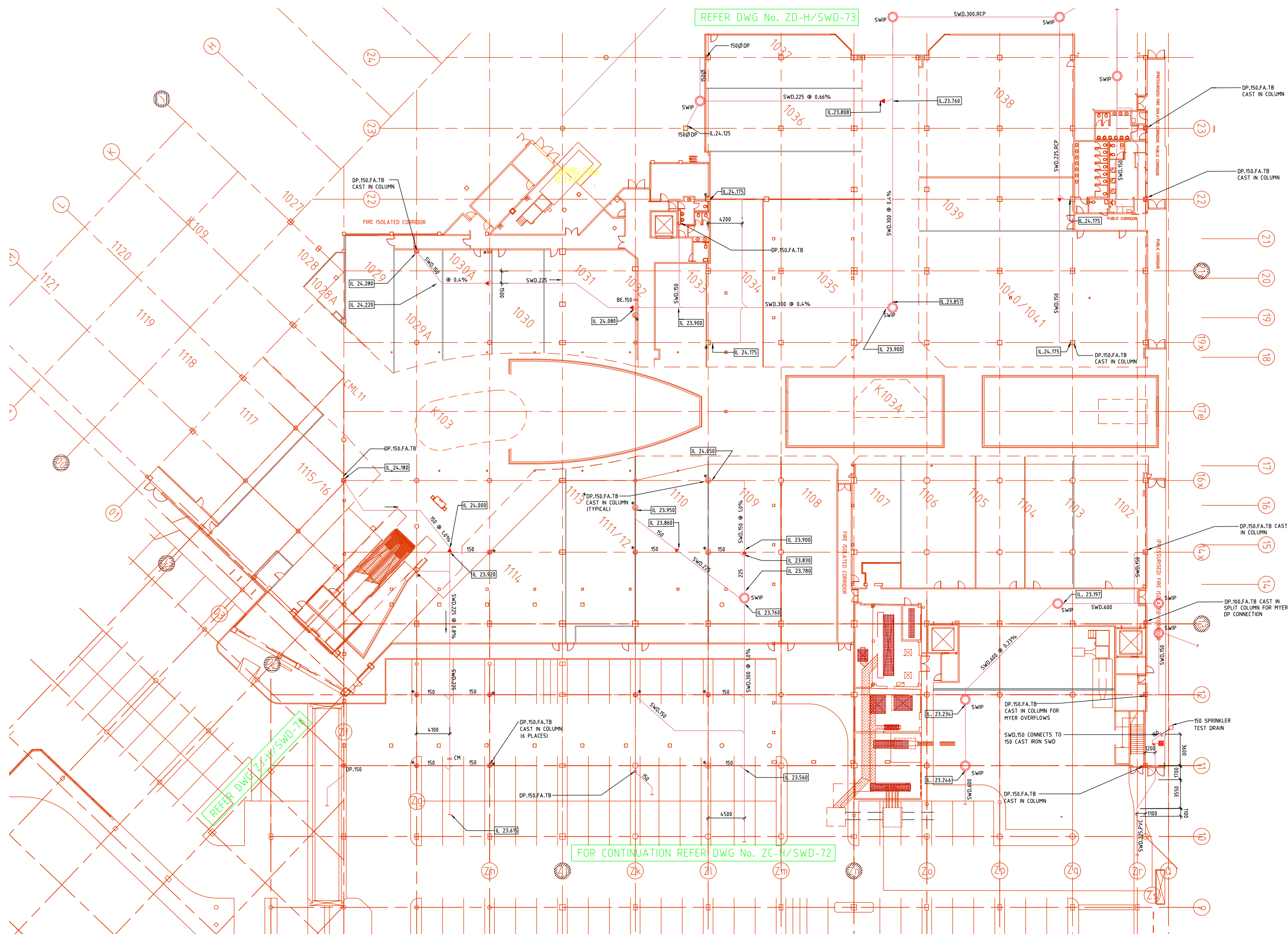
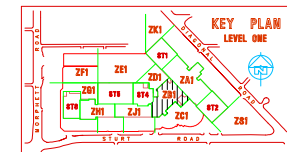
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		7 RICHARD STREET, HINDMARSH, S.A. 5007 TELEPHONE: (08) 8340 0122 FACSIMILE: (08) 8340 3008 A.C.N. 887 744 792		Project Manager R.P.	Design by R.P.	Project Title <b>ZONE A - LEVEL 1 STORMWATER DRAINAGE</b>	Scale Project Computer Ref.	Drawing Number <b>ZA-H/SWD-70</b>
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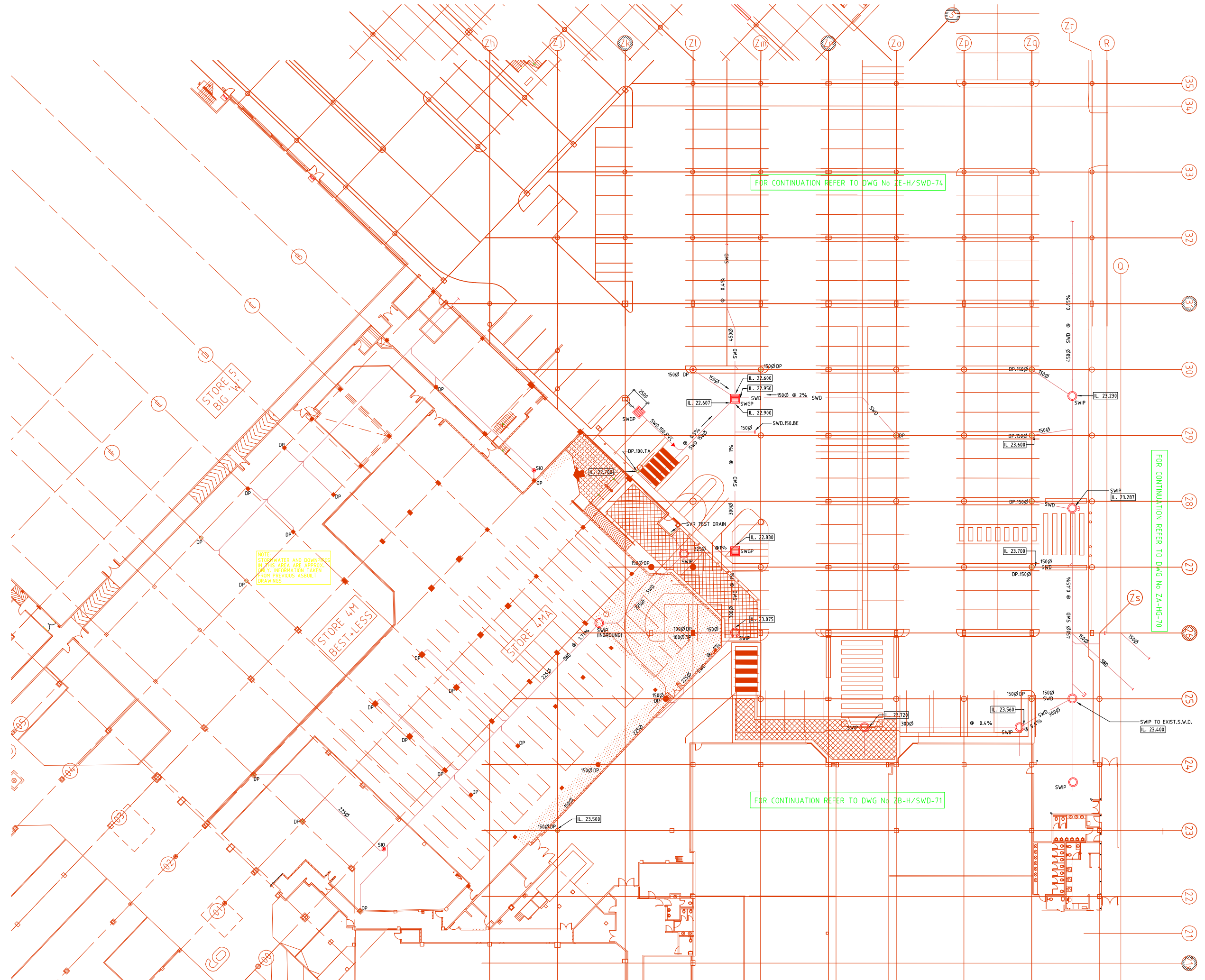
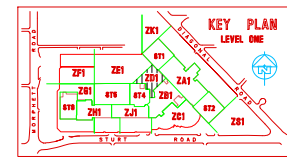
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		7 RICHARD STREET, HINDMARSH, S.A. 5007 TELEPHONE: (08) 8340 0122 FACSIMILE: (08) 8340 3008		Project Manager R.P.	Design by M.J.K.	Project Zone B - Level 1 Stormwater Drainage	Scale 1:100	Project Zone B - Level 1 Stormwater Drainage	Computer Ref. ZB-H/SWD-71	Drawing Number ZB-H/SWD-71
A.C.N. 897 744 792		Checked R.P.		Drawn by S.M.	Title ZONE B - LEVEL 1 STORMWATER DRAINAGE	Library Ref. S:\M\HYD\ASB	Job No.	Date Plotted	Revision	Revision





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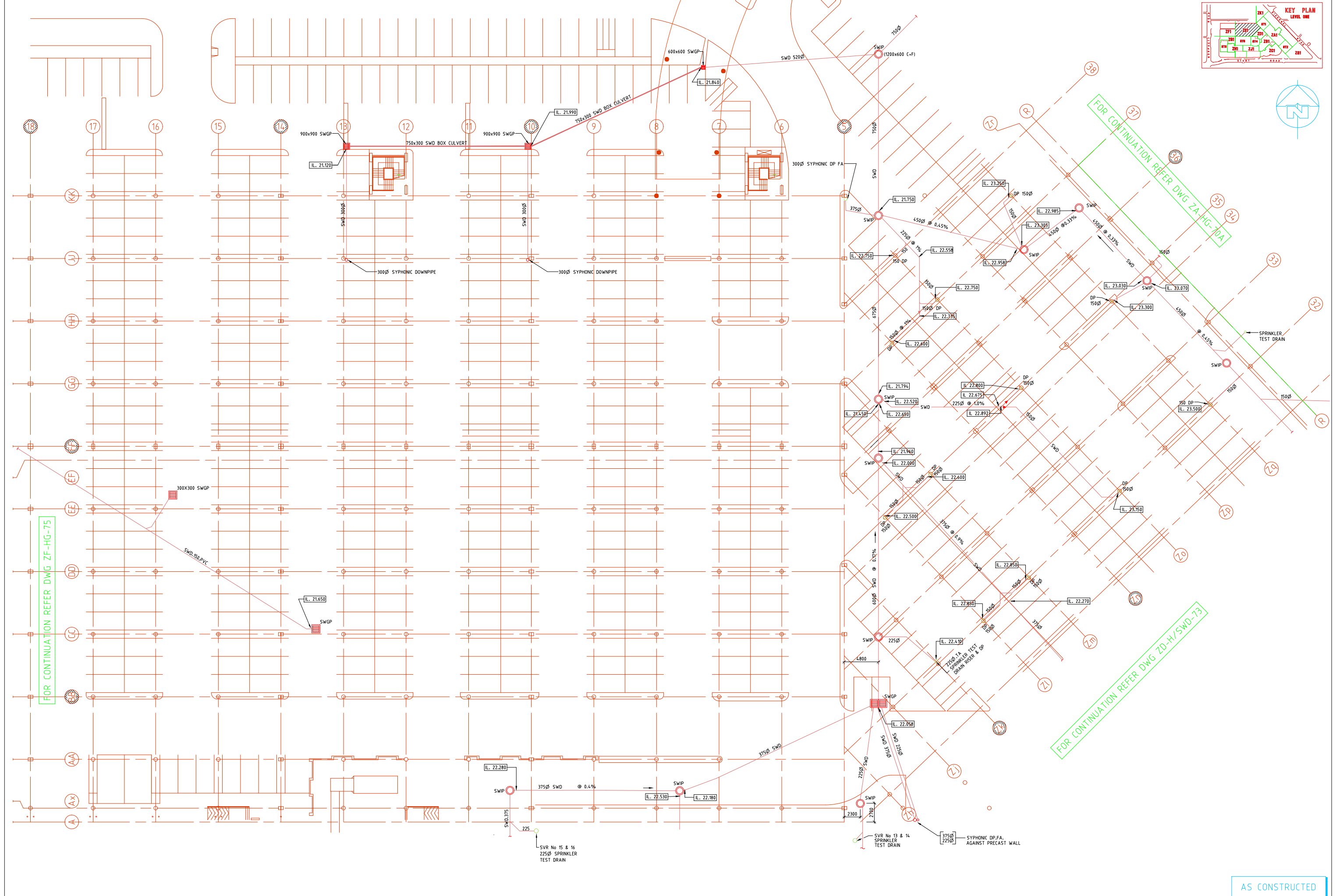
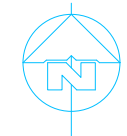
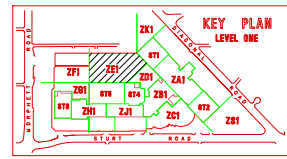

**HINDMARSH LUMBAR SERVICES**  
 7 RICHARD STREET, HINDMARSH, S.A. 5007  
 TELEPHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3008  
A.C.N. 887 744 792

Project Manager: R.P.  
 Design by: R.P.  
 Checked: R.P.  
 Drawn by: S.M.

Project: **WESTFIELD SHOPPING CENTRE EXPANSION**  
 Title: **ZONE D - LEVEL 1 STORMWATER DRAINAGE**

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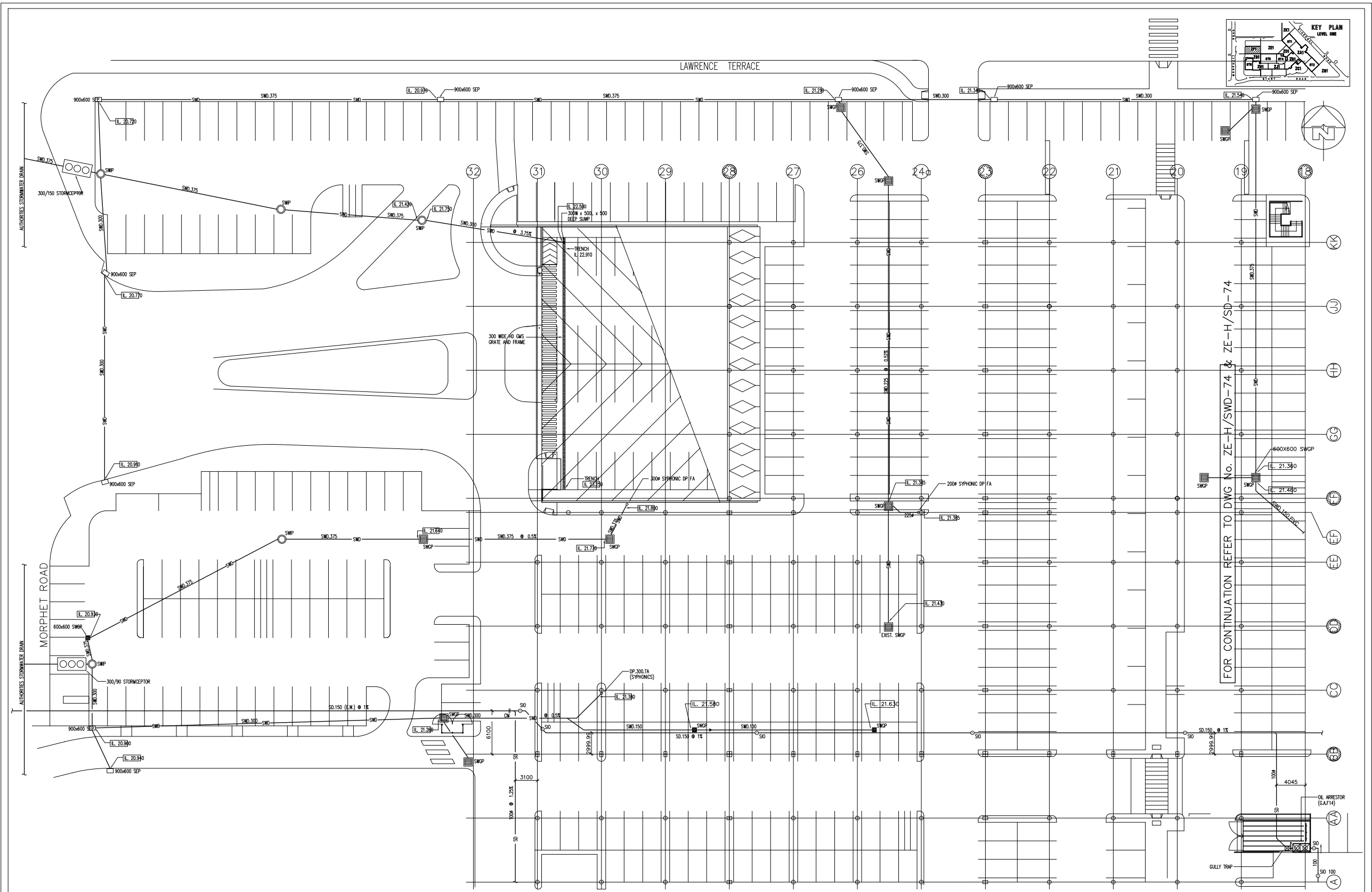
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												R.P.	S.M.					

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 7 RICHARD STREET, HINDMARSH, S.A. 5007  
 TELEPHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3008  
A.C.N. 887 744 792

Project: ZE-H/SWD-74  
 Title: ZONE E - LEVEL 1 STORMWATER DRAINAGE  
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 Project: ZE-H/SWD-74  
 Computer Ref.: ZE-H/SWD-74  
 Drawing Number: ZE-H/SWD-74



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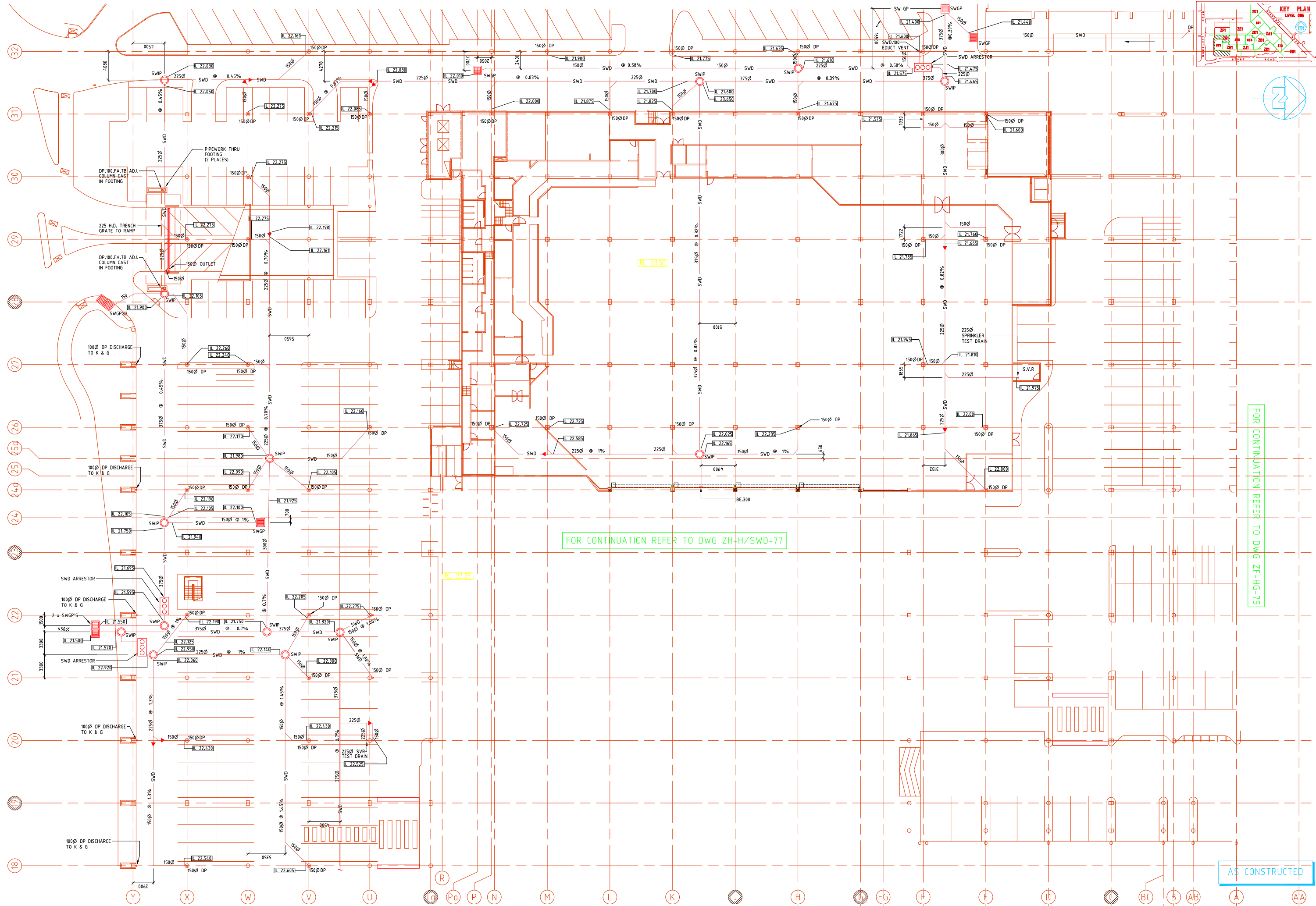
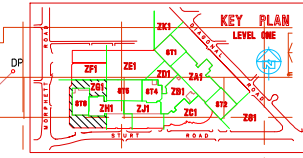
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**INDMARSH LUMBING**  
 7 RICHARD STREET,  
 HINDMARSH, S.A. 5007  
 SERVICES PHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3068  
 A.C.N. 007 744 792

Project Manager  
R.P.  
 Design by  
R.P.  
 Checked  
R.P.  
 Drawn by  
S.M.

Project  
Title  
**ZONE F - LEVEL 1 HYDRAULIC SERVICES**  
 SEWER & STORMWATER DRAINAGE

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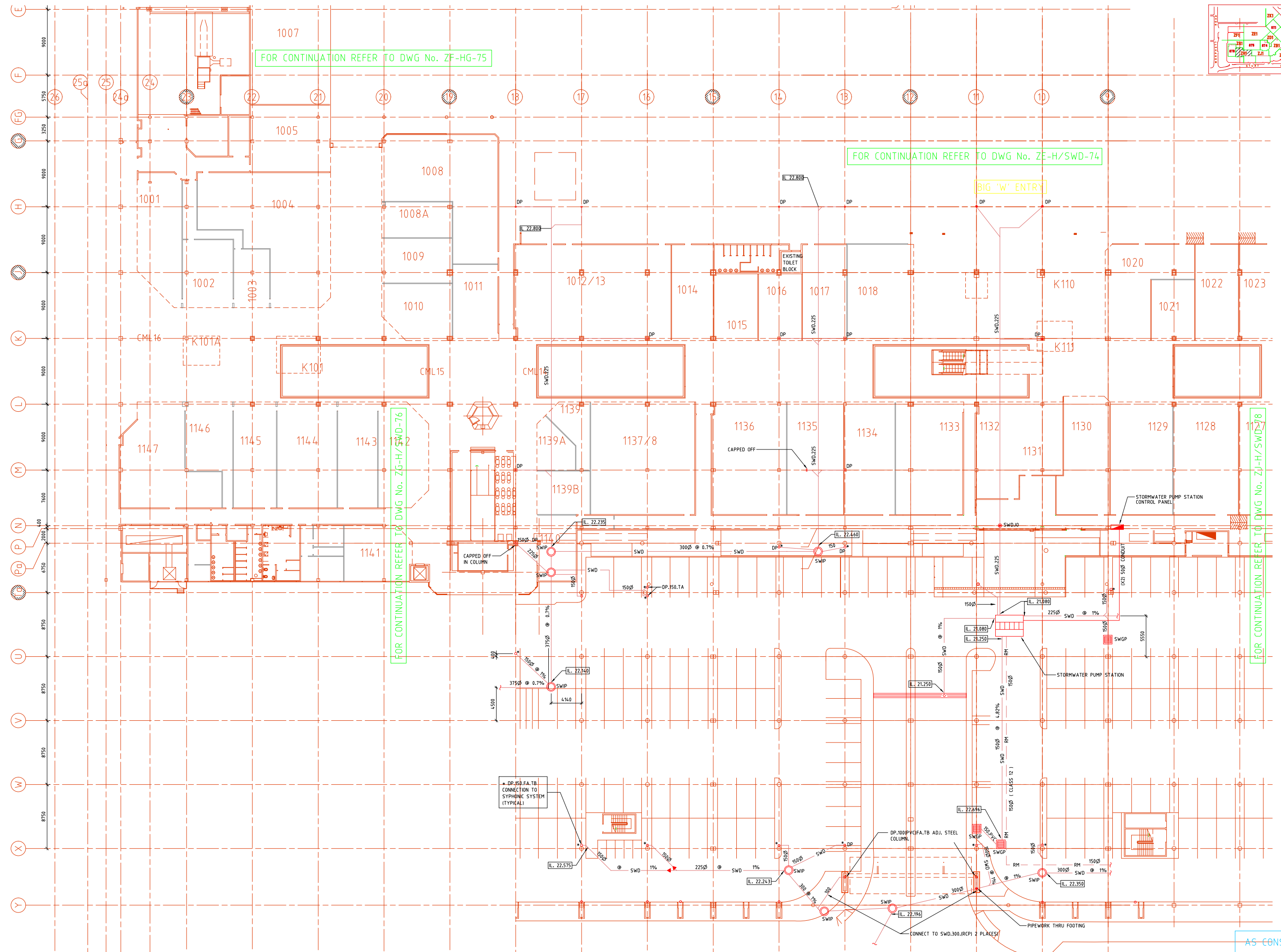
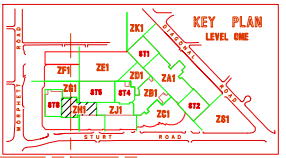
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												R.P.	S.M.					

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 TELEPHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3008  
 A.C.N. 887 744 792



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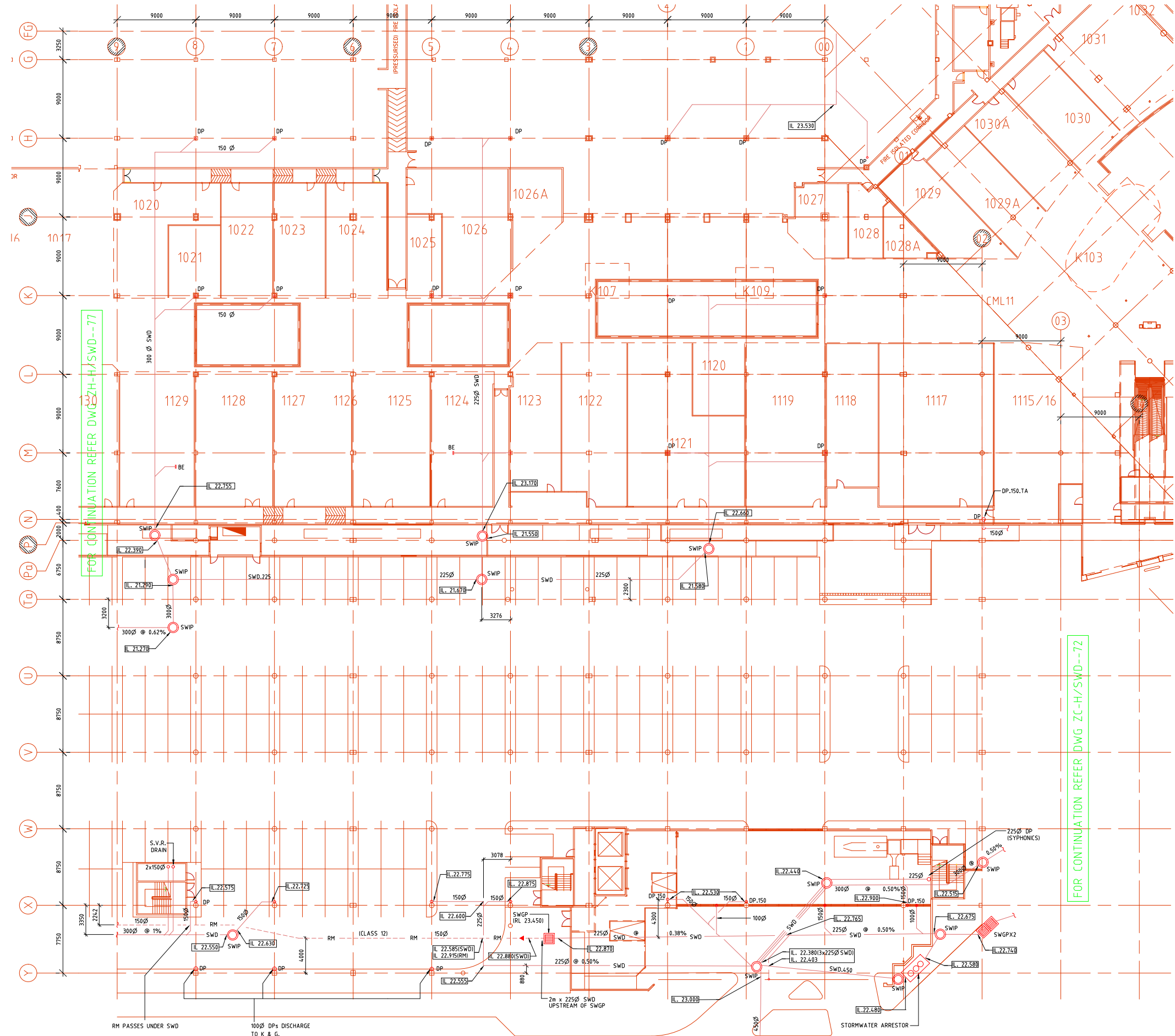
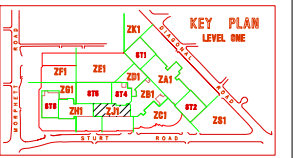
**HINDMARSH LUMBER SERVICES**  
 7 RICHARD STREET, HINDMARSH, S.A. 5007  
 TELEPHONE: (081) 8340 0122  
 FACSIMILE: (081) 8340 3008  
 A.C.N. 887 744 792

Project Manager: R.P.  
 Design by: M.J.K.  
 Checked: R.P.  
 Drawn by: S.M.

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 Title: **ZONE H - LEVEL 1 STORMWATER DRAINAGE**

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Library Ref.	Job No.	Date Plotted	Revision
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STORE 4 (FOODLAND)



FOR CONTINUATION REFER DWG ZC-H-H/SWD--77

FOR CONTINUATION REFER DWG ZC-H/SWD--72

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												R.P.	S.M.					

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 7 RICHARD STREET, HINDMARSH, S.A. 5007  
 TELEPHONE: (08) 8340 0122  
 FACSIMILE: (08) 8340 3008  
 A.C.N. 887 744 792

Project Manager: R.P.  
 Design by: M.J.K.  
 Checked: R.P.  
 Drawn by: S.M.

Project: **ZONE J - LEVEL 1 STORMWATER DRAINAGE**  
 Title: **ZONE J - LEVEL 1 STORMWATER DRAINAGE**

Scale: 1:100  
 Project: **ZONE J - LEVEL 1 STORMWATER DRAINAGE**  
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 Drawing Number: **ZJ-H/SWD-78**  
 Library Ref.: S:\MA\HYD\ASB  
 Job No.:  
 Date Plotted:  
 Revision:



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Map Width: 467.5 m  
Created by eng  
Monday, 13 August 2018



**Legend**

- Drainage Pits
- Junction Box
- Headwalls
- GPTs
- Wetlands

**Wetland sites by area (m2)**

- 5000 to 43,000
- 500 to 5000
- 0 to 500

- Culverts
- Stormwater Pipes
- Properties (Linked)
- Parcels (All)
- Survey Documents
- Marion Council Boundary
- Suburbs
- Aerial 2018 (Jan)

**About this Document**

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Monday, 13 August 2018



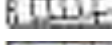






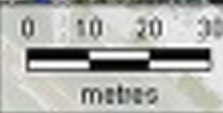
**Legend**

-  Drainage Pits
-  Junction Box
-  Headwalls
-  GPTs
-  Wetlands

**Wetland sites by area (m2)**

-  5000 to 43,000
-  500 to 5000
-  0 to 500

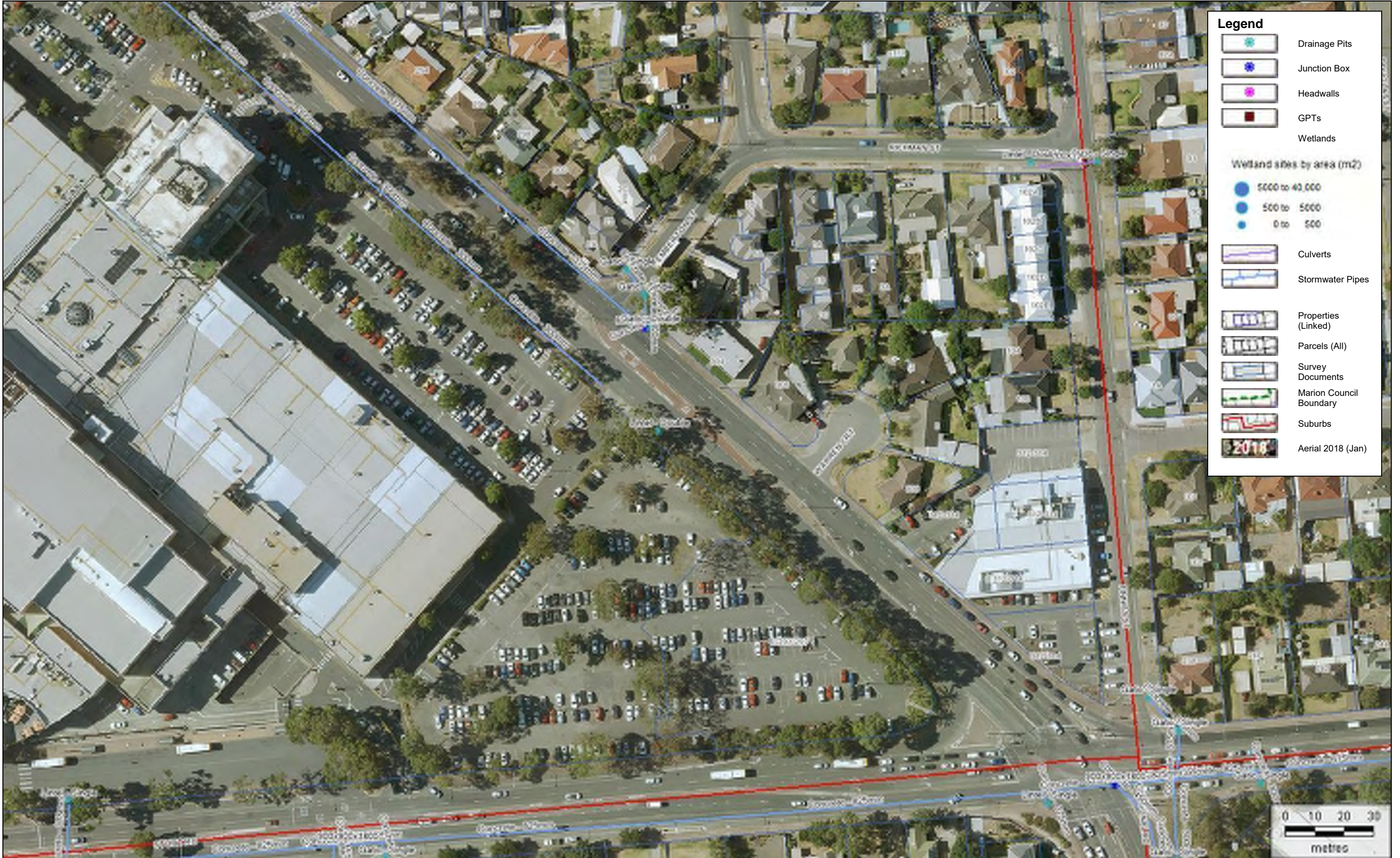
-  Culverts
-  Stormwater Pipes
-  Properties (Linked)
-  Parcels (All)
-  Survey Documents
-  Marion Council Boundary
-  Suburbs
-  Aerial 2018 (Jan)



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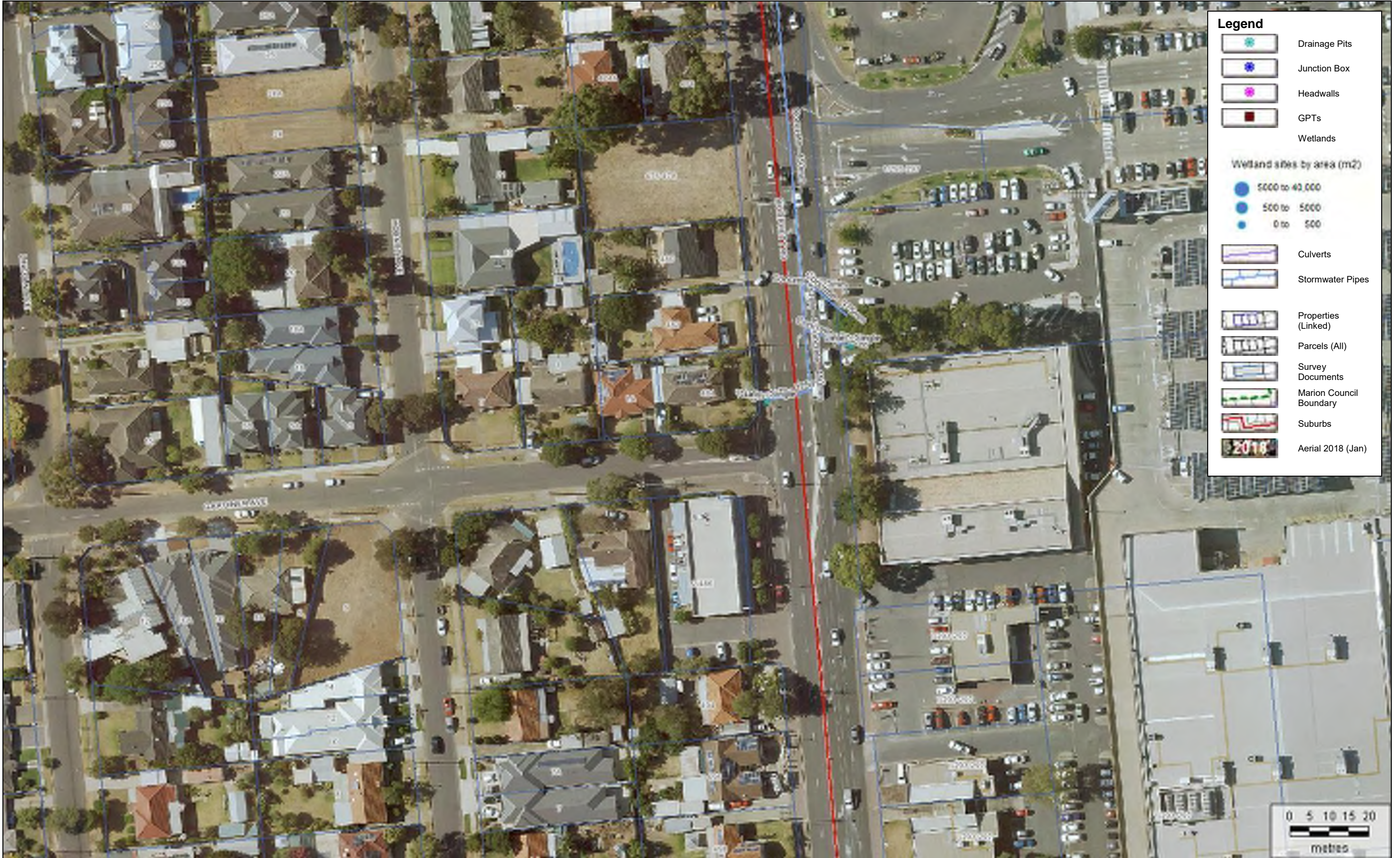
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Monday, 13 August 2018



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**Legend**

- Drainage Pits
- Junction Box
- Headwalls
- GPTs
- Wetlands

**Wetland sites by area (m2)**

- 5000 to 43,000
- 500 to 5000
- 0 to 500

- Culverts
- Stormwater Pipes
- Properties (Linked)
- Parcels (All)
- Survey Documents
- Marion Council Boundary
- Suburbs
- 2018 Aerial (Jan)








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**Legend**

-  Drainage Pits
-  Junction Box
-  Headwalls
-  GPTs
-  Wetlands

**Wetland sites by area (m2)**

-  5000 to 40,000
-  500 to 5000
-  0 to 500

-  Culverts
-  Stormwater Pipes
-  Properties (Linked)
-  Parcels (All)
-  Survey Documents
-  Marion Council Boundary
-  Suburbs
-  Aerial 2018 (Jan)





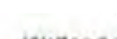
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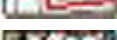



**Legend**

-  Drainage Pits
-  Junction Box
-  Headwalls
-  GPTs
-  Wetlands

**Wetland sites by area (m2)**

-  5000 to 43,000
-  500 to 5000
-  0 to 500

-  Culverts
-  Stormwater Pipes
-  Properties (Linked)
-  Parcels (All)
-  Survey Documents
-  Marion Council Boundary
-  Suburbs
-  Aerial 2018 (Jan)

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**Legend**

- Drainage Pits
- Junction Box
- Headwalls
- GPTs
- Wetlands

**Wetland sites by area (m2)**

- 5000 to 40,000
- 500 to 5000
- 0 to 500

- Culverts
- Stormwater Pipes
- Properties (Linked)
- Parcels (All)
- Survey Documents
- Marion Council Boundary
- Suburbs
- Aerial 2018 (Jan)

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Map Width: 425 m  
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Created by eng  
Monday, 13 August 2018



**Legend**

- Drainage Pits
- Junction Box
- Headwalls
- GPTs
- Wetlands

**Wetland sites by area (m2)**

- 5000 to 43,000
- 500 to 5000
- 0 to 500

- Culverts
- Stormwater Pipes
- Properties (Linked)
- Parcels (All)
- Survey Documents
- Marion Council Boundary
- Suburbs
- Aerial 2018 (Jan)



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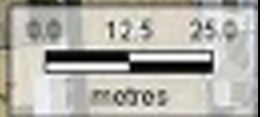
**Legend**

- Drainage Pits
- Junction Box
- Headwalls
- GPTs
- Wetlands

**Wetland sites by area (m2)**

- 5000 to 40,000
- 500 to 5000
- 0 to 500

- Culverts
- Stormwater Pipes
- Properties (Linked)
- Parcels (All)
- Survey Documents
- Marion Council Boundary
- Suburbs
- Aerial 2018 (Jan)



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# APPENDIX C

CITY OF MARION

DETENTION /

RETENTION

GUIDELINES

# Stormwater Retention/Detention

Last Updated September 2017

## Introduction

Council's Development Plan states that, on land north of Seacombe Road, all new buildings and building extensions of 40 square metres or more in floor area, should incorporate sufficient on-site stormwater detention/retention to limit the rate of stormwater runoff.

Additionally, Building Rules introduced on 1 July 2006 require new dwellings (and some extensions or alterations) in South Australia to have an additional water supply to supplement the mains water. These provisions aim to reduce the demand on the State's mains water supply.

This brochure details the requirements for both different regulations as they relate to residential development, and how they can be satisfied through different tank configurations.

## Stormwater detention/retention

Why are detention/retention tanks required?

The policies in Council's Development Plan are based on detailed engineering studies into the capacity of the Council's existing drainage systems. In the areas north of Seacombe Road, increasing residential densities and expanding industrial and commercial buildings are placing increased pressure on the existing underground drainage infrastructure, to the point where measures need to be considered immediately to prevent serious problems from arising in the near future.

Increasing the capacity of existing drainage infrastructure throughout the Council area to cater for the increase in stormwater flows is not feasible due to space and cost constraints.

Current best practice and the most cost effective method of controlling increased stormwater runoff is through either on site detention or retention of stormwater, both on a large and small scale.

Council will therefore require a stormwater detention tank or tanks to be provided in many developments to cater for extra stormwater runoff generated from increased roof area and other hard surfaces. Without this, the increase in roofed areas and other hard surfaces will result in flows exceeding the capacity of the existing underground drainage system that was designed and constructed in the 1960's.

The requirement to install stormwater detention/retention systems has been applied from 1 January 2000.

What is a Detention Tank?

A stormwater detention tank **detains** or slows the release of stormwater from your property through the provision of on-site storage. It is important to note that a detention tank only slows down the rate of flow from your property compared to a traditional rainwater tank (which is a 'retention' tank) that also stores stormwater for domestic use.

A stormwater detention tank will be empty except during periods of rainfall and for a short time after rainfall ceases.

Where are stormwater retention/detention systems required?

An on-site detention/retention system is required in all residential zones\* north of Seacombe Road where the roof area of all buildings expressed as a percentage of the allotment/site area exceeds 30% and the development proposed is one of the following:

- A new dwelling
- An addition to a dwelling greater than 40m<sup>2</sup>
- Land division where existing buildings are to remain

*\* Requirements for on-site detention/retention systems in Commercial/Industrial Zones are available from the City of Marion's Infrastructure Department*

Where appropriate, larger subdivisions should also provide for on-site stormwater detention or retention in a reserve. If this achieves the necessary level of detention from the overall site, Council may not require additional detention measures when the individual lots in the subdivision are developed.

Retention/Detention Tank Requirements

Council's Development Plan contains policies stating that in residential areas north of Seacombe Road, sufficient on-site stormwater retention/detention should be provided in new development in order to limit stormwater runoff from the subject land so that the flows determined using the following runoff coefficients are not exceeded:

Within residential zones:	Runoff Coefficient:
5 year ARI* flood event	0.25
100 years ARI* flood event	0.45
Within non-residential zones:	Runoff Coefficient:
5 year ARI* flood event	0.65
100 year ARI* flood event	0.85

*\*ARI refers to "Average Return Interval"*

# Stormwater Retention/Detention

Last Updated September 2017

Traditionally, the coefficients have been satisfied through the provision of on-site stormwater detention. However, Council's latest Stormwater Management Plans recommend plumbed-in retention tanks instead of detention tanks because retention achieves both peak flow reduction in addition to volume reduction by enabling water conservation through reuse. These plumbed-in retention tanks also provide the additional water supply required under the Building Rules.

To assist developers, tables have been developed outlining the minimum retention/detention tank capacity/size to satisfy the relevant coefficients ([Page 5](#) of this brochure). Either option 1 (detention tanks) or option 2 (retention tanks) can be followed to satisfy the coefficients.

The size of tanks required depends upon the size of the building(s) proposed (site coverage) and the allotment area/site area of that dwelling. Where more than one building is proposed per allotment, tank capacity should be individually determined for each site and its building/s.

Alternative designs (based on accepted engineering parameters and complying with the nominated flow rates in the Development Plan) can also be submitted for the consideration of Council as part of your development application.

*Note: The detention tanks referred to in the Table are standard 2 or 3 module rainwater tanks that are modified to include a 90mm inlet with a leaf guard, a 90mm outlet with an inspection opening and an outlet restriction orifice (available from Council). Detention tanks must also incorporate a permanent orifice (to ensure an appropriate rate of flow from the tank) of diameter 15mm (or 20mm if the allotment is greater than 751m<sup>2</sup> in area).*

Can I use a detention tank to collect rainwater to use?

If you wish to use your detention tank to collect rainwater, you should choose to instead install a retention tank as outlined as Option 2 on [Page 5](#) of this brochure.

If you choose to follow Option 1 and provide a detention tank, the detention tank cannot be used to collect rainwater for use. A stormwater detention tank will only work effectively if it is empty when a rainfall event occurs. If a rainwater tank to store rainwater for later use is desired, a separate tank would be required.

How do I maintain a stormwater detention tank?

Maintenance is simply a matter of opening the inspection cover and checking to ensure the orifice plate has not

become blocked. Periodic checks and cleaning of the leaf guard would also be required.

The largest rainfall events are more likely to occur during the summer months - therefore, it is important that the tank is maintained all year round.

When the detention tank drains, a small amount of water will remain either in the bottom of the tank or in the pipework joining adjacent tanks. If left untreated, this water may attract mosquitoes. In order to prevent the mosquitoes breeding, the tank must either be drained on a regular basis or the water must be treated.

Please contact the Council's Environmental Health Officers for further information regarding prevention of mosquito breeding.

## Additional Water Supply

Why are rainwater tanks required?

Separate to the policies in Council's Development Plan, the Building Code of Australia require new dwellings and certain dwelling additions to be provided with an additional water supply to supplement mains water.

Installing specially plumbed, minimum-sized rainwater tanks is the most common way of meeting the additional water supply requirement. Other means of providing the required additional water supply could include developments using a dual reticulated (fixed pipe) water supply system – such as Mawson Lakes – or approved bore water.

Under the rules, the additional water supply has to be plumbed to either a toilet, a water heater or to all cold water outlets in the laundry of a new home.

The same rules apply to new extensions or alterations where the area of the extension or alteration is greater than 50m<sup>2</sup> and includes a toilet, water heater or laundry cold water outlet.

What is a Retention Tank?

A retention tank **retains** water for reuse. Under the requirements, retention or "rainwater" tanks must be plumbed to a toilet or laundry for reuse.

Plumbed rainwater tanks

If rainwater tanks are to be used to provide the additional water supply required by the Building Code of Australia, new homes will need to be designed to ensure that rainwater from not less than 50m<sup>2</sup> of the roof is:

# Stormwater Retention/Detention

Last Updated September 2017

- Collected by gutters and downpipes
- Stored in a rainwater tank; and
- Plumbed to a toilet or a water heater or all laundry cold water outlets.

If the roof catchment area of the building is less than 50m<sup>2</sup> all the water run-off from the roof must be collected, stored and plumbed.

What size rainwater tank should be installed?

The rainwater tank must have a storage capacity not less than 1 kilolitre (1000 litres).

Where a number of dwellings contribute to a communal rainwater storage tank, each dwelling must contribute rainwater from 50m<sup>2</sup> of its roof catchment area to the rainwater tank and water from the tank must be plumbed back to each individual dwelling. In these situations, the minimum rainwater tank size required is determined by multiplying the number of dwellings that contribute to the rainwater tank by one kilolitre for each dwelling.

Additionally, an overflow device must be fitted, and a mosquito proof, non-degradable screen must be attached to protect the water quality.

The requirement for a minimum one kilolitre plumbed rainwater tank is additional to the on-site detention water storage tank requirements, but can form part of a retention tank system, as per Option 2 on [Page 5](#) of this brochure.

Plumbing requirements

The plumbing aspects of the policy are regulated by the South Australian Water Corporation (SA Water) in accordance with the Waterworks Act 1932 and Waterworks Regulations 1996. SA Water require all plumbing work to comply with AS/NZS 3500:2003, the National Plumbing and Drainage Code and any SA Variations published by SA Water. The technical requirements for rainwater tanks are contained in Section 14 of AS/NZS 3500:2003 Part 1 and the SA Water Variations

A licensed plumber must:

- Install the piping system delivering the rainwater to the water closet, water heater or cold water laundry outlets and
- Complete a Certificate of Compliance certifying that the installation has been installed in accordance with AS/NZS 3500 and the SA Variations. The Certificate of Compliance must be provided to SA Water and

the home owner within 7 days of completion of the work.

When must the rainwater tank be installed?

Regulation 83A of the Development Regulations 2008 states that all new Class 1a buildings (i.e. dwellings and dwelling additions) are required to have all connections made for the supply of water from all sources prior to the occupation of the dwelling. That is, all sources of water identified in the development approval (mains, rainwater tank, third pipe scheme) must be connected before the dwelling is occupied.

Combined Retention and Detention Tanks

Where both detention and retention tanks are required, combination tanks are permitted. A combination tank is a tank constructed to store at least 1000 litres of water while also containing the required stormwater detention volume as specified under Option 1 on [Page 5](#) of this brochure. Such a tank would have to be connected to the dwelling as per the retention requirements and must also have the slow release orifice installed partway up to meet the detention requirements. You will need to consult a licensed plumber or tank manufacturer to assist in specifying the tank system.

Alternatively, a retention system can be provided in accordance with Option 2 on [Page 5](#) of this brochure to substitute for both detention and rainwater tanks.

# Stormwater Retention/Detention

Last Updated September 2017

## Other Information

### Development applications

All development applications lodged with local councils for new houses and relevant extensions/alterations for houses need to include details of how they will meet the water saving requirements. If rainwater tanks are to be used, details of the size, location, whether the tank is to be on a stand or at ground level, area of roof catchment to the tank and plumbing details for the installation of the tank must be included on the plans.

### Installation of new rainwater tanks to existing houses

Under Schedule 3 of the Development Regulations 2008, a new rainwater tank to an existing dwelling (and any supporting structure) does not require Development Approval if it meets the following requirements:

- is part of a roof-drainage system; and
- has a total floor area not exceeding 10 square metres; and
- is located wholly above ground; and
- has no part higher than 4 metres above the natural surface of the ground.

Irrespective of whether a tank requires Development Approval or not, the overflow from rainwater tanks should always be directed to the street. If the tank is to be supported by a stand, care should be taken to ensure that there is adequate support for the stand as a 1000 litre tank will weigh over 1 tonne when full. It is recommended that a licensed builder be consulted to provide advice on adequate support for the stand.

### Regulated trees

Any work that may substantially damage or affect a significant tree or trees, whether on your property or an adjoining property, requires approval from the Council. For clarification on what a significant tree is and what are considered to be tree damaging activities, please refer to separate Information Brochure "[Regulated and Significant Trees](#)".

Note that, a tree damaging activity may occur as a result of work associated with installation of a stormwater system (for example, digging of trenches for pipework may affect root systems). In these cases, a Development Application for tree damaging activities must be lodged with and approved by the Council before construction commences.

### Want to Know More?

The above information is advisory only. It is intended to provide a guide and a general understanding of the key points associated with the particular topic. It is not a substitute for reading the relevant legislation or the Development Plan.

It is recommended that if you are intending to undertake development, you seek professional advice or contact the Council for any specific enquiries or for further assistance concerning the use and development of land.

### Contact Details - City of Marion Development and Regulatory Services Division

245 Sturt Road  
Sturt SA 5047

PO Box 21  
Oaklands Park SA 5046

Telephone: (08) 8375 6685  
Facsimile: (08) 8375 6899

Website: [www.marion.sa.gov.au](http://www.marion.sa.gov.au)  
Email: [council@marion.sa.gov.au](mailto:council@marion.sa.gov.au)

# Stormwater Retention/Detention

Last Updated September 2017

Option 1: Minimum Tank Requirements for On-Site Detention/Retention					
Allotment/ Site Area <sup>2</sup>	Roof area <sup>3</sup> as percentage of allotment (or site) area:				
	<30%	30-35%	35-45%	45-55%	>55%
	Required minimum percentage of main roof area <sup>4</sup> directed to tank				
	N/A	60%	70%	80%	80%
350m <sup>2</sup> or less	Nil	1 x 2-module tank <sup>1</sup> , or equiv. volume (660L)	1 x 2-module tank, or equiv. volume (660L)	1 x 3-module tank, or equiv. volume (1000L)	2800L
351-450m <sup>2</sup>	Nil	1 x 2-module tank, or equiv. volume (660L)	1 x 3-module tank, or equiv. volume (1000L)	1 x 2-module tank + 1 x 3-module tank, or equiv. volume (1660L)	4400L
451-550m <sup>2</sup>	Nil	1 x 3-module tank, or equiv. volume (1000L)	2 x 2-module tanks, or equiv. volume (1320 L)	2200L	5800L
551-650m <sup>2</sup>	Nil	2 x 2-module tanks, or equiv. volume (1320L)	1 x 2-module tank + 1 x 3-module tank, or equiv. volume (1660 litres)	2900L	7400L
651-750m <sup>2</sup>	Nil	1 x 2-module tank + 1 x 3-module tank, or equiv. volume (1660L)	2 x 3-module tanks, or equiv. volume (2000L)	3700L	9200L
751-850m <sup>2</sup>	Nil	2 x 2-module tanks, or equiv. volume (1320L)	2 x 3-module tanks, or equiv. volume (2000L)	3400L	9500L
851-950m <sup>2</sup>	Nil	1 x 2-module tank + 1 x 3-module tank, or equiv. volume (1660L)	2200L	4100L	10500L
951-1050m <sup>2</sup>	Nil	2 x 3-module tanks, or equiv. volume	2700L	4700L	12130L
<b>PLUS</b>	<b>1000L retention (rainwater) tank</b> Rainwater from not less than 50m <sup>2</sup> of the roof must be collected by gutters and downpipes, stored in the tank, and plumbed to a toilet, water heater, or all laundry cold water outlets				

OR

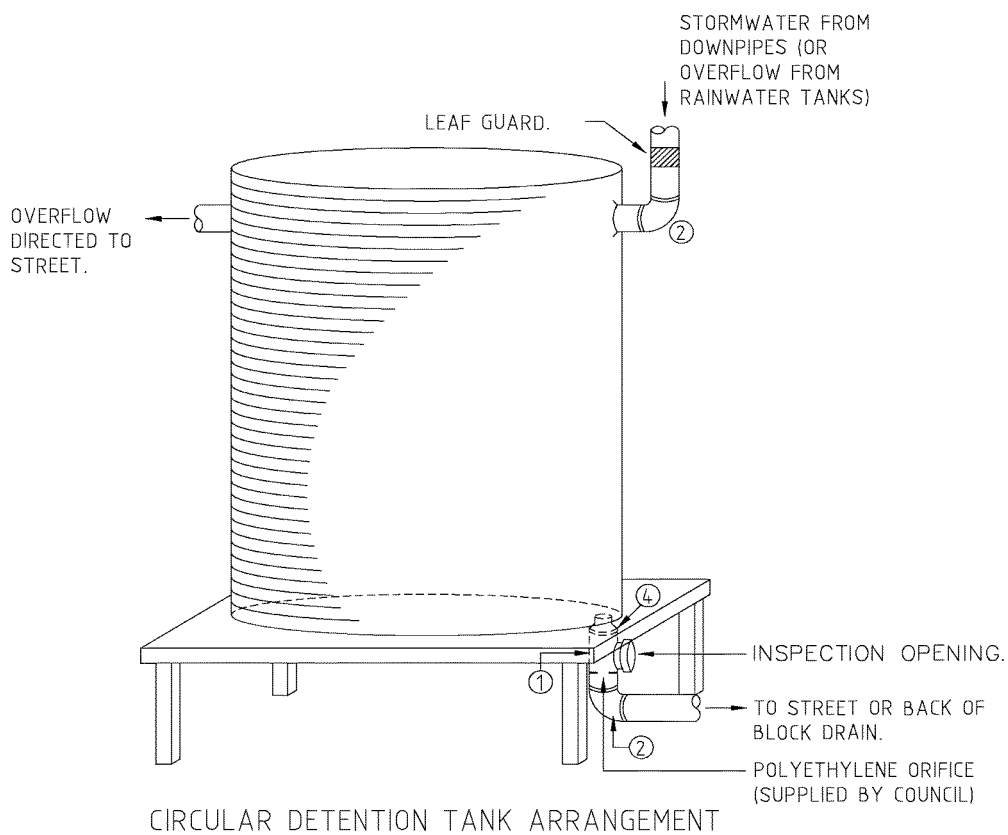
Option 2: Minimum Tank Requirements for On-Site Retention (recommended)		
Roof Area <sup>3</sup>	Tank Capacity	Design Requirements
150m <sup>2</sup> or less	3000L	Fully plumbed into toilet and laundry <sup>5</sup> At least 80% of the main roof area connected to tank
Greater than 150 <sup>2</sup>	5000L	Fully plumbed into toilet and laundry <sup>5</sup> At least 80% of the main roof area connected to tank

1. A 2-module tank refers to a 660 litre rectangular tank and a 3-module tank refers to a 1000 litre rectangular tank
2. Allotment and site area to be rounded to the nearest whole square metre
3. 'Roof area' refers to the roof area of all buildings on the allotment, including any net addition to the roof area as a result of the proposed development
4. 'Main roof area' excludes any roof not contiguous with the main roof of the dwelling
5. Larger rainwater retention tanks that are also plumbed into a water heater are encouraged



# Stormwater Retention/Detention

Last Updated September 2017

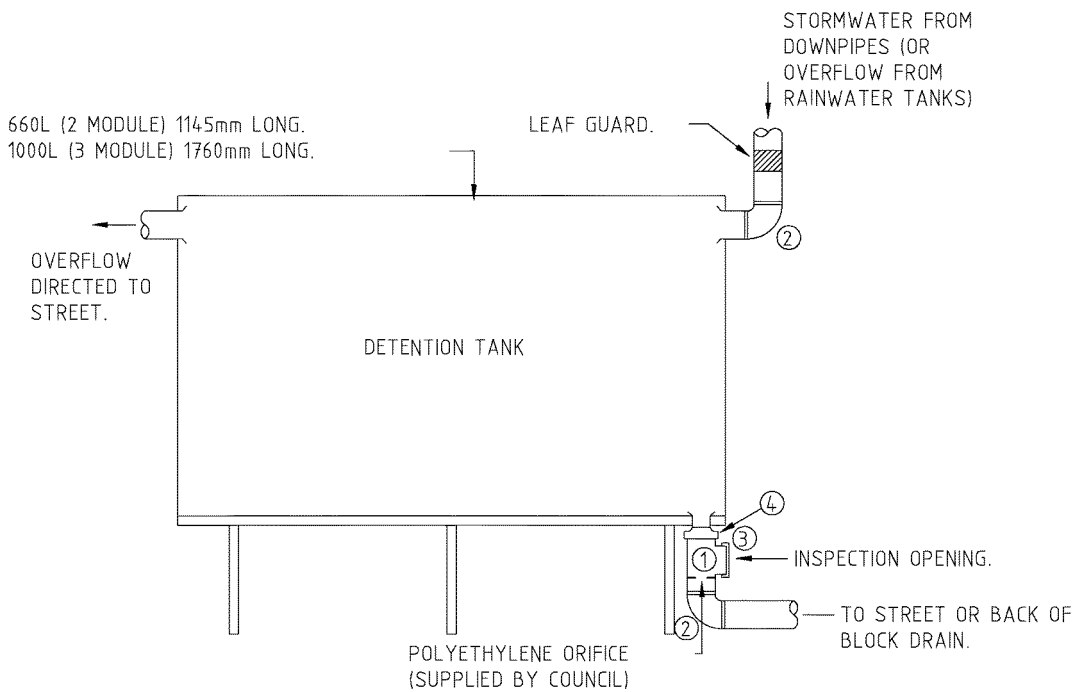


## FITTINGS

- ① 90mm TEE PIECE
- ② 90mm 45° BEND
- ③ 90mm PUSH ON CAP
- ④ 75/90mm EXPANSION

# Stormwater Retention/Detention

Last Updated September 2017



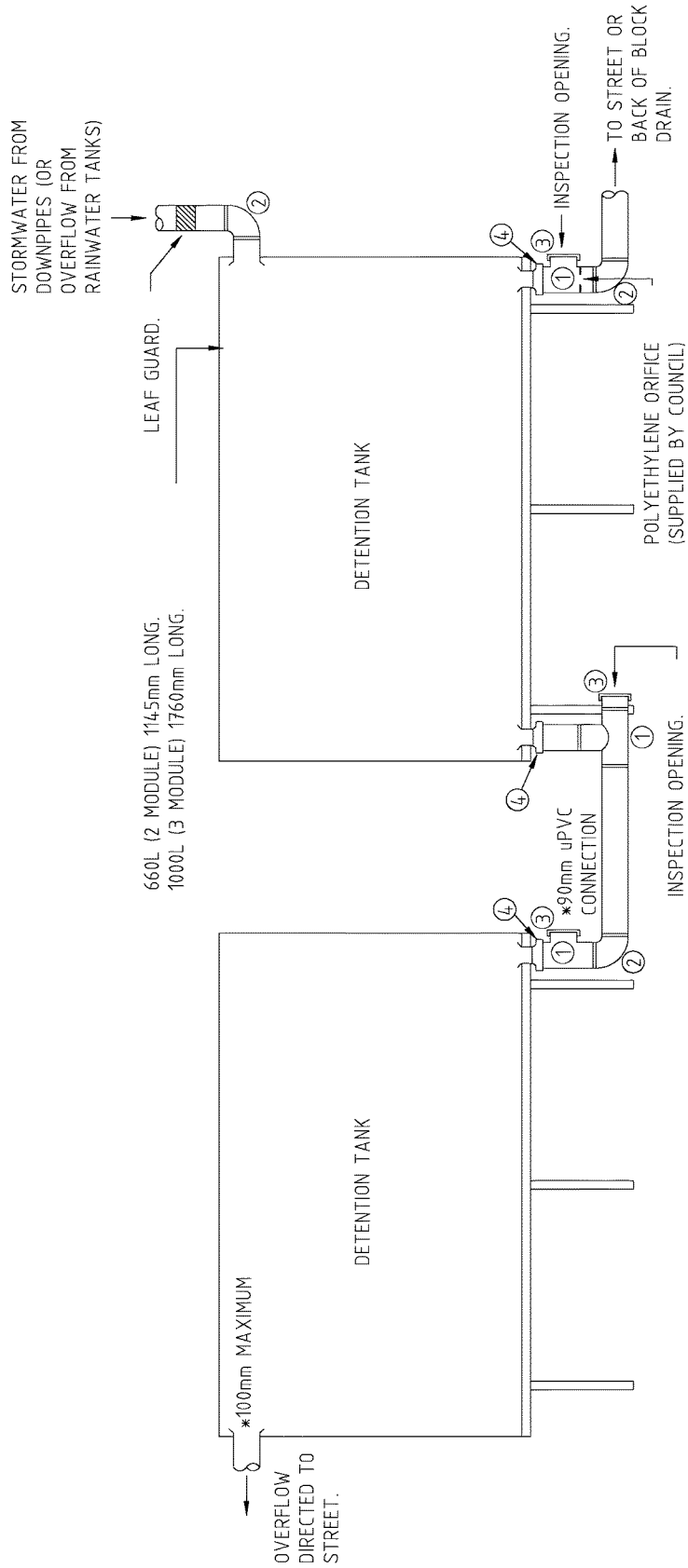
SINGLE DETENTION TANK ARRANGEMENT

## FITTINGS

- ① 90mm TEE PIECE
- ② 90mm 45° BEND
- ③ 90mm PUSH ON CAP
- ④ 75/90mm EXPANSION

# Stormwater Retention/Detention

Last Updated September 2017



MULTIPLE DETENTION TANK ARRANGEMENT

FITTINGS	
①	90mm TEE PIECE
②	90mm 45° BEND
③	90mm PUSH ON CAP
④	75/90mm EXPANSION

---

# APPENDIX D

## 1 IN 100 YEAR FLOOD PLAIN MAPPING



© TONKIN CONSULTING



**Disclaimer**

This map is provided on the basis that those responsible for its preparation and publication do not accept any responsibility for any loss or damage alleged to be suffered by anyone as a result of its publication or use, whether in relation to, or as a result of, the use or misuse of the information provided herein.

The data contained on this map is based on survey, hydraulic, and hydrological modelling. It is not an official flood risk management or planning tool. Further development, whether to land or other changes to the catchment may affect the actual flood extent.

The modelling reflects current practice but it must be realised that there are uncertainties and assumptions associated with the data and the processes on which the results are based, and therefore the flood extent shown on this map cannot be regarded as exact predictions. The flood extent is not based on actual historical floods.

**Maximum Flood Depth (m)**

	0.025 to 0.10		0.40 to 0.50		0.80 to 0.90
	0.10 to 0.20		0.50 to 0.60		0.90 to 1.00
	0.20 to 0.30		0.60 to 0.70		1.00 and over
	0.30 to 0.40		0.70 to 0.80		Council Boundary

City of Marion / City of Holdfast Bay  
**100YR ARI FLOOD INUNDATION  
 EXISTING SCENARIO**  
 Map 10.2

---

# APPENDIX E

## CALCULATIONS

## Westfield Marion - Stormwater Drainage

- Council require post-development flows for  $Q_s$  and  $Q_{100}$  events to be limited to the pre-development rates (based on runoff coefficients of 0.65 and 0.85 respectively)

- Northern car park - Area =  $10,000\text{m}^2$   
Pre-dev  $C = 0.65$  ( $Q_s$ ) and  $0.85$  ( $Q_{100}$ )  
 $t_c = 15\text{mins}$   
 $I_s = 49.2\text{mm/hr}$   
 $I_{100} = 110\text{mm/hr}$

$$\begin{aligned}\text{Pre-dev } Q_s &= 2.78 \times 0.65 \times 49.2 \times 1.00 \\ &= \underline{89\text{ l/s}}\end{aligned}$$

$$\begin{aligned}\text{Pre-dev } Q_{100} &= 2.78 \times 0.85 \times 110 \times 1.00 \\ &= \underline{260\text{ l/s}}\end{aligned}$$

Post-development,  $C = 0.90$

$\therefore$  Detention storage,  $Q_s = 33\text{m}^3$   
 $Q_{100} = 15\text{m}^3$   
- refer attached spreadsheets

### Basic Stormwater Detention Assessment

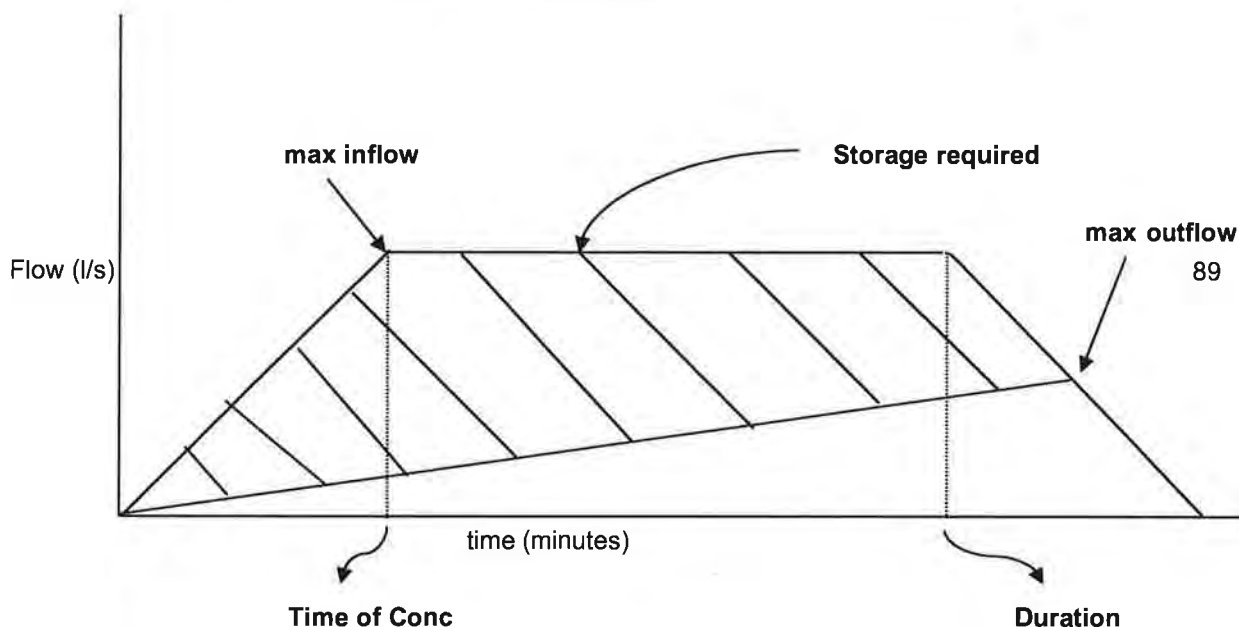
Title: Westfield Marion - Northern Car Park

Date: 15/08/18

Job No: WGA189747

Area	10000	m <sup>2</sup>
Coeff Permeability	0.9	
Time of conc.	15	min
ARI Storm	5 Year	
Max Outflow Qp	89	l/sec

Duration min	Intensity mm/hr	Inflow rate Ip l/sec	Inflow Vol Vi m3	Max Storage Smax m3
10	61	152.5	91.50	24.75
11	58	145.0	95.70	26.28
12	55	137.5	99.00	26.91
13	53	132.5	103.35	28.59
14	51	127.5	107.10	29.67
15	49.2	123.0	110.70	30.60
16	47.5	118.8	114.00	31.23
17	46.1	115.3	117.56	32.12
18	44.7	111.8	120.69	32.58
19	43.4	108.5	123.69	32.91
20	42.2	105.5	126.60	33.15
21	41.1	102.8	129.47	33.35
22	40	100.0	132.00	33.21
23	39	97.5	134.55	33.09
24	38.1	95.3	137.16	33.03





### Basic Stormwater Detention Assessment

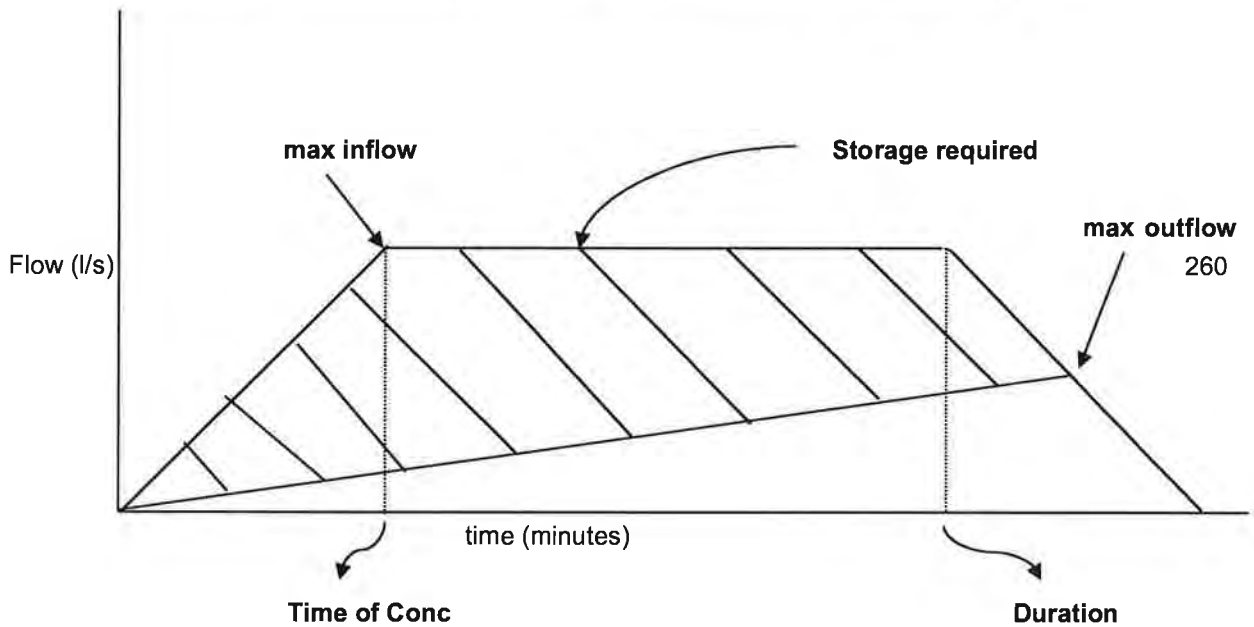
Title: Westfield Marion - Northern Car Park

Date: 15/08/18

Job No: WGA189747

Area	10000	m <sup>2</sup>
Coeff Permeability	0.9	
Time of conc.	15	min
ARI Storm	100 Year	▼
Max Outflow Qp	260	l/sec

Duration min	Intensity mm/hr	Inflow rate Ip l/sec	Inflow Vol Vi m3	Max Storage Smax m3
10	136	340.0	204.00	9.00
11	130	325.0	214.50	11.70
12	124	310.0	223.20	12.60
13	119	297.5	232.05	13.65
14	115	287.5	241.50	15.30
15	110	275.0	247.50	13.50
16	107	267.5	256.80	15.00
17	103	257.5	262.65	13.05
18	100	250.0	270.00	12.60
19	97	242.5	276.45	11.25
20	94	235.0	282.00	9.00



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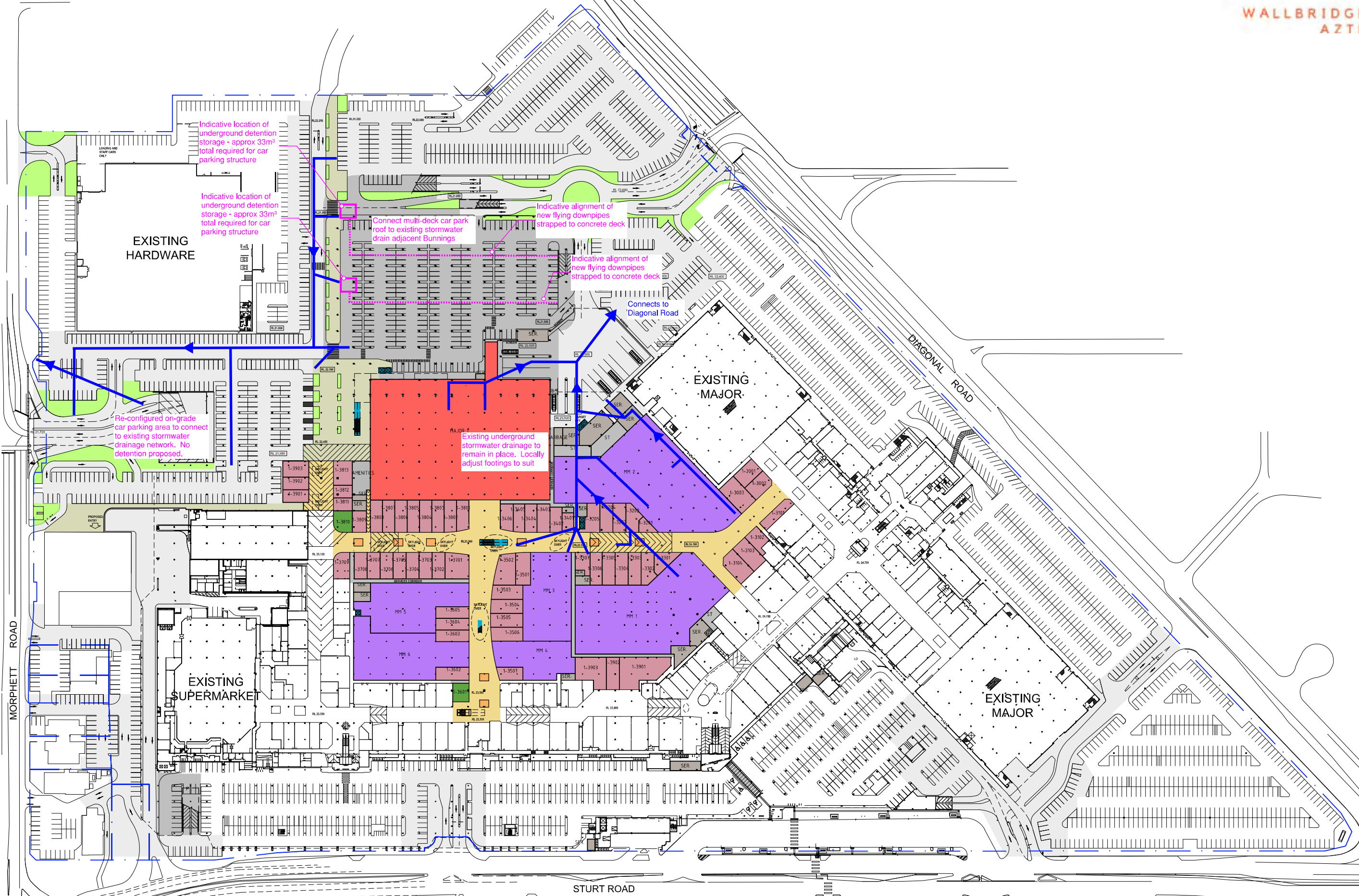
# APPENDIX F

## INDICATIVE STORMWATER SKETCH PLAN

Existing Underground Stormwater Drainage (approx alignment)

Proposed Stormwater Drainage (approx alignment)

# Indicative Stormwater Layout Plan 189747-CSK1 Rev C Nov 2018



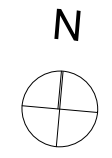
### LEGEND

#### PROPOSED:

- PROPOSED MAJOR
- PROPOSED MINI-MAJOR
- PROPOSED SPECIALTY
- PROPOSED RETAIL KIOSK / LSA
- PROPOSED CINEMA
- PROPOSED MALL
- PROPOSED FOOD KIOSK
- PROPOSED FOOD
- PROPOSED VERTICAL TRANSPORT
- PROPOSED AMENITIES
- PROPOSED SERVICE / STORAGE
- PROPOSED CAR PARK / LOADING
- PROPOSED HARD LANDSCAPING
- PROPOSED SOFT LANDSCAPING
- PROPOSED WATER FEATURE
- PROPOSED SKYLIGHT / GLASS CANOPY

### NOTES:

- This document describes a Design Intent only.
- Where shown, the proposed construction shall be in accordance with the relevant code of practice.
- Refer to all project documentation before commencing work.
- Refer any discrepancies to the Project Design Manager.
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PROPOSED GA  
LEVEL 1 PLAN

MARION

DEVELOPMENT  
APPLICATION  
FOR SUBMISSION

Project No. 5524 Drawing No. 01.5201 Revision A  
Drawing Scale 1:1000 @A1  
Plot Date 14/11/2018

MORPHETT ROAD

STURT ROAD

DIAGONAL ROAD

EXISTING HARDWARE

EXISTING SUPERMARKET

EXISTING MAJOR

EXISTING MAJOR

Indicative location of underground detention storage - approx 33m³ total required for car parking structure

Indicative location of underground detention storage - approx 33m³ total required for car parking structure

Connect multi-deck car park roof to existing stormwater drain adjacent Bunnings

Indicative alignment of new flying downpipes strapped to concrete deck

Indicative alignment of new flying downpipes strapped to concrete deck

Connects to Diagonal Road

Re-configured on-grade car parking area to connect to existing stormwater drainage network. No detention proposed.

Existing underground stormwater drainage to remain in place. Locally adjust footings to suit

Colin Hill  
SENIOR CIVIL ENGINEER

Telephone: 08 8223 7433

Email: [chill@wga.com.au](mailto:chill@wga.com.au)

---

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Telephone: 03 9696 9522

## **PERTH**

634 Murray St

West Perth WA 6005

Telephone: 08 9336 6528

## **DARWIN**

Suite 7/9 Keith Ln

Fannie Bay NT 0820

Telephone: 08 8941 1678

Facsimile: 08 8941 5060

## **WHYALLA**

1/15 Darling Tce

Whyalla SA 5600

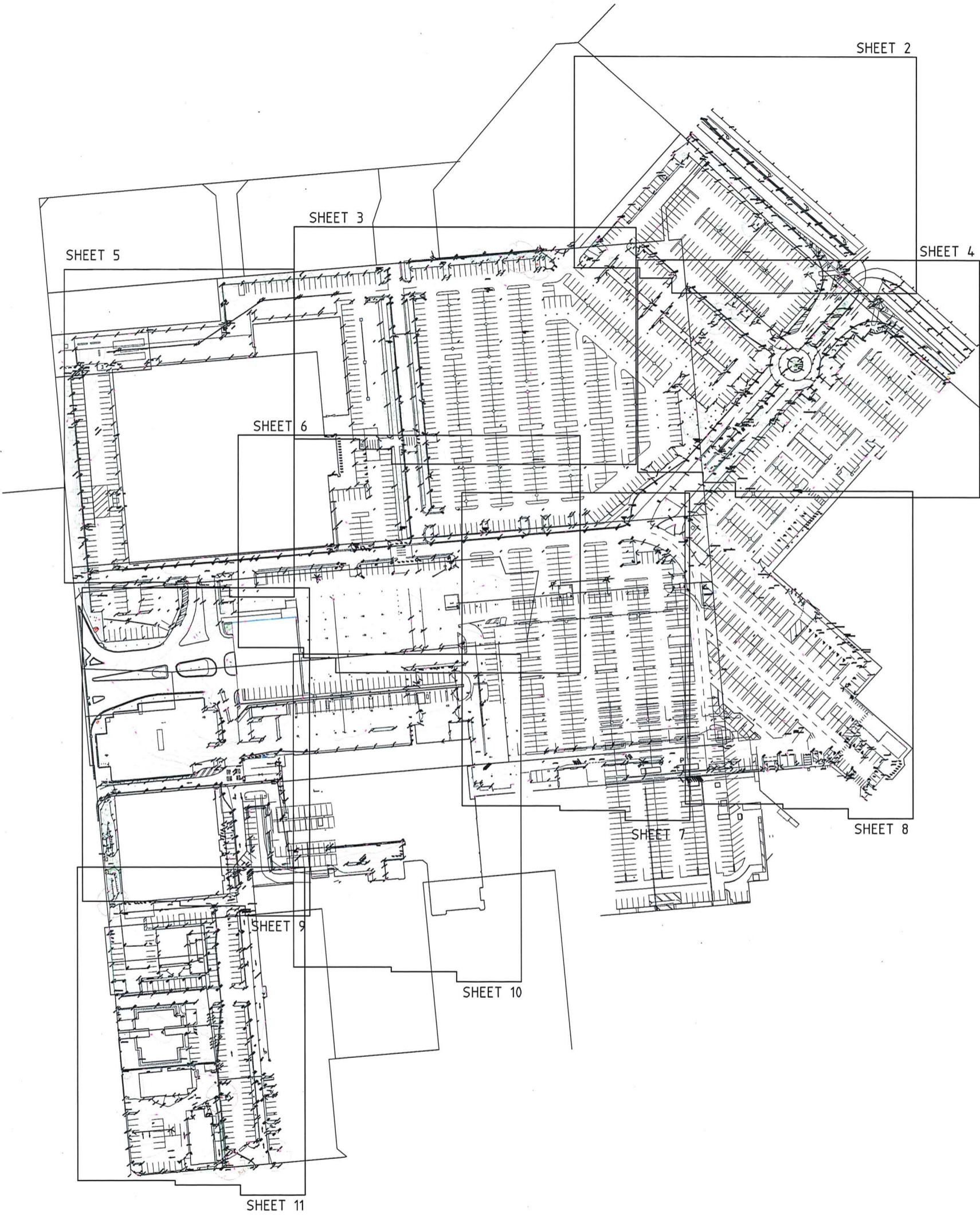
Phone: 08 8644 0432

## **WALLBRIDGE GILBERT AZTEC**

[www.wga.com.au](http://www.wga.com.au)

[adelaide@wga.com.au](mailto:adelaide@wga.com.au)

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SKS SURVEYS PTY LTD  
43 EDWARD STREET  
Norwood SA 5067  
Ph: 0418 673 705  
REFERENCE: 337618

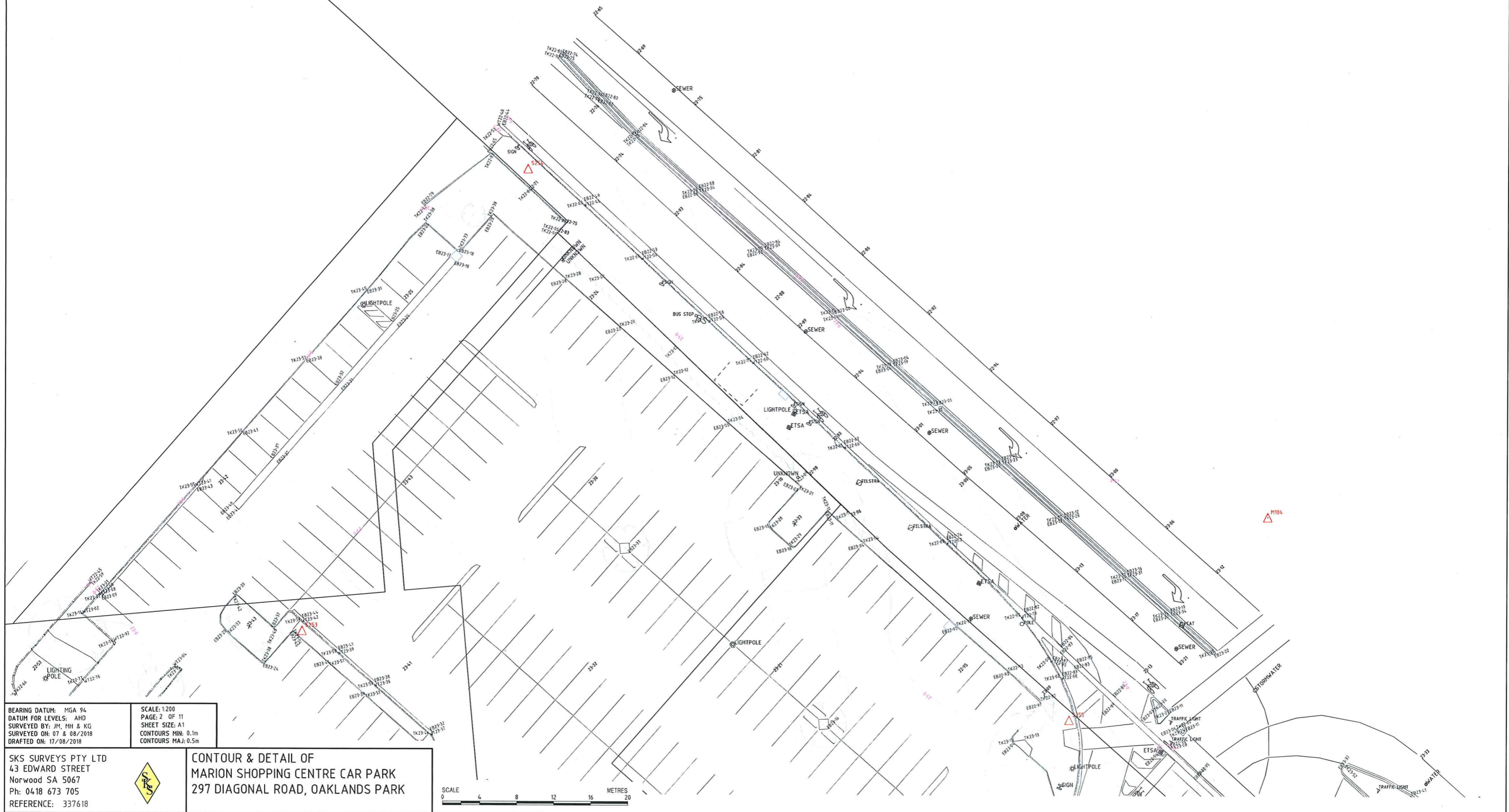


CONTOUR & DETAIL OF  
MARION SHOPPING CENTRE CAR PARK  
297 DIAGONAL ROAD, OAKLANDS PARK  
LOCATION PLAN

BEARING DATUM: MGA 94  
DATUM FOR LEVELS: AHD  
SURVEYED BY: JM, MH & KG  
SURVEYED ON: 07 & 08/2018  
DRAFTED ON: 17/08/2018

SCALE: 1:1000  
PAGE: 1 OF 11  
SHEET SIZE: A1  
CONTOURS MIN: 0.1m  
CONTOURS MAJ: 0.5m





BEARING DATUM: MGA 94  
DATUM FOR LEVELS: AHD  
SURVEYED BY: JM, MH & KG  
SURVEYED ON: 07 & 08/2018  
DRAFTED ON: 17/08/2018

SCALE: 1:200  
PAGE: 2 OF 11  
SHEET SIZE: A1  
CONTOURS MIN: 0.1m  
CONTOURS MAJ: 0.5m

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43 EDWARD STREET  
Norwood SA 5067  
Ph: 0418 673 705  
REFERENCE: 337618



CONTOUR & DETAIL OF  
MARION SHOPPING CENTRE CAR PARK  
297 DIAGONAL ROAD, OAKLANDS PARK





BEARING DATUM: MGA 94  
 DATUM FOR LEVELS: AHD  
 SURVEYED BY: JM, MH & KG  
 SURVEYED ON: 07 & 08/2018  
 DRAFTED ON: 17/08/2018

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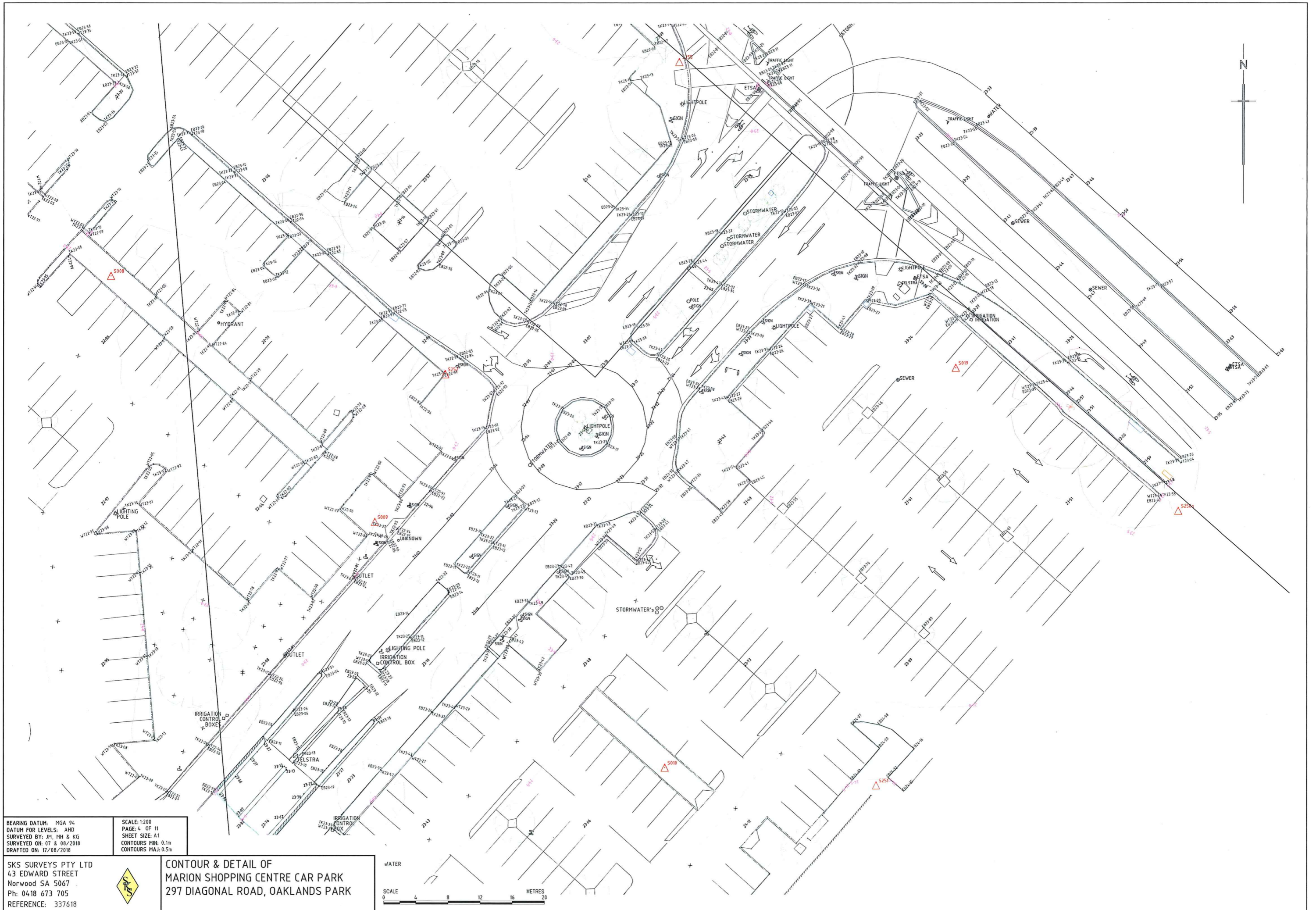
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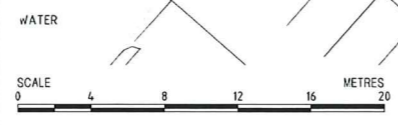


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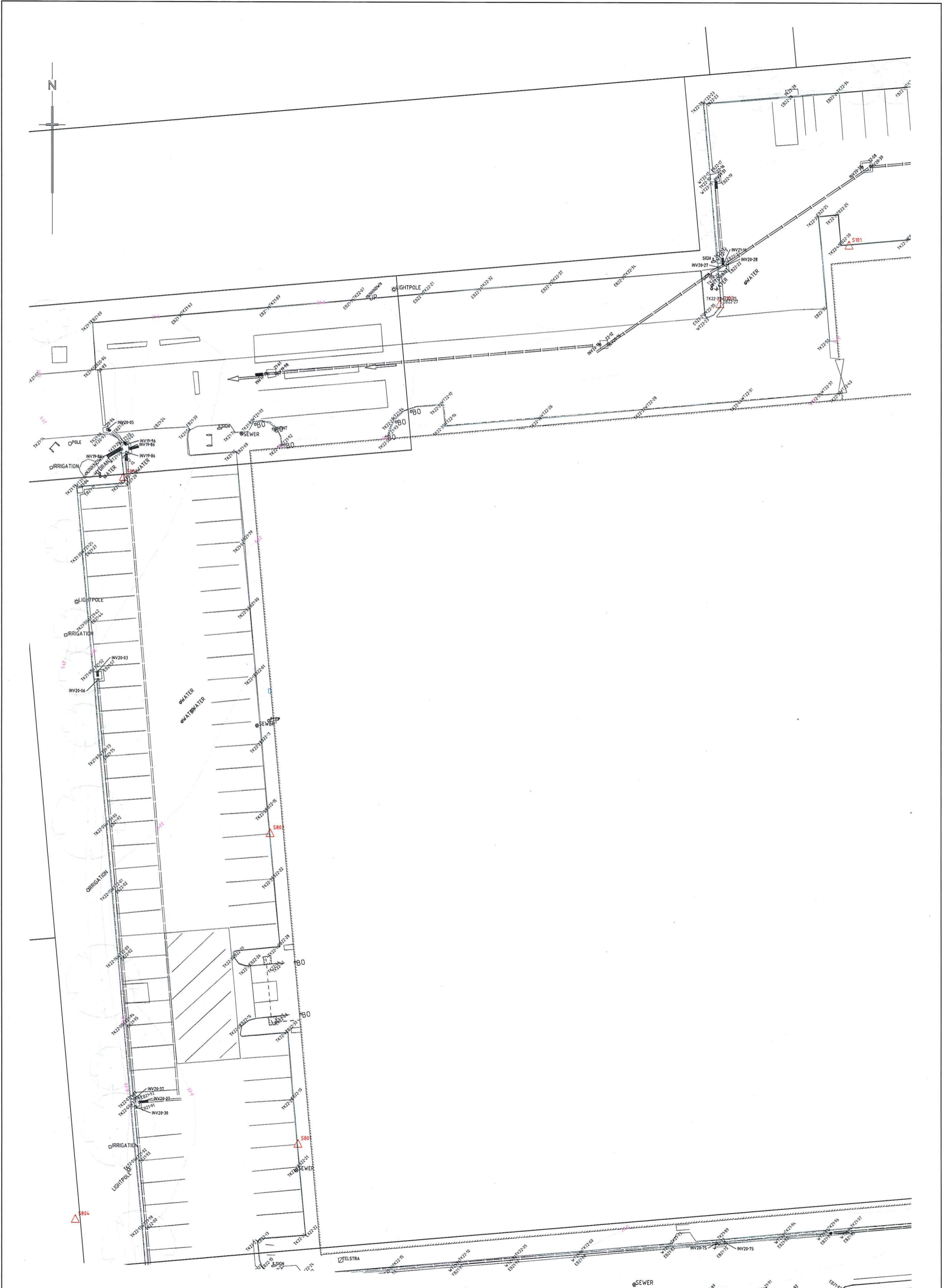
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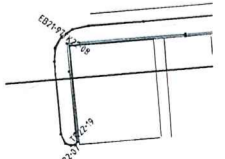
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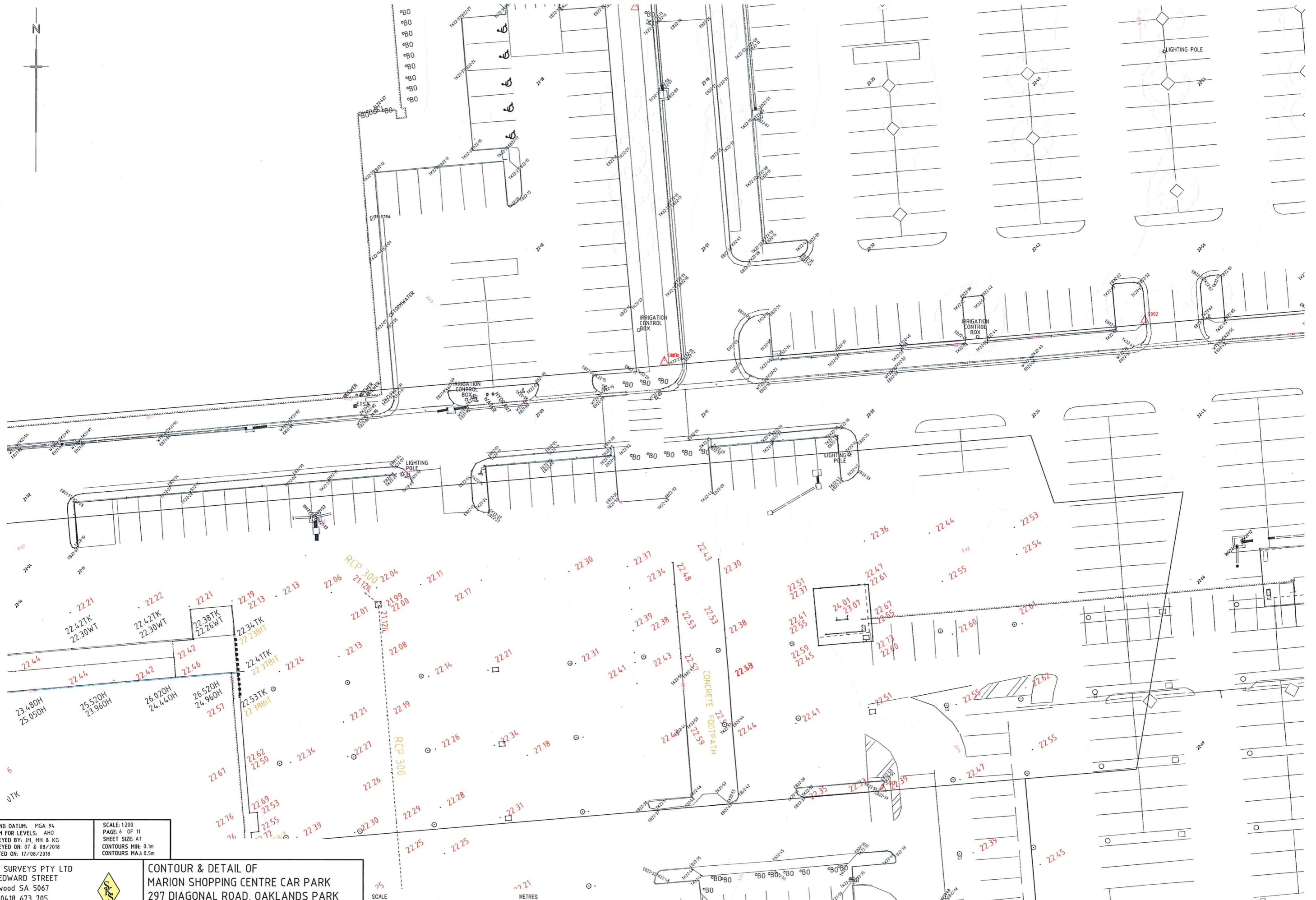


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 297 DIAGONAL ROAD, OAKLANDS PARK**

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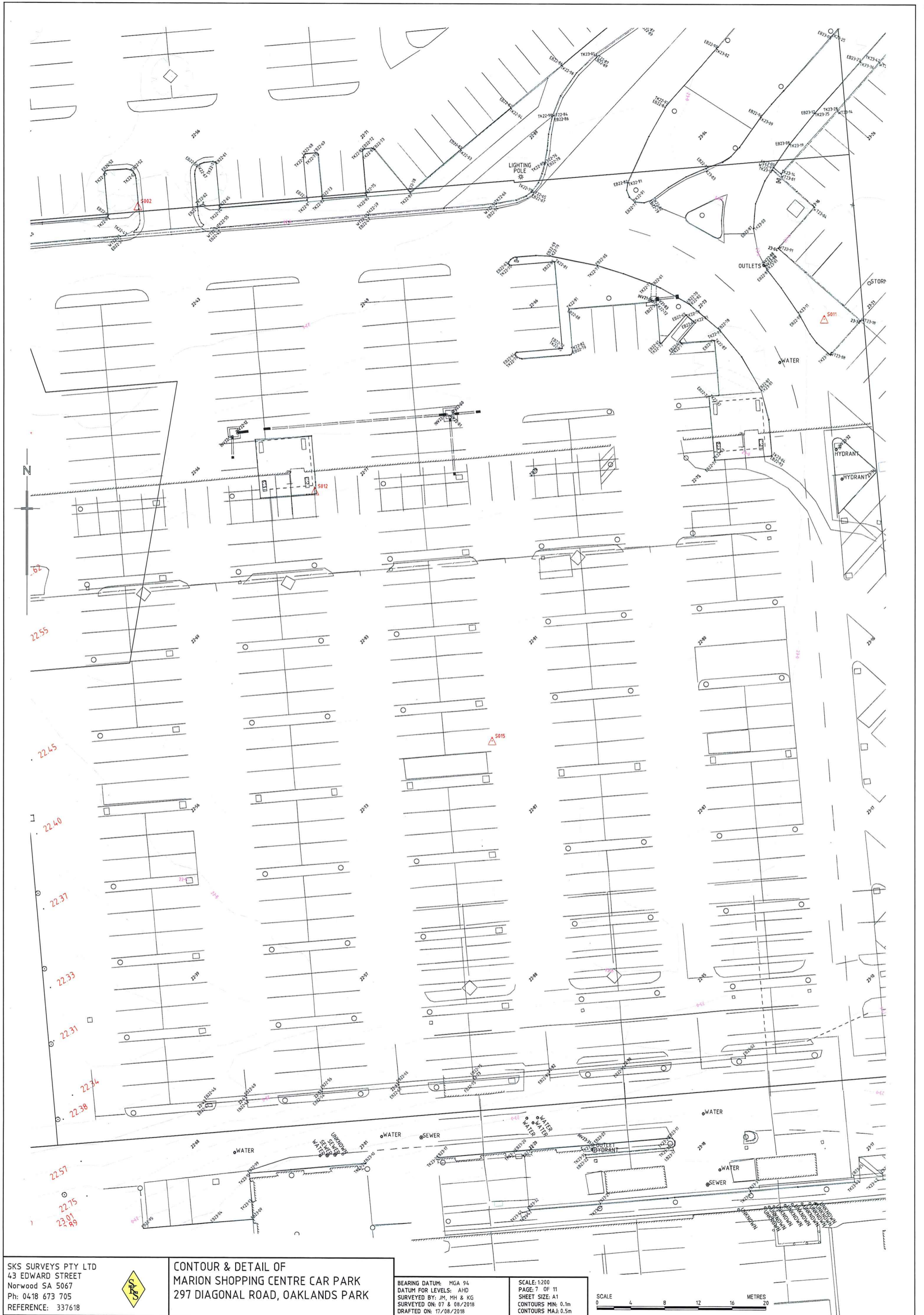
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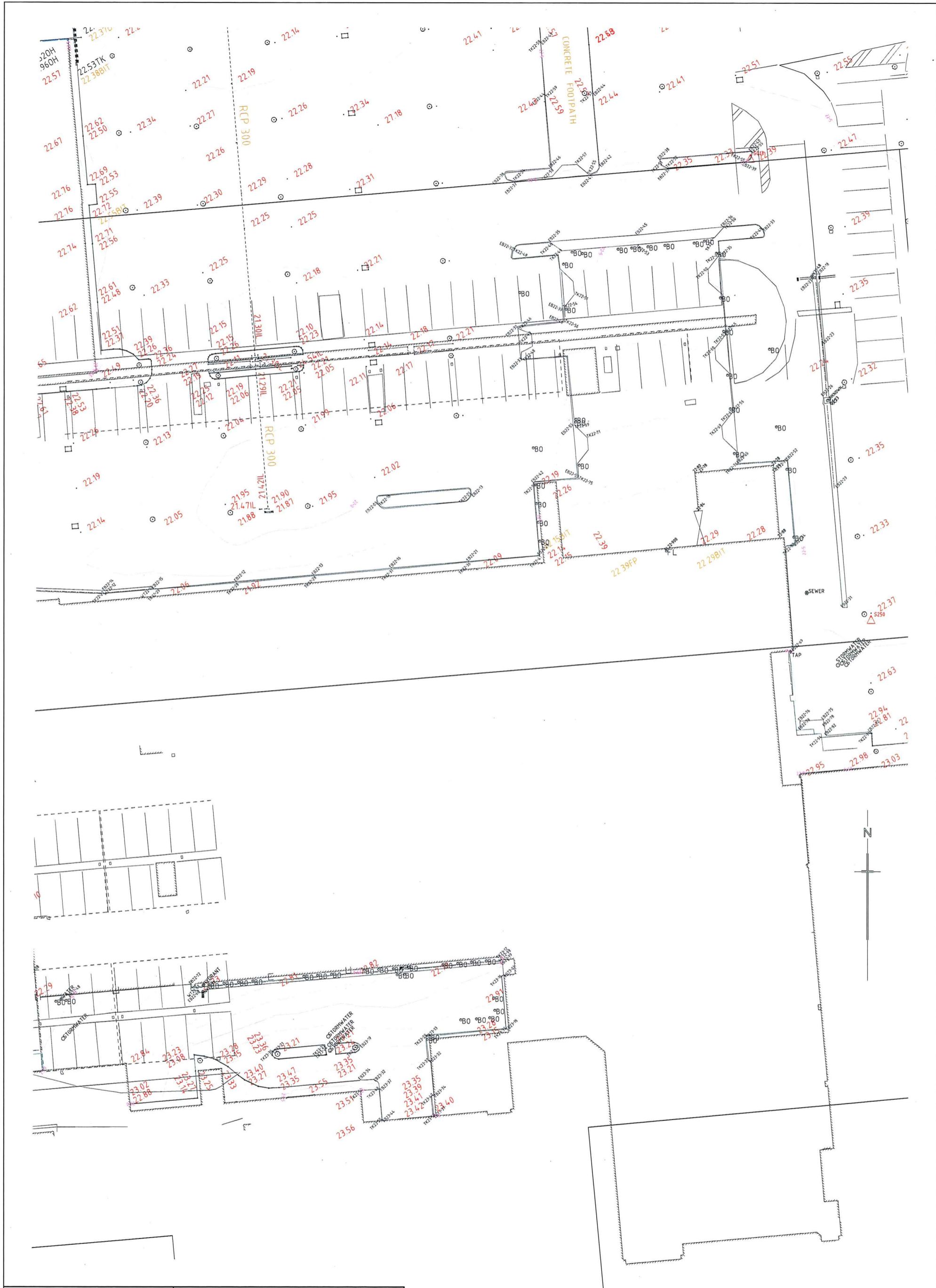


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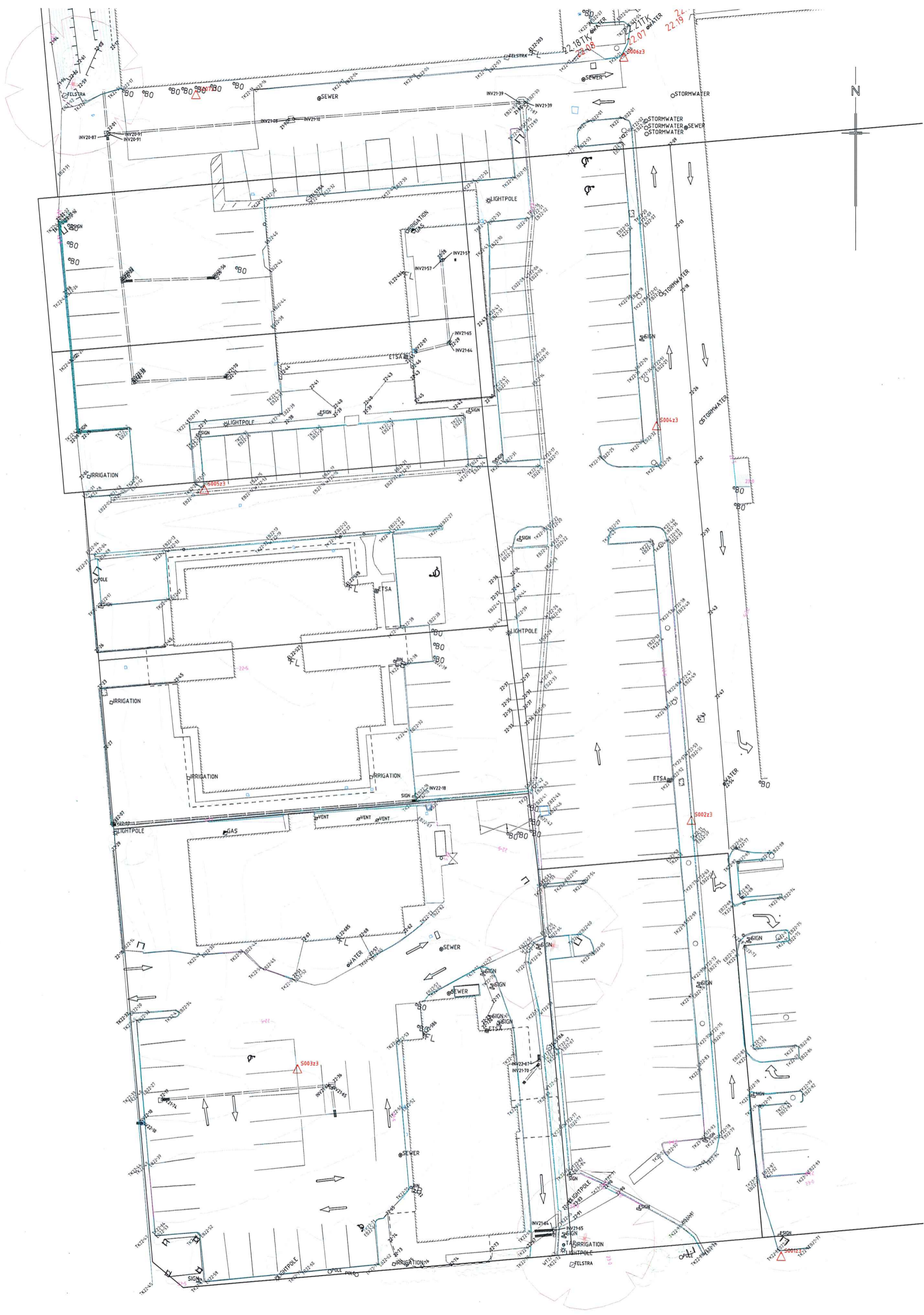


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In reply please quote 2018/01924/01, Process ID: 554485  
Enquiries to Marc Hryciuk  
Telephone 7109 7877  
E-mail [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au)

14 February 2019

State Planning Commission  
C/- Mr Matthew Fielke  
Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

Dear Mr Fielke

### SCHEDULE 8 - REFERRAL RESPONSE

<b>Development No.</b>	100/E103/18
<b>Applicant</b>	Scentre Management Ltd
<b>Location</b>	293-297 Diagonal Road, Oaklands Park
<b>Proposal</b>	Alterations and Additions to Existing Shopping Centre

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

#### THE PROPOSAL

The subject application is for alterations and additions to the existing Marion Shopping Centre. The proposal includes a substantial increase in floor area (16,896m<sup>2</sup>), construction of new decked parking and the installation of ticketless access control systems. The proposal also includes major improvements to loading facilities and the overall car park layout as well as some changes to the access arrangements.

#### CONSIDERATION

The subject development abuts Diagonal Road, Morphett Road and Sturt Road, arterial roads under the care, control and management of the CoH. The adjacent section of Diagonal Road is identified as a Major Traffic Route, High Activity Pedestrian Area and a Standard Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI) 'A Functional Hierarchy for South Australia's Land Transport Network'. At this location, Diagonal Road carries approximately 29,000 vehicles per day (3% commercial vehicles) and has a posted speed limit of 60km/h.

The adjacent section of Morphett Road is identified as a High Activity Pedestrian Area and a High Frequency Public Transport Corridor. At this location, Morphett Road carries approximately 23,100 vehicles per day (3% commercial vehicles) and has a posted speed limit of 60km/h.

The adjacent section of Sturt Road is identified as a High Activity Pedestrian Area, a High Frequency Public Transport Corridor and a Major Cycling Route. At this location, Sturt Road



carries approximately 19,800 vehicles per day (5.5% commercial vehicles) and has a posted speed limit of 60km/h.

The subject development will result in a number of changes to the access arrangements serving the site, the most notable being:

- The redesign of the main Diagonal Road access and car park aisle, including the addition of new turning lanes on Diagonal Road, relocation and redesign of the internal roundabout adjacent this access and the installation of new ramps to serve the decked car parking.
- The redesign of the Morphett Road access to provide a high entry left turn out of the site and the separation of the entry and exit lanes to improve the safe and efficient operation of the car park ramps.
- Removal of one of the Sturt Road access points and modification of the westernmost Sturt Road access to provide dedicated access to the ALDI and Woolworths loading docks as well as entry to the existing pad sites adjacent to the south western corner of the site.
- Widening of the eastern Sturt Road access point to provide two entry lanes.
- The installation of a ticketless access control system for the car park (portions of which require separated approval under the *Road Traffic Act 1961*).

As part of the application, a traffic impact assessment has been undertaken by MFY Pty Ltd. This report reviews the impacts of the proposed increase in floor area as well as the proposed changes to access and parking arrangements. The department has reviewed this report and the associated modelling and is consequently satisfied that the development will generally cater for the expected traffic demands. Notwithstanding this, it will be necessary to carefully consider the design of the connection to the Bunnings development from the Morphett Road car park access aisle and also the signalised Sturt Road car park access as both of these have side-by-side entry aisles which may result in vehicular conflict unless they are line marked as dedicated left turn and right turn lanes. It is recommended that these matters be addressed in the final plans. Furthermore, it may also be necessary to provide some internal directional signage to enable drivers to choose the correct lane to get to their desired destination within the site.

Notwithstanding the above, it is understood that the analysis only covers the general operating conditions for the site, not peak loadings such as during the Christmas period. Whilst the department does not object to this, it will be necessary to develop a traffic and parking management strategy for these kind of loadings to ensure that impacts on the adjacent roads are minimised.

### **Construction Traffic**

As the proposed development is located adjacent three arterial roads, it will be necessary to ensure that a Traffic Management Plan (TMP) is implemented for the construction phase of the development. This will need to ensure that construction activities and access do not unduly interfere with the safe and efficient traffic flow on the adjacent arterial roads. It is recommended that the TMP is drafted in consultation with and to the satisfaction of DPTI and Council.

### **Metropolitan Adelaide Road Widening Plan**

The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may be required from portions of the Sturt Road, Morphett Road and Diagonal Road frontages of this site along with additional land at the Sturt Road / Morphett Road and Sturt Road / Diagonal Road corners for future road purposes. The plan also shows a strip of land up to 2.13 metres in width may be required from portion of the Morphett Road frontage of the site for future road purposes. The consent of the CoH is required under *the Metropolitan Adelaide Road Widening Plan Act 1972* for all new building works located on or within 6 metres of the possible requirements.

The department has identified that some improvements may be required at the Sturt Road / Diagonal Road intersection in the future, however the exact timing and nature of any improvements is currently unknown. In view of this and that the subject development does not further encroach within the existing requirements, no objection is raised.

Notwithstanding this, it is noted that portions of the footpaths along the Morphett Road frontage of the site appear to be contained within private property. It is recommended that all road infrastructure be located fully within road reserve. Accordingly, a minor land division dedicating the necessary portions of land to road should be undertaken.

### **Signage and Floodlighting**

The subject development does not alter the existing signage and any changes to signage are to form a separate application. It is recommended that any changes to signage are consistent with DPTI's publication '*Advertising Signs: Assessment Guidelines for Road Safety*'.

It is understood that the car parking areas will be lit at night. DPTI does not object to these areas being illuminated provided that any lighting is appropriately located and shielded in order to minimise the potential for driver distraction or discomfort.

### **CONCLUSION**

The subject redevelopment is significant in nature and will result in some increase in traffic at this location. However, it is considered that the changes to the access arrangements will cater for the expected traffic demand and will improve their operation overall. Consequently, the department is generally supportive of the development subject to conditions.

### **ADVICE**

The planning authority is advised to attach the following conditions to any approval:

1. The access points to the development shall be located and constructed in general accordance with Scentre Group Proposed GA Level 1 Plan, Project No 5524, Drawing No 01.5201, Revision A dated 19 November 2018. In particular, a second right turn lane shall be provided at the signalised access on Diagonal Road.
2. All required road works associated with the development shall be designed and installed to the Department of Planning, Transport and Infrastructure's (DPTI) satisfaction. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant.

The applicant shall contact DPTI's, Traffic Operations Section, Network Planning Engineer, Ms Teresa Xavier on telephone 8226 8389 or via email at [Teresa.Xavier@sa.gov.au](mailto:Teresa.Xavier@sa.gov.au), to discuss the proposed road works prior to undertaking any detailed design.

3. The largest vehicle permitted on-site shall be restricted to a 19-metre articulated vehicle (AS 2890.2-2002).
4. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. All commercial vehicle facilities shall be designed in accordance with AS 2890.2-2002.
5. A final access and car parking plan shall be prepared in consultation with the Transport Assessment and Policy Reform Section and to the satisfaction of the State Commission Assessment Panel.

6. A Traffic Management Plan for the construction period and peak operational period(s) of the development shall be prepared in consultation with the Commissioner of Highways and the City of Marion to the satisfaction of SCAP prior to the commencement of construction. This plan shall detail the types, volumes and distributions of traffic associated with the development as well as how traffic associated with the development, particularly the traffic entering and exiting the site, will be safely managed whilst minimising the interference to the free flow of traffic on the adjacent roads. The potential impacts to infrastructure within the road reserve shall also be addressed.
7. Any obsolete crossovers/accesses shall be closed and reinstated to Council's kerb and gutter standards at the applicant's cost. This work shall be completed prior to operation of the development.
8. Any floodlighting associated with the site shall be positioned and/or shielded so as to not produce glare or create a distraction for passing motorists on the abutting roads.
9. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads or rail corridor. Any alterations to the transport corridor drainage infrastructure required to facilitate this shall be at the applicant's cost.

The following notes provide important information for the benefit of the applicant and are required to be included in any approval:

- i. The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may be required from portions of the Sturt Road, Morphett Road and Diagonal Road frontages of this site along with additional land at the Sturt Road / Morphett Road and Sturt Road / Diagonal Road corners for future road purposes. The plan also shows a strip of land up to 2.13 metres in width may be required from portion of the Morphett Road frontage of the site for future road purposes.

The consent of the CoH is required under *the Metropolitan Adelaide Road Widening Plan Act 1972* for all new building works located on or within 6 metres of the possible requirements. As the subject development does not encroach further into the requirements than the existing development, consent is not required in this instance.

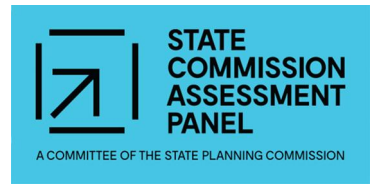
- ii. It is noted that portions of the footpaths along the Morphett Road frontage of the site appear to be contained within private property. It is recommended that all road infrastructure be located fully within road reserve. Accordingly, a land division dedicating the necessary portions of land to road should be undertaken.
- iii. It should be noted that the portions of the access control system will require the approval of Council or the Commissioner of Highways in accordance with Section 17 of the *Road Traffic Act 1961*.

Yours sincerely



**MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM**  
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to [dpti.developmentapplications@sa.gov.au](mailto:dpti.developmentapplications@sa.gov.au)



Level 5, 50 Flinders Street  
Adelaide SA 5000

GPO Box 1815  
Adelaide SA 5001

Telephone: 08 7109 7060  
ABN 92 366 288 135

<http://www.saplanningcommission.sa.gov.au/scap>

21 March 2019

The Assessing Officer  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
Via email: [scapadmin@sa.gov.au](mailto:scapadmin@sa.gov.au)

Dear Sir / Madam

In the event of a determination made by the State Coordinator-General in accordance with Schedule 10 Part 20 of the *Development Regulations 2008*, the State Commission Assessment Panel recognises its dual duty as both relevant authority and statutory referral agency.

The State Commission Assessment Panel recognises the purpose of the Schedule 8 referral is to enable the State-level decision maker an opportunity to advise a Council-level decision maker on the State-wide Centres Policy.

The State Commission Assessment Panel considers its duty as relevant authority takes primacy and that its duty as referral agency becomes subservient.

On this basis, the State Commission Assessment Panel resolves to provide no direction or comment for matters referred to it under the operation of Schedule 8 of the *Development Regulations 2008* where the State Coordinator-General has assigned the State Commission Assessment Panel as relevant authority in accordance with Schedule 10 Part 20.

If you have any questions relating to this matter, please contact the State Commission Assessment Panel Secretary by telephone on (08) 8343 2653 or email [alison.gill2@sa.gov.au](mailto:alison.gill2@sa.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Simone Fogarty', is positioned above the printed name.

**Simone Fogarty**  
**Presiding Member**  
**STATE COMMISSION ASSESSMENT PANEL**

21 January 2019



Mr Matthew Fielke  
Planning Officer, Development Assessment  
State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE 5001

PO Box 21, Oaklands Park  
South Australia 5046

245 Sturt Road, Sturt  
South Australia 5047

T (08) 8375 6600

F (08) 8375 6699

E [council@marion.sa.gov.au](mailto:council@marion.sa.gov.au)

Dear Mr Fielke

**RE:- Development Application 100/2018/2225**

**Proposed alterations and additions to the built form through the construction of a second parallel mall on Level 1 (ground floor), the expansion of the existing precinct on Level 2 and 3 (first floor and second) and considerable alterations to the existing car parking facilities (including the construction of additional parking levels), vehicle access, vehicle and pedestrian circulation and service vehicle access and loading/unloading arrangements, introduction of a secure ticketless parking system and comprehensive landscaping.  
at 1/293-297 Diagonal Road OAKLANDS PARK 5046.**

Please find enclosed the above described application which is referred to by Schedule 10 of the Regulations under the Development Act 1993, as one which is to be determined by the Commission.

The proposal has been 'called in' by the State Coordinator General pursuant to Schedule 10 (1) of the Development Regulations 2008. Pursuant to Regulation 38(2) of the Development Act 1993 Council is provided a period of six (6) weeks from the date of lodgement (from the date in which Council received the application) to provide comments to the State Commission Assessment Panel. Please find attached Council's comments in relation to this application;

Whilst Council is generally supportive of the proposal as, when assessed against the applicable Development Plan provisions it achieves relative compliance, there are several elements of the proposal which Council believes require attention prior to any decision being made. Council insists that these aspects (highlighted in the comments below) are satisfactorily addressed prior to the issuing of any approval.

Please note Council, on behalf of the elected body, provided a representation as an owner of land adjacent to the site of the proposed development which raised issues separately.

**General & Locality**

The subject land is located within the Retail Core Marion 10 Precinct of the Regional Centre Zone. The Zone seeks the provision of a wide range of shopping, convenience and service facilities aimed at a regional level catchment. The zone provisions envisage the continued expansion and diversification of facilities within the zone to ensure it continues to meet the needs of the surrounding population.

The City of Marion acknowledges it is part of Kaurna land and recognises the Kaurna people as the traditional and continuing custodians of the land.

## Locality

The subject site is triangular in area and framed by the Marion Cultural Precinct and Government SA services to the north, Diagonal Road to the East, Sturt Road to the South and Morphett Road to the West. The site has a total area of approximately 23 hectares and the land comprises some 22 separate titles.

## **Proposal**

The application proposes alterations and additions to the built form through the construction of a second parallel mall on Level 1 (ground floor), the expansion of the existing precinct on Level 2 and 3 (first floor and second) and considerable alterations to the existing car parking facilities (including the construction of additional parking levels), vehicle access, vehicle and pedestrian circulation and service vehicle access and loading/unloading arrangements. The proposal also includes the introduction of a secure ticketless parking system and comprehensive landscaping.

A greater explanation of the proposal's main components are as follows:

- An increase in the gross leasable area from the existing 135,302 square metres to 152,283 square metres (inclusive of cinema, leisure and storage areas). The additional floor area will comprise a second parallel mall linked to the existing mall on Level 1, and include new major, mini-major and specialty shop. A new 'Lifestyle and Dining Precinct' on Levels 2 and 3 is also proposed. The floor area expansion will generally occupy the current Big W existing undercover car park area to the immediate north of the existing centre building;
- level 2 Precinct – new outdoor 'Lifestyle Precinct' comprising a landscaped pedestrian plaza with outdoor seating, landscaped planters and water features, lightweight shade and shelter structures integrated with a number of cafés/ restaurants, fitness and leisure offers;
- new four level car park situated on the northern side of the new retail area and east of the Bunnings building, integrated into the existing deck car park;
- vehicle access to the new car park will be from the existing ramp from Morphett Road. The existing ramp will be re-configured to meet new circulation arrangements, and a new ramp system from the existing Diagonal Road access will also be re-configured);
- re-configuration of the existing western most vehicle access point to Sturt Road to introduce an exit movement for commercial vehicles servicing the Woolworths and Aldi loading facility;
- new internal travelator and lift connections between the car park and Levels 1, 2 and 3;
- installation of a ticketless controlled parking scheme providing three hours free car parking, and associated minor modification to existing access points to accommodate access controls.
- reduction of 294 spaces, 5,250 spaces to 4,956 spaces
- upgrade of the north-south pedestrian link from the Centre to Marion's Cultural Centre in association with the reconfigured access and car parking including enhanced pedestrian amenity and safety, a new pedestrian boulevard; and
- general landscaping throughout the site.

## **Land Use & Built form**

The existing Westfield Shopping Centre has had a presence on the existing site for some 50 years, gradually expanding and evolving into its present state.

*The Zone Desired Character recognises the State Government's Planning Strategy for Metropolitan Adelaide envisages the Marion Regional Centre as the major regional centre serving the inner southern suburbs of metropolitan Adelaide. To order to achieve this objective, the zone anticipates centre expansion and the further diversification of activities within it to provide a central focus for a range of facilities that can be conveniently accessed by the surrounding population. The Zone therefore encourages the provision of a for a range of additional activities to extend usage of the regional centre beyond normal working hours.*

*The future diversity and mixture of activities will transform the regional centre to become the community focus and heart of Marion and the inner southern metropolitan region. To accommodate new facilities, the existing regional centre must be allowed to intensify within the already developed areas and expand to incorporate new areas. The designated area for expansion of the regional centre is to the north of the existing major shopping centre encompassing all of the land within the triangle bounded by Morphett, Diagonal and Sturt Roads, and it is within this area that it is envisaged major expansion of the existing shopping complex will occur.*

*The Desired Character seeks for new buildings and spaces within the regional centre to develop a human scale and outwardly orientated character in areas of high pedestrian activity and focus (such as at entrances to buildings and malls, and along highly visible facades (such as those directly facing roads or pedestrian thoroughfares).*

*The development of an integrated, safe and convenient movement system for vehicles, pedestrians and cyclists with as little reliance as possible on the use of the surrounding arterial roads for intra-centre movement of vehicles is desired. Development should provide, and the design of buildings and open spaces should promote, pedestrian linkages that form an integrated network for safe and convenient movement within and between the policy areas in the zone, and in particular to form links between the civic centre, the main shopping complex, the major public open space and towards the Oaklands Railway Station.*

The proposal is considered to reasonably reflect the general intent of the Desired Character by expanding on the current use to provide a potential range of activities (i.e. not uses limited to shops) that will extent usage beyond normal working hours (i.e. weekends and nights).

The proposal seeks to further develop and strengthen pedestrian linkages throughout the site and to other uses within the immediate locality such as the Marion Cultural Centre and Aquatic Centre through the creation of identifiable and high quality pedestrian walkways.

Given the 'internalised' nature of the existing centre (i.e. limited external activity and presence) and its positioning surrounded by both at grade and multi-storey car parking, the creation of a more visible and focalised entry point to the north-eastern corner - which in term will provide greater linkages with the MCC, Aquatic centre and Oaklands Railway Station beyond - is considered to assist in providing a more outward orientation and will assist to stimulate further interaction.

## **Physical Characteristics & Presence in the Urban Realm**

As previously mentioned the majority of built form is 'internalised' and surrounded by both at grade and multi-storey carparking. The alterations and additions proposed have been designed and sited to integrate with the existing built form of the Centre. Given a majority of work is being under taken to the north of the existing building, view of the new development

is predominately masked by the existing Centre building from the south and east will be located within the bulk of the current buildings when viewed from the north and west.

The proposed building facades are proposed to incorporate a range of high quality materials, colours and finishes including a combination of textured and patterned pre-cast concrete in a range of colours, patterned metal screens, a mix of metal, brick and pre-cast concrete facades, steel framing and clear glazing. It is intended that the car park structure will incorporate plantings along the external edges to create a 'green wall' effect.

The proposed use of materials will, for the most part, provide a high quality aesthetic appearance and design standard, and will significantly improve the built form's visual presentation, appearance and setting within in the locality when viewed from the north and east. The proposed centre alterations are considered to be of a contemporary design and provide appropriate building height, mass and proportion in context to the existing built form.

The above notwithstanding, further consideration to the overall design of the additions and use of materials should be given to assist in creating an 'iconic' built form outcome.

The extension of the multi-deck carpark outward to the east is somewhat undesirable given its proximity to the architecturally designed Marion Cultural Centre building. The likely bulk and scale and the continued use of concrete without additional material or colour treatments will continue to reinforce carpark use and will continue the limited relationship to the street and public realm. This notwithstanding, the layered and articulated built form and plantings along the external edges of the structure are considered to assist in enhancing the visual attractiveness of the locality. The height of the multi-deck parking structure maintains a similar height to the existing multi-deck structure.

Given the extension of the multi-deck carpark, Council is of the opinion additional design measures (i.e. additional/range of colours, materials) which assist in reducing the overall bulk and scale of the structure are required to ensure the built form outcome is sympathetic in scale and design to the adjacent existing structures.

Whilst not part of the proposed scope of works, Council is strongly of the view further aesthetic alterations are required to the remainder of the centre to provide a high design standard and appearance, and significantly improve the visual appearance of the centre when viewed from the adjacent road network and allotments (especially to the south and east of the centre).

The proposed northern pedestrian link between the centre and existing Marion Cultural Centre should be provided and finished with high quality materials, landscaping and separated from traffic to provide a boulevard like effect.

### Landscaping

Considerable landscaping is proposed throughout the additions, including a 'green wall' along the exterior of the proposed multi-deck carpark. Limited formal details have been provided with only conceptual and indicative details provided. Subsequently the SCAP should request the provision of a comprehensive landscape schedule outlining the proposed species, projected growing heights and locations of all plantings. Furthermore, should the SCAP be of the mind to grant Development Plan Consent, SCAP should, by way of condition, require all plantings be planted prior to operation, maintained for the life of the building and should they die replaced within the next appropriate planting season.

### Lighting & Crime prevention

No lighting details for the proposed carpark or pedestrian linkages has been provided.



The proposed built form should incorporate clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable and appropriate signage and lighting that indicate the entrances and pathways to, from and within the site.

The SCAP should be satisfied the proposed built form design and layout provides appropriate lighting and casual surveillance, particularly throughout the carpark and stairwells. Should the SCAP be of the mind to grant Development Plan Consent, a comprehensive lighting plan be provided prior to Development Approval for consideration and approval. Furthermore, the lighting should not result in inappropriate light spill upon nearby residential properties and the arterial road network. The use of smart and innovative technologies should be considered and incorporated into the overall design.

### **Car parking and access**

The proposal includes the construction of a new multi deck car parking structure that essentially replaces existing car parking spaces which are proposed to be removed to accommodate the expanded floor area. As part of the overall carpark upgrade, the installation of a ticketless access control car parking system is also proposed. The proposal retains all existing major vehicle access points to the site and no new access points are proposed whilst a number of the existing access ways will be modified to accommodate the new traffic flow, circulation patterns and the ticketless access control parking system.

The proposal seeks to separate commercial vehicle movements with domestic traffic for most delivery movements, which is a key aspect sought by the Development Plan. In this regard, the amended layout will provide a safer and more efficient traffic movements and circulation, whilst also significantly enhancing pedestrian access and linkages.

The greatest failure of the proposal in Council's opinion is the change in the number of car parking spaces on the site from the existing provision of 5,250 spaces to 4,956 spaces, resulting in a net decrease of 294 spaces.

The proposed new total leasable floor area of 152,283 m<sup>2</sup> generates a minimum car parking requirement of 4,569 spaces and a maximum car parking requirement of 9,137 spaces in accordance with Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas (Development Plan requirements).

The extent of minimum and maximum parking requirements is listed below;

<b>Location of development</b>	<b>Desired minimum number of vehicle parking spaces</b>	<b>Maximum number of vehicle parking spaces</b>
All Designated Areas	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

Required spaces based on minimum and maximum requirements.	4,569 spaces	9,137 spaces
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Whilst it is acknowledged the provision of 4,956 spaces exceeds the desired minimum, it falls well short of the maximum number of vehicle parking spaces and is 1,897 spaces under the average. Subsequently, Council has significant concerns that the reduction in parking, combined with the increase in retail floor area and new access controls, will contribute to adverse traffic and amenity impacts on the site of the proposed development and wider locality.

As such, prior to any decision, the SCAP must be satisfied the proposed reduction in parking spaces, combined with the increase in retail area and access controls, will not

create additional or intensify existing traffic and amenity impacts on the site of the proposed development and adjacent uses within the locality, with particular reference to the Marion Cultural Centre, Aquatic Centre and local street network surrounding the regional centre.

The proposal further seeks to install automated car parking control structures to facilitate the management and control of car parking arrangements on the site. The automated car parking control structures will take the form of cameras and a pay on exit facility. Pay machines will also be provided throughout the car parks to enable payment prior to exit. Whilst Council philosophically opposes the introduction of a ticketless access control parking system as it is considered likely to force patrons unwilling to pay for parking to find alternative parking opportunities such as the Marion Cultural Centre and the surrounding residential street network, it is acknowledged that the Development Plan does not contain any provisions which categorically discourage these methods of control.

Council's Development Engineer has provided the following comments, points of clarification and requested conditions/information;

1. *Provision of a "Pedestrian Traffic Management Plan" including information pertaining to, and location of, informal/formal shared zones, formal paths, delineation, signage and lighting. This must include pedestrian/vehicle traffic conflict risk analysis, and risk mitigation strategies.*
2. *Provide an independent "Road Safety Design Audit "(vehicle and pedestrian), and condition the requirement for a "Post Construction Road Safety Audit".*
3. *Undertake a "Parking Demand Analysis" to determine optimum parking bay numbers, and justification of the proposed service level reduction of the existing provision of 5 car parks/100m<sup>2</sup> (approx.) to 3.25 spaces/100m<sup>2</sup>. The report should also include assessment of the following;*
  - *The potential, and frequency for parking spill over into surrounding local streets, and provide a mitigation strategy.*
  - *Information relating to the peak parking demand during Christmas shopping, and State Swimming events to address associated parking impact, and recommend appropriate management strategies.*
  - *A review location of trolley bays and consider providing them at end of all parking aisles, to improve trolley returns and to minimise travel distances and vehicle conflicts.*

## **Stormwater & WSUD**

Whilst detention storage is not required for the existing undercover car parking area as the flow conditions remain unchanged, Council is of the opinion the proposed development provides opportunities for the incorporation and implementation of additional water-sensitive urban design, reuse of harvested stormwater throughout the site and reduce the overall pollutant load (thereby improving water quality) from the site.

Furthermore, the proposed development should maximise the potential for stormwater harvesting and reuse throughout the site – both the proposed landscaped areas and existing landscaped areas. Features where the development can be designed to minimise energy use and water consumption are encouraged by Council.

In relation to stormwater and WSUD treatments, Council's Development Engineer has provided the following comments and points of clarification;

1. *A condition should be attached to consent requiring the provision of an underground services survey to determine location and condition of the existing stormwater system.*
2. *Condition requirement to provide at least 50 m<sup>3</sup> of plumbed-in retention tanks to toilets.*

3. *Confirm adequacy of any existing GPT's prior to discharge to Council's stormwater system, and ensure adequate stormwater treatment to satisfy EPA requirements is provided.*
4. *WGA identifies 33 m3 of required detention however the Master Plan Report of 25 m3?*

### **Miscellaneous**

- Council has concerns regarding the staging of the approval – how will construction impact vehicular and pedestrian movements and will construction result in a further shortfall/reduction in on-site parking space?
- SCAP should clarify how construction is proposed to be staged, and what measures will be implemented to reduce adverse traffic and pedestrian impacts (i.e. any shortfall in parking and a change in traffic circulation during construction, impacts on potential deliveries/waste pick up etc) and how any noise, dust and vibrational impacts will be appropriately mitigated to ensure the existing amenity of occupants, and visitors is maintained.

### **Building Rules Assessment**

Could you please confirm also whether Council is to be the relevant authority in terms of assessment under the Building Rules, or whether the Commission wishes to supply an alternative arrangement.

### **Proposed Conditions**

Should the SCAP be of the mind to issue Development Plan Consent, it is requested the following conditions, in addition to any further recommended by the SCAP, be attached to the application's consent;

1. Provision of a "Pedestrian Traffic Management Plan" including information pertaining to, and location of, informal/formal shared zones, formal paths, delineation, signage and lighting must be provided to Council for consideration prior to Development Approval. This must include pedestrian/vehicle traffic conflict risk analysis, and risk mitigation strategies.
2. An independent "Road Safety Design Audit "(vehicle and pedestrian), and condition the requirement for a "Post Construction Road Safety Audit" must be provided
3. An "Parking Demand Analysis" to determine optimum parking bay numbers, and justification of the proposed service level reduction of the existing provision of 5 car parks/100m2 (approx.) to 3.25 spaces/100m2. The report should also include assessment of the following;
  - a. The potential, and frequency for parking spill over into surrounding local streets, and provide a mitigation strategy.
  - b. Information relating to the peak parking demand during Christmas shopping, and State Swimming events to address associated parking impact, and recommend appropriate management strategies.
  - c. A review location of trolley bays and consider providing them at end of all parking aisles, to improve trolley returns and to minimise travel distances and vehicle conflicts.
4. The provision of an underground services survey to determine location and condition of the existing stormwater system must be provided to Council for consideration prior to Development Approval.
5. A minimum 50 m3 of plumbed-in retention tanks to toilets must be provided.

6. All stormwater from buildings and paved areas shall be disposed of in accordance with the approved plans and details prior to the occupation of the premises to the reasonable satisfaction of the Council.
7. A trap shall be installed as part of the site's stormwater system to prevent grease, oil, sediment, litter and other substances capable of contaminating stormwater from entering the Council's stormwater drainage system. The trap shall be regularly cleaned and maintained in good working order to the reasonable satisfaction of the Council.
8. The stormwater collection and disposal system shall be connected to the street watertable (inclusive of any system that connects to the street watertable via detention or rainwater tanks) immediately following roof completion and gutter and downpipe installation.
9. Stormwater must be disposed of in such a manner that does not flow or discharge onto land of adjoining owners, lie against any building or create insanitary conditions.
10. All areas nominated as landscaping or garden areas on the approved plans shall be planted and maintained with a suitable mix and density of native trees, shrubs and groundcovers prior to operation of the new premises, to the reasonable satisfaction of the Council.
11. Landscaping shall be maintained so as to not obstruct the views of drivers or pedestrians entering or exiting the site, to the reasonable satisfaction of Council.
12. A minimum of 50% of the trees indicated to be planted on the approved plan shall be at least 1.5 metres in height at the time of planting.
13. Any existing vegetation nominated to be retained and/or any new vegetation proposed to be planted shall be nurtured and maintained in good health and condition at all times with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council.
14. All landscaped areas shall be separated from adjacent driveways and parking areas by a suitable kerb or non-mountable device to prevent vehicle movement thereon (incorporating ramps or crossovers to facilitate the movement of persons with a disability).
15. All loading and unloading of vehicles associated with the subject premises shall be carried out entirely upon the subject land and within dedicated loading/unloading areas.
16. All industrial and commercial vehicles visiting the site shall enter and exit the land in a forward direction.
17. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of any goods, materials or waste at any time.
18. Designated accessible car parking spaces shall be designed and provided in accordance with the provisions contained in Australian Standard AS 2890.6.2009.
19. All car parking areas, driveways and vehicle manoeuvring areas must be constructed, sealed and drained in accordance with recognised engineering practices prior to the occupation of the premises or the use of the development herein approved and maintained in a good condition at all times.

20. Directional signs indicating the location of car parking spaces must be provided on the subject land and maintained in a clear and legible condition at all times.
21. Bicycle parking facilities be provided that are designed and constructed in accordance with Australian Standard, or subsequent standards. The facilities shall be located to ensure ease of access to users.
22. Noise generated from the site shall not exceed the maximum noise levels stipulated within the Environment Protection (Noise) Policy 2007, or subsequent legislation.
23. All waste disposal and pick up shall be undertaken in accordance with the requirements stipulated within the Environment Protection (Noise) Policy 2007, or subsequent legislation.
24. All waste and other rubbish shall be stored in a manner so that it does not create insanitary conditions, unreasonable nuisance or pollution to the environment (including the prevention of any materials entering the stormwater system either by wind or water), to the reasonable satisfaction of Council.
25. All waste and other rubbish shall be screened from public view, to the reasonable satisfaction of Council.

Should you have any further queries please contact me on the details below.

Yours sincerely



Alex Wright  
**Acting Team Leader – Planning**  
As a DELEGATE of  
CITY OF MARION

Phone: 8375.6668  
Email Address: marionds@marion.sa.gov.au

7 May 2019

State Commission Assessment Panel  
Level 5, 50 Flinders Street  
ADELAIDE SA 5000

RECEIVED

7 May 2019

SCAP

Attention: Matthew Fielke

Dear Matthew

**Re: Response to Council Referral Comments  
Development Application 100/E103/18**

MasterPlan SA Pty Ltd has been engaged by Scentre Management Limited ('our client'), the owner of Westfield Marion Shopping Centre (485-501 Morphett Road, Oaklands Park), and who are the proponents of the proposed development to redevelop and expand Westfield Marion Shopping Centre, and install automated car parking control equipment to the car parking areas serving the Shopping Centre.

We have been asked to review and respond as required to the City of Marion Council Referral Comments dated 21 January 2019 and received in accordance with Regulation 38 (2)(b) of the *Development Regulations 2008*. This response is separate to the response to the representations received which is provided under separate cover.

**Elements Supported**

We note that Council is generally supportive of the proposal, as they state that 'when assessed against the applicable Development Plan provisions (the proposal) achieves relative compliance'.

The elements of the proposal that Council supports are as follows:

- the continued expansion and diversification of facilities;
- the Council acknowledges that the continued expansion and diversification of facilities within the Retail Core Marion 10 Precinct of the Regional Centre Zone is an aspect envisaged in the Development Plan;



- the Council has recognised that the proposal reasonably reflects the general intent of the Desired Character (of the Regional Centre Zone), as it expands on the current use to provide a potential range of activities (namely uses not limited to shops) that will extend usage beyond normal working hours (specifically, weekends and nights);
- the proposal develops new and strengthens existing pedestrian linkages throughout the site and to other uses. The Council supports this as it assists in providing the shopping centre with a more outward orientation and will stimulate further interaction with these external uses;
- Council acknowledges that the external materials which will be used are of high-quality aesthetic and design standard, which will significantly improve the visual presentation and appearance of the built form (specifically, the proposed 'green wall' on the multi-deck car parking structure'); and
- the proposal separates most commercial and delivery vehicle movements from domestic traffic. Council supports this separation and has acknowledged that it is a core aspect envisaged in the Development Plan.

### **Elements that Require Attention**

Despite the above areas of support, Council is of the view that there are several elements of the development which require attention, prior to a Development Approval being issued.

These elements are listed as follows:

1. the external materiality (of the multi-deck car parking structure specifically).
2. the lack of landscaping details.
3. the lack of lighting details.
4. car parking and access (as well as the installation of automated car parking structures).
5. the lack of water-sensitive urban design.
6. the staging of approval and construction.

### **External Materiality**

Council has acknowledged that the proposed external materials (specifically the 'green wall' of the multi-deck car parking structure) are of high quality aesthetic and design standard. However, Council has also stated that further consideration be given to the overall design of the additions and the materials used. We do not support this view and reiterate that the proposed external materiality is of a high standard, meeting the necessary requirements to grant Development Plan Consent.



Nevertheless, Council remains concerned over the bulk and scale of the multi-deck car parking structure. We reaffirm that the proposed structure is of similar bulk and scale to the existing car parking structure; a fact Council has also recognised.

Moreover, the proposed multi-deck car park will be lesser in height than the existing warehouse to the west (a Bunnings Warehouse). Therefore, the structure will not exist in isolation, and corresponds to the current scale of the Westfield Marion Shopping Centre.

Council also considers the northern location of the car parking structure to be undesirable, as it will be in close proximity to neighbouring buildings, particularly, the prominent Marion Cultural Centre. However, we do not share this view, as we regard the location of the structure to be unproblematic. The following reaffirms our stance. The multi-deck car park will be sited a considerable distance from these buildings and will also face the rear façades of these buildings. Specifically, the car park is set some 60 metres from the northern boundary of the site abutting the rear of the community centre and some 85 metres setback from the Diagonal Road Frontage. Thus, we re-emphasise our view, and re-state that the car parking structure will not dominate the existing buildings to the north.

Council has also raised issue with the concrete materiality of the structure. Council consider the materials to be unattractive and requiring further consideration. We do not share this view and reiterate that the car parking structure will comprise the following features of patterned metal screening, architectural mesh façade, and a 'green wall' element. These features will soften the concrete materiality and present a more desirable built form.

### **Landscaping**

Council has recognised that considerable landscaping is proposed throughout the additions, including the 'green wall' along the exterior of the proposed multi-deck car park structure. Nevertheless, Council has also stated that there has been limited formal details provided. Whilst we do not wholly support this view, we do support a *Condition of Consent* being imposed for the provision of a comprehensive and detailed landscaping schedule, in the event that the State Commission Assessment Panel resolves to grant Development Plan Consent to the proposal.

Moreover, Council has also recommended that an additional *Condition of Consent* be imposed requiring all soft landscaping to be planted prior to operation and maintained for the life of the building. Council has also stated that these plantings should be replaced in the event they perish. Our client is committed to the survival and success of the landscaping, and therefore we fully support a *Condition of Consent* being imposed to enforce this matter.





Further, Council has also expressed the view that the north-south pedestrian link should be finished with high quality materials and landscaping to provide a 'boulevard-like' effect. Whilst we consider the current design to be acceptable, we do not oppose a *Condition of Consent* being enacted to redesign the walkway in this style.

## Lighting

Council has stated that limited lighting details have been provided for the pedestrian linkages and car parking areas. We acknowledge this and support a *Condition of Consent* being imposed for the provision of a comprehensive external lighting plan.

## Car Parking and Access

### Net Loss of Car Parking

#### *Current Planning Policy*

Council considers the net loss of car parking spaces – from the existing 5,250 to a proposed 4,956 to be the 'greatest failing' of the development. This view is heightened as the proposal also incorporates a major expansion of the Shopping Centre, increasing the gross leasable floor area. However, despite this view, Council has also acknowledged that the proposed provision of car parking spaces satisfies the desired minimum requirement of spaces (3.0 car parking spaces per 100 square metres of gross leasable floor area), as outlined in Table Mar/2A of the Development Plan.

We reiterate this latter point, as the proposed provision of car parking spaces exceeds the desired minimum requirement of spaces, specified in Table Mar/2A. The 4,956 spaces of the proposal comprise 387 spaces surplus to requirement. This equates to an approximate ratio of 3.25 space per 100 square metres of gross leasable floor area, which increases to 3.42 space per 100 square metres, if the cinema facilities (which have differing peak parking demands) are excluded. Therefore, both of these ratios are well above the desired minimum car parking rate and thus arguments which oppose the development based on the provision of car parking spaces are unsupported from a policy point of view. Moreover, it should be noted that this net reduction of car parking spaces represents a minimal decrease, at 5.6 percent.

#### *Changes in Retail and Planning Policy*

Furthermore, the current provision of car parking spaces at the Shopping Centre (5,250 spaces) represent parking standards that have been in effect since the early 2000s. These parking standards do not reflect the changing trading patterns of retail, as well as variations in customer behaviour. The current practice for the design of car parking areas for Shopping Centres is based on the 85<sup>th</sup> percentile demand period, and not this absolute peak.



This does mean that there will be peak periods when the parking is operating at capacity. However, parking data has identified that the peak demand rate has reduced over the past decade, with the peak periods being extended and distributed across the trading period. This reduction is due to the aforementioned changes in retail trading hours, as well as variations in customer behaviour. Melissa Mellen, Director of MFY, concurs with the above summation as outlined in the MFY Traffic Report dated December 2018.

Moreover, there has been a fundamental change in planning policy since the early 2000s, as the minimum accepted rate for off-street car parking for non-residential development has changed. This alteration was enacted in the State Planning Policy Library in 2011, establishing vehicle parking rates for non-residential development in Mixed Use and Corridor Zones. This policy change follows a review of local and interstate parking requirements, and recognised locations where *'vehicle parking demand is expected to reduce over time including areas that are, or will be, well served by public transport, and other sustainable transport modes.'*

This was further adopted in the Ministerial 'Existing Activity Centre Policy Review' Development Plan Amendment (approved in 2016) for specific Centre Zones, where access to alternate forms of transit may be available. It should also be noted, that the table for 'Off-Street Vehicle Parking' rates also uses the term *'Desired Minimum'* where it is envisaged that parking rates may be further reduced in certain cases. Hence, as Westfield Marion is well served by public transit, through the Marion Centre Interchange (one of the largest in Metropolitan Adelaide) and the adjacent recently upgraded Oaklands Train Station, the above applies to the proposal.

Therefore, the above aforementioned factors: the changing trading patterns of retail, the variations in customer behaviour, and a fundamental change in planning policy; all reduce the off-street car parking demand for the Shopping Centre; and thus, allow for a net reduction in the car parking spaces.

### *Cinema*

The development will incorporate a 'Lifestyle Precinct' (a plaza of cafés and restaurants), together with the existing 'Entertainment Precinct' (the cinema). Together, these two precincts will form a sizeable share of the total gross leasable floor area of the proposal; and thus, while such facilities require car parking, this is usually ancillary to the parking demand of the retail uses during daytime hours. Hence, these facilities generate a separate car parking demand during the evening period, when the parking demand for retail uses is significantly reduced. Accordingly, in respect to car parking demand, these two uses are symbiotic, and result in a shared use of the spaces, and a lesser peak demand requirement overall.



### *Installation of Automated Car Parking Control Equipment*

Council is 'philosophically opposed' to the implementation of the proposed parking system. Council are of the view that the proposed parking regime will force patrons who are unwilling to pay, to seek different opportunities. This infers that Council considers the proposed arrangements to be a 'paid parking' system. However, we emphasise that the proposed parking regime does not change the existing concept of free time-limited on-site parking; and thus, both systems are not 'paid parking' by objective.

It should be noted that Council have a vested commercial interest in opposing the change to the management of car parking on the Westfield Marion Shopping Centre site in that they derive financial gain through the collection of expiration fees through the enforcement of the time limited parking under agreement with the Centre's Management under the Private Parking Areas Act.

Nevertheless, it is acknowledged that the proposed system will alter the management of the car parking area, replacing the existing enforcement by parking inspectors (from the City of Marion) with automated parking control equipment. This automation will remove the human factor (the parking inspectors) from the system and will implement a regularised and consistent regime. Further, the current system has various time-limits across the entire car parking area; ranging from one-quarter hour to five hours. The proposed system will employ a uniform time limit across the entirety of the car parking area, with a following minimal fee should the user overstay this initial period.

Moreover, the transition to an automated system will also alter the payment method for those who out-stay the free time-limited period. The current regime employs the aforementioned parking inspectors to enforce and issue expiration notices, as imposed under the Private Parking Areas Act. These notices total \$52 per occurrence. The proposed system will charge a standard car parking rate for patrons who exceed the three-hour limit. This regime allows patrons greater choice to exceed the time limit, providing ultimate flexibility for all users.

Thus, to reiterate, the proposed regime will not alter the core concept of the existing system and will continue to provide patrons with time-limited free parking. The replacement of parking inspectors through the implementation of automated car parking control structures will improve consistency in enforcement and offer patrons greater flexibility should users desire to exceed the time limit.

### *Congestion within development site*

Council has expressed concern that the installation of the automated car parking control structures will create congestion within the car parking area of Westfield Marion. Whilst we acknowledge the automated car parking control structures will have 'boom-gates' on exit lanes, these structures will not create extreme congestion within the car parking area. This is attributable to the ticketless nature of the system, which engenders greater efficiency and speed than standard (or ticketed) parking control regimes. This is reinforced as the exit boom-gates are capable of 600 cycles per hour; or the transit of one vehicle every six seconds.



Further, the proposal ensures that, where possible, these boom-gates are set back from signalled egresses. This allows traffic to flow freely through these intersections without 'boom-gates' slowing this movement or adding to the queue lengths at these signals. To re-affirm, there are no 'boom-gates' required on entry.

The proposed development comprises seventeen (17) 'boom-gate' exit lanes. This large number ensures that congestion within the car-parking area is mitigated due to a sizeable exit capacity.

Thus, when viewed in totality, the car parking area is capable of 10,200 exit cycles per hour.

To reiterate, the proposed new ticketless system is a significant improvement upon the previously approved automated ticketed car parking controls for the site.

#### *Congestion within wider locality*

Council raised concerns that the implementation of an automated car-parking control system may impact the surrounding transportation network, through the intensification and creation of traffic congestion.

We do not support this view, as the planned system will be ticketless, with entry lanes relying on 'number-plate' recognition cameras, and not the traditional 'boom-gate'. Thus, these lanes will not be obstructed or impeded, ensuring the proposal has appreciably faster entry movements than standard ticketed systems.

Furthermore, to continue to ensure the car parking entry ways have sufficient capacity for their demand, the proposed development will implement the following:

- additional entry lanes at both the western and signalled entrances on Sturt Road, ensuring both accesses have two entry lanes;
- an additional right-hand turn lane from Diagonal Road into the Diagonal Road signalled entrance, totalling two right-hand turn lanes.

These expansions will continue to facilitate an ease of access into the Shopping Centre, mitigating congestion in the surrounding transportation network.

Director of MFY, Melissa Mellen, oversaw the design of the proposed car-parking area. Ms Mellen states that a comprehensive queuing analysis was undertaken prior to the design of the proposal. This analysis utilised surveyed traffic count data at the peak usage times of the car parking area. The analysis informed the design of the proposal, which adopted the accepted engineering practice of accommodating the 98<sup>th</sup> percentile queue. Thus, it is the view of Ms Mellen that the proposed design will have sufficient capacity, and not result in extreme or regular congestion on entry; and therefore, will limit queuing on roadways external to the development.



### *Impact on Adjacent Residential Streets*

Council expressed concern over the installation of automated car parking control structures impacting upon the surrounding street network, increasing the frequency these on-street car parks are utilised as an informal over-flow car parking area for the Shopping Centre.

Thus, it is reiterated that the installation of the automated parking equipment will not change the fact the existing car parking is currently timed limited.

Under the proposed regime, users that exceed the free parking time limit will be charged a standard rate, which contrasts with the current management practice where users who breach the existing time limits are issued an expiration notice in accordance with the Private Parking Areas Act.

Through investigations undertaken, it was recognised that many car park users do not exceed the three-hour free parking period. This conclusion was based on empirical data collected from automated parking systems implemented at other Westfield Centres. These Shopping Centres had free-parking limits of two hours. Thus, it was found that approximately 87.65 percent of vehicles utilising the car parking areas did not exceed the time-limited free parking period. Further, it was calculated that the average duration of use was approximately 70 minutes, or just over one hour.

Therefore, based on the above, it is not probable that the surrounding residential street network will be impacted in a manner that is deemed to be undesirable or extreme, due to the installation of automated car parking control structures.

Furthermore, to reinforce this point, an on-street car parking assessment was completed throughout the surrounding residential street network. This assessment utilised 'Near Map' photography, taken over the past eighteen months. Thus, these images which showed various weekdays (during the hours of 11.00 am and 2.00 pm) revealed no consistent pattern of on-street parking congestion (refer to **Attachment A** 'On-Street Car Parking Study'). The photos also indicate that these times were during periods of high patronage, noting the occupancy of the on-site car parking areas at Westfield Marion.

It is most probable that the low on-street congestion parking is attributable to the existing on-street parking controls that the surrounding street network is subject to. These controls are a mix of 'No-Stopping Anytime' areas and varying time limited parking controls, as illustrated in **Attachment B** Parking Restrictions Plan.



The following existing parking controls have been identified by a survey in the adjacent local street network and are illustrated on the attached Parking Restrictions Plan (**Attachment B**):

- Quarter of an hour time limited parking at all times on:
  - Sturt Road (on the northern side, between signalled entrance to Westfield Marion Shopping Centre, and Loading Dock 4).
  
- Half an hour time limited parking at all times (unless otherwise stated), in the following streets:
  - Addison Road (southern side, between Ailsa Avenue and eastern cul-de-sac only and limited to the hours of 8.00 am to 12.00 pm Monday to Friday);
  - Ailsa Avenue (western side, between Kildonan Road and Sunshine Avenue only and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Carbenet Place;
  - Gardiner Avenue (between Morphett Road and Lincoln Avenue, limited to the hours of 8.30 am to 5.00 pm Monday to Saturday and 5.00 pm to 9.00 pm Thursday; and between Lincoln Avenue and Cairns Avenue, limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Hobart Avenue (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday and 5.00 pm to 9.00 pm Thursday);
  - Johnstone Road (between Trott Grove and Albany Crescent only; and limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Kelmscott Street (between Pemberton Street and House Number 4 only and limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Kingston Avenue (northern side only);
  - Lambton Street (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Lascelles Avenue (southern side, between Morphett Road and Ailsa Avenue only and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Renfrey Street (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Sturt Road (southern side, between Glamis Avenue and House Number 199 only)
  - Sunshine Avenue (southern side, between Cairns Avenue and Morphett Road only; and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday); and
  - Ulva Avenue (western side only, between Addison Road and Kildonan Road, limited to the hours of 6.00 am to 5.00 pm Monday to Friday; and between Kildonan Road and Lascelles Avenue, limited to the hours of 8.00 am to 6.00 pm Monday to Saturday and 6.00 pm to 9.00 pm Thursday).



- One-hour time limited parking at all times (unless otherwise stated), in the following streets:
  - Diagonal Road (between signalled entrance to Westfield Marion Shopping Centre and Sturt Road only and applies at all times, except between the hours of 7.00 am to 9.00 am and 4.00 pm to 6.00 pm Monday to Friday);
  - Diagonal Road (service road only; and limited to the hours of 8.00 am to 5.00 pm Monday to Sunday);
  - Douglas Street (eastern side between Shelley Avenue and House Number 13 only and is limited to the hours of 8.00 am to 5.00 pm Monday to Friday);
  - Dwyer Road (both sides between Diagonal Way and Letcher Road, then northern side between Letcher Road and Johnstone Road only and limited to the hours of 8.00 am to 5.00 pm Monday to Friday);
  - Finniss Street (between Shelley Avenue and Richman Street only; and limited to the hours of 8.30 am to 3.30 pm Monday to Friday, and 8.00 am to 12.00 pm Saturday);
  - Glamis Avenue (eastern side, between Sturt Road and Sandery Avenue only);
  - Lincoln Avenue (limited to the hours of 8.00 to 6.00 pm Monday to Friday, and 6.00 pm to 9.00 pm Thursday);
  - Pemberton Street (both sides between Kelmscott Street and Lambton Street, then eastern side between Lambton Street and Richman Street only; and limited to the hours of 8.00 am to 5.00 pm Monday to Saturday);
  - Sandery Avenue (southern side, between Glamis Avenue and House Number 24B only; and applies at all times);
  - Shelley Avenue (northern side, between Finniss Street and Douglas Street only; and limited to the hours of 8.00 am to 5.00 pm Monday to Friday); and
  - Sturt Road (scattered parking bays, between Morphett Road and Diagonal Road only; and applies at all times).
  
- Two-hour time limited parking at all times (unless otherwise stated), in the following streets:
  - Alderman Avenue;
  - Doradilla Avenue (from Kingston Avenue until House Number 4 only);
  - Glamis Avenue (between Sandery Avenue and Sutton Avenue only; and limited to the hours of 8.30 am to 5.00 pm Monday to Sunday, and 5.00 pm to 9.00 pm Thursday);
  - Gorda Place;
  - Greenasche Grove (from Gorda Place to Kingston Avenue only);
  - Kingston Avenue (southern, eastern and western sides only);
  - Sandery Avenue (northern side between Glamis Avenue and House Number 13 only); and
  - Sweetwater Street (between Sandery Avenue and Kingston Avenue).



- No Stopping Anytime at all times (unless otherwise stated), in the following streets:
  - Albany Crescent (between Albany Crescent and Dwyer Road only);
  - Crew Street;
  - Diagonal Road (between signalled entrance to Westfield Marion Shopping Centre and Crew Street only, applies at all times and between signalled entrance to Westfield Marion Shopping Centre and Sturt Road only, is limited to the hours of 7.00 am to 9.00 am and 4.00 pm to 6.00 pm Monday to Friday);
  - Finniss Street (limited to the hours of 8.30 am to 3.30 pm Monday to Friday and 8.00 am to 12.00 pm Saturday, on eastern side only; between House Number 87A and House Number 93, as well as between Shelley Avenue and Sturt Road);
  - Glamis Avenue (western side, between Sturt Road and Sandery Avenue only);
  - Gore Street (western side only; and limited to the hours of 8.00 am to 5.00 pm Monday to Sunday);
  - Kelmscott Street (between Diagonal Road and House Number 4 only);
  - Lambton Street (northern side only; and limited to the hours of 5.00 pm to 9.00 pm Thursday);
  - Morphett Road (aside from indented car-parking bays on western side);
  - Pemberton Street (applies at all times, between Richman Street and Diagonal Road only and is limited to the hours of 8.30 am to 5.00 pm Monday to Saturday on western side between Richman Street and House Number 6);
  - Richman Street;
  - Shelley Avenue (limited to the hours of 8.00 am to 5.00 pm Monday to Friday, and 8.00 am to 12.00 pm Saturday; on southern side, between Douglas Street and Finniss Street, as well as northern side, between Douglas Street and Christina Street); and
  - Sturt Road (locations scattered between other restrictions and are between Morphett Road and Diagonal Road).

Despite the above, it is acknowledged that significant parking may (and probably does) occur on residential streets within the precinct during major events at the Aquatic Centre and during peak trading periods at Westfield Marion; such as prior to Christmas and Mother's Day. However, based on a historical review of Near Map photography over the past eighteen (18) months (**Attachment A**), it is apparent that such parking does not regularly take place during the week; and further, it also appears that parked vehicles are in accordance with existing capacity constraints on local roads, and are aligned with the requirements of the Australian Road Rules.





We also note that Council is currently reviewing its parking strategy for the local road network which we anticipate will consider parking controls associated with event periods. Scentre Group have agreed (at Council's request) to meet with Council Officers to discuss its on-street parking strategy and provide details in respect to the proposal, where commercially possible.

Accordingly, we submit that the majority of the adjacent residential street network is suitably protected from any potential impacts derived from informal overflow parking of the Westfield Marion Shopping Centre. It is impractical for visitors of the Shopping Centre to choose to park in these adjacent streets, given the existing regime of on-street parking controls, and the probable expiration fees that will result in overstaying the time-limited free period. Thus, the proposed development will present minimal to no impact on adjacent residential streets through the use of this existing on-street parking as an informal overflow.

### **Water Sensitive Urban Design**

Council considers that the proposal should incorporate additional water sensitive urban design to reduce the overall pollutant load of the development. We do not deem this consideration to be necessary, as the proposal will convert an area of at-grade car-parking with a sealed building.

This conversion will achieve the overall aim of Council and reduce the pollutant load of the development; as the polluted stormwater run-off from this existing portion of car parking area will not be present once the proposal is completed.

### *Staging of Approval and Construction*

The Council sought clarification from SCAP regarding the proposed staging of construction and what measures will be implemented to reduce adverse impacts. The original application did not propose any staging of the development however through further review by the applicant they have amended the proposal to incorporate two stages as reflected on the attached amended plans. The Scentre Group have reviewed the proposed staging of construction and have prepared an amended set of plans, referred to as the Staged DA Package which has been lodged separately with SCAP.

The staged DA Package separates the proposed development into two stages which are outlined in the amended set of plans in accordance with the following Drawing Schedule:



DWG NO.	DRAWING TITLE	SCALE	REVISION
<b>01.5000</b>	<b>PRELIMINARIES</b>		
01.5001	DRAWING LIST	NTS.	B
<b>01.5050</b>	<b>EXISTING CONDITIONS</b>		
01.5051	SITE AERIAL PHOTO	NTS.	A
<b>01.5100</b>	<b>GENERAL ARRANGEMENT: EXISTING</b>		
01.5101	EXISTING LEVEL 1 PLAN	1:1000	A
01.5102	EXISTING LEVEL 1M PLAN	1:1000	A
01.5103	EXISTING LEVEL 2 PLAN	1:1000	A
01.5104	EXISTING LEVEL 3 PLAN	1:1000	A
01.5105	EXISTING ROOF PLAN	1:1000	A
<b>01.5110</b>	<b>GENERAL ARRANGEMENT: STAGE 1 DEMOLITION</b>		
01.5111	DEMOLITION GA LEVEL 1 PLAN STAGE 1	1:1000	A
01.5112	DEMOLITION GA LEVEL 1M PLAN STAGE 1	1:1000	A
01.5113	DEMOLITION GA LEVEL 2 PLAN STAGE 1	1:1000	A
01.5114	DEMOLITION GA LEVEL 3 PLAN STAGE 1	1:1000	A
<b>01.5120</b>	<b>GENERAL ARRANGEMENT: STAGE 1 PROPOSED</b>		
01.5121	PROPOSED GA LEVEL 1 PLAN STAGE 1	1:1000	A
01.5122	PROPOSED GA LEVEL 1M PLAN STAGE 1	1:1000	A
01.5124	PROPOSED GA LEVEL 2 PLAN STAGE 1	1:1000	A
01.5125	PROPOSED GA LEVEL 3 PLAN STAGE 1	1:1000	A
01.5126	PROPOSED GA ROOF PLAN STAGE 1	1:1000	A
<b>01.5130</b>	<b>GENERAL ARRANGEMENT: STAGE 1 ELEVATIONS</b>		
01.5131	PROPOSED NORTH ELEVATION STAGE 1	1:500	A
01.5132	PROPOSED DIAGONAL ROAD ELEVATION STAGE 1	1:500	A
01.5133	PROPOSED SOUTH & WEST ELEVATION STAGE 1	1:500	A
<b>01.5150</b>	<b>GENERAL ARRANGEMENT: STAGE 2 DEMOLITION</b>		
01.5151	DEMOLITION GA LEVEL 1 PLAN STAGE 2	1:1000	B
01.5152	DEMOLITION GA LEVEL 1M PLAN STAGE 2	1:1000	B
01.5153	DEMOLITION GA LEVEL 2 PLAN STAGE 2	1:1000	B



DWG NO.	DRAWING TITLE	SCALE	REVISION
<b>01.5200</b>	<b>GENERAL ARRANGEMENT: STAGE 2 PROPOSED</b>		
01.5201	PROPOSED GA LEVEL 1 PLAN STAGE 2	1:1000	B
01.5202	PROPOSED GA LEVEL 1M & 1Ma PLAN STAGE 2	1:1000	B
01.5203	PROPOSED GA LEVEL 1Mb PLAN STAGE 2	1:1000	B
01.5204	PROPOSED GA LEVEL 2 PLAN STAGE 2	1:1000	B
01.5205	PROPOSED GA LEVEL 3 PLAN STAGE 2	1:1000	B
01.5206	PROPOSED GA ROOF PLAN STAGE 2	1:1000	B
<b>01.5300</b>	<b>GENERAL ARRANGEMENT: SECTIONS</b>		
01.5301	PROPOSED SECTION A-A, B-B	1:500	A
<b>01.5400</b>	<b>GENERAL ARRANGEMENT: ELEVATIONS</b>		
01.5401	PROPOSED NORTH ELEVATION	1:500	A
01.5402	PROPOSED DIAGONAL ROAD & EAST ELEVATION	1:500	A
01.5403	PROPOSED SOUTH & WEST ELEVATION	1:500	A
<b>01.5500</b>	<b>PERSPECTIVES</b>		
01.5501	PERSPECTIVE 01	NTS	A
01.5502	PERSPECTIVE 02	NTS	A
<b>01.5900</b>	<b>MATERIALS AND FINISHES SCHEDULE</b>		
01.5901	MATERIALS AND FINISHES SCHEDULE	NTS	A

Stage 1 comprises the following portion of the proposed development:

- reconfiguration of 5,002 square metres of retail floor space and construction of an additional 39,407 square meters of retail floor space at Level 1;
- construction of 4,005.3 square metres at Levels 2 and 3 for a new Entertainment, Leisure and Dining Precinct;
- reconfiguration of 3,368.9 square metres of Cinema Space at Level 3 into a new Entertainment Tenancy (Fun Lab);
- reconfiguration of the at grade car parking on Level 1 resulting in the loss of 240 spaces;
- reconfiguration of car parking at Level 2 resulting in the loss of 292 spaces;
- reconfiguration of existing access points and carparking (including closure of access from Warracowie Way;
- corresponding landscaping treatments; and
- installation of ticketless automated parking control equipment.



Stage 1 results in a net additional floor area of 7,953 square metres and a reduction in the number of car parking spaces by 537 spaces. This staged introduction of the retail area is a vast reduction in the overall gross lettable floor area provided for in the completed scheme of 16,896 square metres, and therefore reduces the development impact overall through this staging mechanism.

Stage 1 will result in an on-site car parking provision rate of 3.43 spaces per 100 square metres of floor area based on a resultant floor area of 139,511 square metres (including Cinemas) of completed floor area and a total of 4,738 parking spaces. Again, this staged scenario provides for an adequate balancing point between existing and final project completion.

Stage 2 comprises the balance of the works

The staging of the development construction in the aforementioned way will assist to minimise disruption to parking within the locality.

Stage 1 therefore introduces 8,943 square metres less retail area and 218 less corresponding carparking parking during Stage 1. This provides for a greater carpark ratio of 3.43 spaces per 100 square metres of floor area. At the same time during this stage the access points will be reconfigured, and the ticketless parking scheme will be introduced, allowing the users of Westfield Marion an 'adjustment period'. All of this will be in place when the remaining part of the retail area will be demolished and redeveloped as part of Stage 2.

### **Building Rules Assessment**

In regard to the Building Rules Assessment, our client will engage a private certifier to complete the assessment however, Council will be responsible for the issuing of Development Approval.

We trust that the above adequately responds to the comments made by the City of Marion. If you require any further information or clarification, please do not hesitate to contact the writer at this office.

Yours sincerely

**Greg Vincent**  
MasterPlan SA Pty Ltd

enc: Attachment A On-Street Car Parking Study Plans  
Attachment B Parking Restrictions Plan  
Amended Compendium of Plans  
Amended Traffic and parking Assessment (Stage1) by MFY

cc: Scentre Group  
Melissa Mellen, MFY



## APPLICATION ON NOTIFICATION – CATEGORY 2

<b>Applicant:</b>	Scentre Management Ltd C/- Masterplan
<b>Development Number:</b>	100/E103/18
<b>Nature of Development:</b>	Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments
<b>Development Type:</b>	Merit
<b>Subject Land:</b>	293-297 Diagonal Road OAKLANDS PARK
<b>Development Plan:</b>	Marion (City) Development Plan as amended 22 November 2018 (not consolidated)
<b>Zone / Policy Area:</b>	Regional Centre Zone – Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion)
<b>Contact Officer:</b>	Matthew Fielke
<b>Phone Number:</b>	(08) 7109 7048
<b>Consultation Start Date:</b>	18 December 2018
<b>Consultation Close Date:</b>	9 January 2019
<p><b>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).</b></p>	

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered or emailed to the State Commission Assessment Panel.

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

Postal Address:

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

Street Address:

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

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

Fax Number: (08) 8303 0753

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

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Development Number:** 100/E103/18  
**Nature of Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Development Type:** Merit  
**Zone / Policy Area:** Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
**Subject Land:** 293 – 297 Diagonal Road OAKLANDS PARK  
**Contact Officer:** Matthew Fielke  
**Phone Number:** (08) 7109 7048  
**Close Date:** 9 January 2019

My Name: Greg Salmon My phone number: 7420 6525

**Primary method(s) of contact:** Email: greg.salmon@marion.sa.gov.au  
Postal Address: Po Box 21, Oaklands Park 5046 Postcode: 5047  
245 Sturt Rd Sturt

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

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

**The address of the property affected is:** Marion Cultural Centre  
287 Diagonal Road Oaklands Park Postcode 5046

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

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

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21 December 2018



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

PO Box 21, Oaklands Park  
South Australia 5046

245 Sturt Road, Sturt  
South Australia 5047

T (08) 8375 6600

F (08) 8375 6699

E [council@marion.sa.gov.au](mailto:council@marion.sa.gov.au)

**SCAP ref:** 100/E103/18  
**Council ref:** 100/2018/2225  
**Applicant:** Scentre Management Limited  
**Location:** 1/293-297 Diagonal Road, Oaklands Park

**Nature of Development:**

Schedule 10(20) - Proposed alterations and additions to the built form through the construction of a second parallel mall on Level 1 (ground floor), the expansion of the existing precinct on Level 2 and 3 (first floor and second) and considerable alterations to the existing car parking facilities (including the construction of additional parking levels), vehicle access, vehicle and pedestrian circulation and service vehicle access and loading/unloading arrangements, introduction of a secure ticketless parking system and comprehensive landscaping.

Dear Secretary,

Thank you for the opportunity to comment on the above development application.

Marion Council supports the application to redevelop the Westfield Centre and believes it will have a positive impact on the region economically and socially. In particular, Council supports the strong pedestrian links between the shopping centre and the services located to the north such as the Marion Cultural Centre and the State Aquatic and Leisure Centre. Council also supports the level of landscaping proposed and requests that it is established and maintained to a high standard by way of a condition of approval.

Council is, however, critical of the time chosen to lodge the application resulting in consultation occurring during the busy Christmas break.

Council is concerned over the proposed reduction in car park numbers from 5,200 to 5,000 while significantly increasing the retail floor area. The existing number of car parks at the centre are unable to cope with demand during busy periods. We are concerned that parking will be effectively pushed into local residential streets surrounding the centre, which is unacceptable. Any overflow of this nature should not be relied upon by the SCAP in making their decision. Council requests that the SCAP ensure that adequate car parking is provided to meet the demands of the shopping centre post redevelopment.

The City of Marion acknowledges it is part of Kaurna land and recognises the Kaurna people as the traditional and continuing custodians of the land.



Council also requests SCAP ensure suitable provision of car parking for staff at the centre to ensure they do not end up parking in surrounding streets and businesses.

Further, Council requests consideration of the impact of proposed paid parking on businesses within the centre that rely on long stays such as the cinema and restaurants.

Consideration should also be given to the impact that increased patronage will have on Council's surrounding infrastructure including stormwater and streetscapes. Council welcomes the opportunity to discuss the future of the Warracowie Way connection with Scentre Group, as closure of this vehicle link may result in an improved Civic Plaza and pedestrian access to the train station. Appropriate traffic solutions are also required to manage traffic exiting onto Diagonal Road.

Further, consideration should be given to non-vehicle transport options to the centre, in particular to the new central 'main entry' located at the southern end of the north-south boulevard. The centre remains car dominated and Council would welcome greater investment in improved pedestrian and cycling connections and infrastructure.

Council is concerned about the impact that construction may have on businesses within and surrounding the centre and request that a construction management plan be developed outlining measures to minimise this impact.

Scentre Group should take this opportunity to invest in a trolley system that retains the trolleys on the centre site.

Council requests improvements to the remaining façade of the centre, which is showing visible wear and remains car oriented in its design.

Finally, Council requests consideration of improved green initiatives such as shading to reduce the heat island effect on the new car park and opportunities for solar power generation on the large roof area potentially integrated into shade structures.

Should you require any further information, please contact Manager City Activation Greg Salmon on 7420 6525.

Yours sincerely



**Adrian Skull**  
Chief Executive Officer

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

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Development Number:** 100/E103/18  
**Nature of Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Development Type:** Merit  
**Zone / Policy Area:** Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
**Subject Land:** 293 – 297 Diagonal Road OAKLANDS PARK  
**Contact Officer:** Matthew Fielke  
**Phone Number:** (08) 7109 7048  
**Close Date:** 9 January 2018

My Name: Diane Williams My phone number: 0432862605

**Primary method(s) of contact:** Email: drigwill68@yahoo.com.au  
Postal Address: 29A Pemberton Street Postcode: 5046  
Oaklands Park SA

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

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

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

23 Pemberton Street Oaklands Park Postcode 5046  
29A Pemberton Street Oaklands Park

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

Refer to attached documents & disc of photos.



GMTR Pty Ltd

## **REPRESENTATION ON APPLICATION CATEGORY 2**

Applicant: SCENTRE Management Ltd C/- Masterplan  
Development No: 100/E103/18

My Name: Diane Williams  
Postal Address: 29A Pemberton Street, Oaklands Park SA 5046  
Ph: 0432862605

My Interests: Owner and Occupier  
Affected Properties: 2B Pemberton Street Oaklands Park  
29A Pemberton Street Oaklands Park

### **I OPPOSE THE DEVELOPMENT**

#### **Specific aspects of my application:**

**The large reduction of car parks** required for the development when the development will increase the need for extra parking for:

- 1) Staff working in the extra 70 shops/restaurants
- 2) Extra customers attending the centre as a result of the expansion of additional shops and restaurants who will require car parking.

Parking overflow into residential streets from Marion Shopping centre has been a problem for years, including in my street which includes the south and north end of Pemberton Street and Trott Grove which is causing vehicle and pedestrian hazards with vehicles parking both sides of the narrow street, overhanging driveways, customers being so desperate for parking that they park within centimetres of other vehicles, parking in the intersection of Trott Grove and Pemberton Street and on top of the intersection ( instead of leaving 10 metre clearance from an intersection per Australian road rules). The narrow street is reduced to one-way traffic with limited room for cars to get through. I have witnessed vehicles turning north into Pemberton Street from Trott Grove almost colliding head on with vehicles driving south on Pemberton Street at Trott Grove corner because of the cars parked on top of the intersection that they can't see around. See disc of photos attached of these issues which include photos with the shopping centre in the background of our street. We have almost been hit twice on our bikes in our street because of this issue. We have been reporting the parking hazards to Marion Council for years and they haven't done anything about it but make the problem worse by continuing to approve development applications stating they have merit when they don't and continue to ignore the parking hazards even though they receive continual complaints about it. See a recent email attached to and from the Council about the parking issue. The immediate area in the vicinity of the Marion shopping centre is being overdeveloped with 3-4 houses put on a site where one house stood with cars not fitting into garages so there is already a significant increase in on street parking. Marion Shopping Centre parking overflow into

residential streets is making our streets very hazardous exacerbating the street parking issue. Now council want to make it worse by supporting this application when parking hazards are a MAJOR PROBLEM. Marion Shopping Centre also lease a significant portion of their car parks to the Marion Aquatic Centre during sporting events as the Aquatic Centre available car parking space is inadequate; the Marion shopping centre cordon off the car parks for competitors and spectators therefore reducing the car parking available to shoppers and staff as well. I know this as I am a member of the aquatic centre. Marion Council do not work on public holidays so do not police the parking hazards and illegal parking in residential streets surrounding the shopping centre and the police have advised me when I have rung that parking hazards are a Council matter. So no one does anything about it!!

I have never read anything more ridiculous then to expand a shopping centre creating the need for more car parking spaces for staff working in thee shops and for the additional customers the shops will attract and reducing parking availability with population increasing as well.

The fact that you send out representation letters to people in the area over the Christmas period and want responses within the same period when people are away on holidays is also not just as people that may want to respond will be not afforded the opportunity to do so. You only have to view the facebook page or receive council planning alerts and view how many people are complaining about the street parking problems.

### **The removal of significant trees**

Over 30 established, old significant trees were removed for the Oaklands crossing project a few months ago which were full of bird species inhabiting the trees including breeding in the hollows of the trees that I would see and hear every-day catching the train. Even listening to and seeing baby galahs and magpies being fed. This wildlife had to relocate as result of the trees destruction and to remove another 8 significant trees is reducing the wild life in the area even further, is turning the area into a concrete city and unsightly. Planting trees to replace the significant trees removed WON'T resolve the issue for decades until the trees grow and become significant as juvenile trees don't have hollows in the branches that birds breed in and also don't add to cleaner air like significant trees.



Corner of Pemberton Street and Trott Grove.



Pemberton Street.



Corner Pemberton Street and Trott Grove.



Corner Pemberton Street and Trott Grove.



Pemberton Street.



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

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Development Number:** 100/E103/18  
**Nature of Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Development Type:** Merit  
**Zone / Policy Area:** Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
**Subject Land:** 293 – 297 Diagonal Road OAKLANDS PARK  
**Contact Officer:** Matthew Fielke  
**Phone Number:** (08) 7109 7048  
**Close Date:** 9 January 2018

My Name: George Abdilla My phone number: 0408 837 003

Primary method(s) of contact: Email: george@futurehomes.com.au  
Postal Address: P.O. Box 5 Postcode: 5158  
O'Halloran Hill SA

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

My interests are:  
(please tick one)

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

The address of the property affected is: 2B Pemberton St Oaklands Park  
2c Pemberton St Oaklands Park Postcode 5046

My interests are:  
(please tick one)

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

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

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

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

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

Signature:   
Date: 18/12/18

## REPRESENTATION ON APPLICATION CATEGORY 2

**Applicant:** SCENTRE Management Ltd C/- Masterplan  
**Development No:** 100/E103/18

**Name:** George Abdilla  
Postal Address: P.O Box 5 O'Halloran Hill SA 5158  
Phone 0408837003

My Interests: Owner and Occupier  
Affected Properties: 2B Pemberton Street Oaklands Park  
2C Pemberton Street Oaklands Park

### I OPPOSE THE DEVELOPMENT

#### **Specific aspects of my application:**

**Reduction of many car parks** for this development when the centre will need more car parks for staff increases who will be working in the additional stores and for extra customers attending the shopping centre because of the additional shops and restaurants.

**Marion Shopping Centre car parking overflowing into residential streets.** The parking overflow problem into residential streets in the vicinity of Marion Shopping centre has been a problem for years during weekends and peak periods. To reduce the car parking spaces in the centre when more is required, and the population is increasing substantially in the area is the reason this development proposal should NOT be approved.

The whole length of Pemberton Street and Trott Grove is used by shoppers of Marion on weekends and in peak periods which causes vehicle and pedestrian hazards with vehicles parking both sides of the narrow street, vehicles parking illegally, overhanging driveways, parking within centimetres of other vehicles, parking in the intersection of Trott Grove and Pemberton Street and on top of the intersection.

The narrow street is reduced to one-way traffic with limited room for cars to get through with parked vehicles hit by vehicles using the street and causing damage and not leaving their details. We have almost been hit on our bikes in our street because of this issue.

We have been reporting the parking hazards to Marion Council for years and they haven't done anything about it but make the problem worse by continuing to approve development applications stating they have merit when they don't ( as with this development application) and continue to ignore the parking hazards even though they receive continual complaints about it.

The immediate area in the vicinity of the Marion shopping centre is being overdeveloped with 3-4 houses put on a site where one house stood with cars not fitting into garages so there is

already a significant increase in on street parking. Marion Shopping Centre parking overflow into residential streets is making our streets very hazardous exacerbating the street parking issue.

The majority of people won't use public transport to go shopping because of the burden of carrying groceries and items purchased on foot to and from stations on trains and buses. The fact that our residential street has shoppers from Marion Shopping centre parking in the street is evidence of this!

Marion Shopping Centre also lease the aquatic centre end of their car parks to the Marion Aquatic Centre during sporting events. This is because the Aquatic Centre car parking space is inadequate to accommodate the additional competitors, customers and spectators driving to the events. Marion shopping centre cordon off the car parks for competitors and spectators which we have seen manned by security therefore, reducing the car parking available to shoppers and staff working in the shopping centre as well which adds to the on-street parking issues at sporting events periods. I am a member of the aquatic centre so have personal knowledge of this.

Marion Council do not work on public holidays so do not police the parking hazards and illegal parking in residential streets surrounding the shopping centre and the police have advised me that parking hazards are a Council matter. So, the parking problems continue and are ignored. Marion Council continue to add to this issue by approving more and more developments in the area and IGNORE the continual complaints about parking and when they continue to add to the streets becoming hazardous with these approvals they then don't bother addressing the consequences.

**To continue to add to the ongoing problem of Marion shoppers parking in the residential streets by approving this application is making our streets more dangerous, preventing residence from entering and exiting their properties safely, affecting the enjoyment and quality of living in this area. It is also increasing the risk of injury to pedestrians from the parking hazards.**

#### **The removal of significant trees:**

Oaklands crossing project a few months ago resulted in the removal of a large number (greater than 30) significant trees which were full of bird species inhabiting the trees and breeding in the tree hollows. This wildlife had to relocate as result of the trees destruction. To remove another 8 significant trees is reducing the wild life in the area even further and reducing the visual amenity of the area. It will take years for any trees planted to grow to the size of existing trees to replace those that our destroyed for this development. So the negative impact of more significant trees removal in the area is long lasting (decades).

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

Applicant: Scentre Management Ltd C/- Masterplan  
Development Number: 100/E103/18  
Nature of Development: Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
Development Type: Merit  
Zone / Policy Area: Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
Subject Land: 293 – 297 Diagonal Road OAKLANDS PARK  
Contact Officer: Matthew Fielke  
Phone Number: (08) 7109 7048  
Close Date: 9 January 2018

My Name: Helen Murray My phone number: 83222455

Primary method(s) of contact: Email: murraythomas@adam.com.au  
Postal Address: 34 Truena Rd Postcode: 5049  
Marion

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

My interests are:  
(please tick one)

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

The address of the property affected is:

3/187-189 Stuart Rd

Postcode

My interests are:  
(please tick one)

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

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

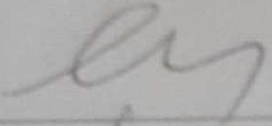
Traffic along Stuart Rd - queuing already occurs in peak hour. Adding boom gates will drive people into  
I am owner of unit @ 187 - there already is very limited parking on the road outside our houses due to parking restrictions. If we have visitors where do they park for more than 1 hour?

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or  
Email: [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)

South Australian  
DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION – CATE

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

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

Signature: 

Date: 10/12/18

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

7 JAN 2018

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Development Number:** 100/E103/18  
**Nature of Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Development Type:** Merit  
**Zone / Policy Area:** Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
**Subject Land:** 293 – 297 Diagonal Road OAKLANDS PARK  
**Contact Officer:** Matthew Fielke  
**Phone Number:** (08) 7109 7048  
**Close Date:** 9 January 2018

My Name: Mary P Schumacher My phone number: 8298 2157

Primary method(s) of contact: Email: \_\_\_\_\_  
Postal Address: Box 393 Postcode: 5046  
Oaklands Park

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

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

The address of the property affected is: 213 Sturt Road, Seacombe Gardens Postcode 5047

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

The specific aspects of the application to which I make comment on are: I am concerned about the net loss of parking spaces with the proposed development, despite the construction of an extra parking area over several levels. This will add to congestion around nearby streets.

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

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

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

Signature: Alan Behrmacher  
Date: 2/14/2019





Our Ref: 2018/22805/01  
Your Ref: N/A

Level 5, 50 Flinders Street  
Adelaide SA 5000

GPO Box 1815  
Adelaide SA 5001

Telephone: 08 7109 7060  
ABN 92 366 288 135

<http://www.saplanningcommission.sa.gov.au/scap>

11 Dec 2018

MHRT Pty Ltd  
PO Box 643  
PORT LINCOLN SA 5606

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Application Number:** 100/E103/18  
**Proposed Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Subject Land:** 293 – 297 Diagonal Road, Oaklands Park

As an adjoining owner/person potentially affected by the above development application, you are invited to view details of the application and make comment.

The application may be examined during normal business hours at the office of the State Commission Assessment Panel (SCAP), Level 5, 50 Flinders Street, Adelaide and at the office of the City of Marion. The application documentation is also available on the SCAP website [http://www.saplanningcommission.sa.gov.au/scap/public\\_notices](http://www.saplanningcommission.sa.gov.au/scap/public_notices).

If you wish to comment on the application please complete the attached form. This must reach the Secretary, State Commission Assessment Panel, GPO BOX 1815, Adelaide SA 5001 by no later than **9 January 2019**.

You may be given an opportunity to appear before the SCAP to further explain your views. You will be contacted should a hearing be arranged.

If you have any questions relating to this matter please contact Matthew Fielke of this office by telephone on 7109 7048 or email [matthew.fielke@sa.gov.au](mailto:matthew.fielke@sa.gov.au).

Yours sincerely,

Matthew Fielke  
**PLANNING OFFICER**  
on behalf of the  
**STATE COMMISSION ASSESSMENT PANEL**

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

**Applicant:** Scentre Management Ltd C/- Masterplan  
**Development Number:** 100/E103/18  
**Nature of Development:** Alterations and additions to existing Westfield Marion Shopping Centre comprising additional retail floor space at ground level, entertainment and lifestyle precinct at levels 1 & 2, four (4) level mezzanine car park structure, modification to vehicular access points and removal of eight (8) regulated trees as well as associated landscaping, signage and way-finding treatments.  
**Development Type:** Merit  
**Zone / Policy Area:** Regional Centre Zone, Precincts 9 (Northern Fringe Marion), 10 (Retail Core Marion) & 11 (Retail Support Marion).  
**Subject Land:** 293 – 297 Diagonal Road OAKLANDS PARK  
**Contact Officer:** Matthew Fielke  
**Phone Number:** (08) 7109 7048  
**Close Date:** 9 January 2018

My Name: NICK CARTER My phone number: 0407 522 144

Primary method(s) of contact: Email: NICK@carterproperty.com.au  
Postal 381 CROSS RD Postcode: 5039  
Address: EDWARDSTOWN

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

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

The address of the property affected is: 1 MILHAM STREET OAKLANDS PARK, 455-457  
MORPHY RD OAKLANDS PK AND 459 MORPHY RD Postcode 5046

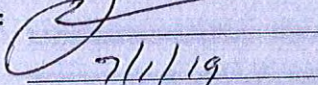
- My interests are:  
(please tick one)
- I support the development
  - I support the development with some concerns
  - I oppose the development

The specific aspects of the application to which I make comment on are: CARPARKING VOLUMES  
TRAFFIC FLOW IMPACTS TRAFFIC MANAGEMENT  
AND EXTERNAL CARPARK IMPACTS RELATING TO  
PUDO CARPARKING

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

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

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

Signature:   
Date: 7/1/19

6 May 2019

State Commission Assessment Panel  
Level 5, 50 Flinders Street  
ADELAIDE SA 5000

Attention: Matthew Fielke

Dear Matthew

**Re: Response to Representations  
Development Application 100/E103/18**

MasterPlan SA Pty Ltd has been engaged by Scentre Management Limited, the owner of Westfield Marion Shopping Centre (485-501 Morphett Road, Oaklands Park), and who is the proponent of the proposed development to redevelop and expand the Westfield Marion Shopping Centre and install automated car parking control equipment to the car parking areas serving the shopping centre.

We have been asked to examine and respond as required to the representations received following notification of the Category 2 development application.

Having reviewed the documentation forwarded by the State Commission Assessment Panel, acting as the relevant authority in regard to this matter, we note that there were six valid representations received by adjoining property owners:

- Helen Murray of Unit 3, 187-189 Sturt Road, Seacombe Gardens supports the development, but with some concerns;
- Mary Schumacher of 213 Sturt Road, Seacombe Gardens in favour of the development, but with some concerns;
- Diane Williams of 2B Pemberton Street, Oaklands Park opposed to the development;
- George Abdilla of 2B and 2C Pemberton Street, Oaklands Park opposed to the development;



- Nick Carter of 1 Milham Street, Oaklands Park, and 455-457 and 459 Morphett Road, Oaklands Park opposed to the development; and
- Adrian Skull (CEO) on behalf of the City of Marion in favour of the development with some concerns and seeking points of clarification on particular matters. This submission will be responded to in a separate submission.

The matters raised in the representations can be summarised as follows:

1. the nett loss of car parking within the development site;
2. impacts arising from parking in adjacent residential streets from displaced vehicles;
3. installation of automated car parking control equipment;
4. the removal of (eight) regulated trees (inclusive of two date palms proposed for relocation); and
5. the timing of public notification regarding the development application.

Please find below our response to the matters of concern as expressed in the representations summarised above. As mentioned, the issues raised by Adrian Skull of the City of Marion will be addressed separately to the other representations.

We note that a number of the representors desire to make verbal representation in support of their written representation.

### **The Net Loss of Car Parking**

The majority of representations opposed to the proposed development express concern that the proposed development would decrease the total car parking from the existing provision of 5,250 spaces to 4,956 spaces; a net loss of 294 spaces. The representors also raised concerns in relation to the fact that this reduction in onsite parking coincides with a major expansion of the retail floor area at Westfield Marion.

It is acknowledged that the proposed development seeks an overall increase in floor area and a net reduction in overall on-site parking spaces. It should be noted however that the proposed provision of car parking spaces satisfies the desired minimum parking rate requirements for the Regional Centre Zone outlined in the Marion Council Development Plan (consolidated 29 November 2018).



Table Mar/2A of the Development Plan outlines that the desired minimum car parking requirement for development within the Regional Centre Zone is 3.0 spaces per 100 square metres of gross leasable floor area. The change to the minimum rate for on-site car parking occurred as a result of the Ministerial Existing Activity Centres Policy Review DPA gazetted on the 21 April 2016. The change to the minimum on-site car parking rates related directly to an intent to introduce:

*“new off-street parking requirements for development in affected activity centres and business areas when located near high frequency public transport routes or public transport interchanges and stations, establishing a consistent basis to support land use change in areas broadly expected to contribute towards the strategic growth targets of the Planning Strategy.”*

As the proposed development will comprise a gross leasable floor area of 152,283 square metres, the development has a minimum car parking requirement of 4,569 spaces. Thus, the proposal has 387 spaces surplus to this requirement; and satisfies the relevant assessment criteria in the Development Plan.

The design of parking for a shopping centre is based on the 85<sup>th</sup> percentile demand period and not the absolute peak. This will mean that there will be peak periods when the parking is operating at capacity. The evidence identified by the collection of parking data at shopping centres has identified that the peak demand rate at any one time has reduced over the past ten years, with the peak demand periods being extended and distributed across the trading period. This is due to the changes in types of retailing and trading hours but also the change in the nature of how people use retail facilities.

A significant component of the proposal is leisure facilities. While such facilities do generate parking, they are typically ancillary to the shopping parking demand during the day and generate a separate demand during the evening when the parking demand associated with the retail facilities is significantly reduced. In this regard, the two uses are complimentary in respect to parking demand and result in a shared use of the spaces and a lesser peak demand requirement.

The proposed 4,956 spaces of the redevelopment correspond to an approximate ratio of 3.25 spaces per 100 square metres of gross leasable floor area. This ratio increases to 3.43 spaces per 100 square metres of gross leasable floor area if the facilities of the cinema are excluded, which have differing peak parking demands. These ratios are both above the minimum car parking rate in the Development Plan. It should also be noted that the net reduction of car parking spaces from the existing 5,250 spaces to the proposed 4,956 spaces, is a minimal decrease, at 5.6 percent. Moreover, the existing provision reflects the parking standards that were enacted in the early 2000s; and thus, have been updated in the 2016 Ministerial Development Plan Amendment to reflect the changing trading patterns of retail, customer behaviour and a fundamental change in planning policy associated with the on-site parking rates in Centres to recognise their proximity to public transport services and promote the use of alternate forms of transport.



This change in the minimum accepted rate for non-residential development was introduced in the State Planning Policy Library in 2011 establishing vehicle parking rates for Mixed Use and Corridor Zones with a flat parking rate for non-residential development in these areas.

It follows a review of local and interstate parking requirements and recognises locations where “*vehicle parking demand is expected to reduce over time – including areas that are, or will be, well served by Public Transport and other sustainable transport modes.*”

This was further adopted in the Ministerial Existing Activity Centre Policy Review Development Plan Amendment approved in 2016 for particular Centre Zones where access to alternate forms of transport may be available. The table for Off-Street Vehicle Parking rates also uses the term “Desired Minimum” where it is envisaged that parking rates may be further reduced in certain circumstances.

The Westfield Marion Shopping Centre is extremely well served by public transport with the largest bus interchange outside of the City of Adelaide located on the site of the Shopping Centre and the recently upgraded Oaklands Train Station conveniently located with good pedestrian access.

Melissa Mellen, Director, MFY Pty Ltd, concurs with the above summation, as she states:

- *parking data at shopping centres has identified that the peak demand rate (at any one time) has reduced over the past decade; and*
- *peak demand periods have also extended and are now distributed across the trading period.*

MFY is an experienced and highly reputable traffic engineering firm which has conducted detailed analysis and report on the proposed car parking arrangements and traffic movements for this development application.

Their professional opinion in this matter is that the proposed development provides a sufficient on-site parking rate to meet the likely demand of the Shopping Centre noting the changing patterns of retail consumption, the mix of land uses with different peak demand rates and the increased turnover of vehicles experienced through the introduction of an automated parking control regime in lieu of the Council enforcement of existing parking time limits.

Therefore, most importantly, the net loss of car parking spaces should not affect the ability of the infrastructure to meet typical peak demand. It is also reiterated that the proposed provision of car parking more than meets the desired minimum parking requirements specified in the Development Plan.



## Parking in Adjacent Streets

A number of the representations expressed concerns over the perceived impact the proposed development will have in respect to the potential for overflow parking into the adjacent residential streets; specifically, customers and staff of Westfield Marion utilising these streets as an informal overflow car park, adding to traffic congestion as a result of the change to the regime for managing parking controls over the centres car parking areas.

It is reiterated that the proposed development does not change the fact that car parking on the Shopping Centre land is already time limited where Council currently enforce the parking time limits with expiration notices; and therefore, should not (in all likelihood) change the present circumstances in these adjacent residential streets. Scentre Group has significant experience managing staff parking arrangements at its Centres and will continue to do so in a proactive manner at Westfield Marion.

Furthermore, the proposed provision of car parking, despite a reduction from the existing, should be sufficient to cater to the typical peak demand of the Westfield Marion Shopping Centre. Thus, adjacent residential streets should only be impacted during event parking situations.

We note one representor has included a series of photographs showing parking congestion in the adjacent street network, however there is no clarification of when these pictures were taken, who the cars belonged to or where the occupants of the vehicles were visiting.

An assessment of the available 'Near Map' photography over the past 18 months with dates and times typically on weekdays between 11.00 am and 2.00 pm reveal no consistent pattern of on-street parking congestion. (Refer to the **Attachment A** 'On-Street Car Parking Study'.) The photos also indicate that these times were during periods of high patronage noting the occupancy of the on-site car parking areas.

One reason for the limited on-street parking congestion would be the fact that these adjacent residential streets are subject to on-street parking controls with a mix of No-Stopping Anytime and different time limited parking controls as illustrated in **Attachment B** Parking Restrictions Plan.

The following existing parking controls have been identified by a survey in the adjacent local street network and are illustrated on **Attachment B** Parking Restrictions Plan:

- Quarter of an hour time limited parking at all times on:
  - Sturt Road (on the northern side, between signalled entrance to Westfield Marion Shopping Centre, and Loading Dock 4).
- Half an hour time limited parking at all times (unless otherwise stated), in the following streets:
  - Addison Road (southern side, between Ailsa Avenue and eastern cul-de-sac only; and limited to the hours of 8.00 am to 12.00 pm Monday to Friday);





- Ailsa Avenue (western side, between Kildonan Road and Sunshine Avenue only; and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Cabernet Place;
  - Gardiner Avenue (between Morphett Road and Lincoln Avenue, limited to the hours of 8.30 am to 5.00 pm Monday to Saturday and 5.00 pm to 9.00 pm Thursday; and between Lincoln Avenue and Cairns Avenue, limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Hobart Avenue (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday and 5.00 pm to 9.00 pm Thursday);
  - Johnstone Road (between Trott Grove and Albany Crescent only; and limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Kelmscott Street (between Pemberton Street and House Number 4 only; and limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Kingston Avenue (northern side only);
  - Lambton Street (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Lascelles Avenue (southern side, between Morphett Road and Ailsa Avenue only; and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday);
  - Renfrey Street (limited to the hours of 8.30 am to 5.00 pm Monday to Saturday);
  - Sturt Road (southern side, between Glamis Avenue and House Number 199 only)
  - Sunshine Avenue (southern side, between Cairns Avenue and Morphett Road only; and limited to the hours of 8.00 am to 6.00 pm Monday to Friday and 6.00 pm to 9.00 pm Thursday); and
  - Ulva Avenue (western side only, between Addison Road and Kildonan Road, limited to the hours of 6.00 am to 5.00 pm Monday to Friday; and between Kildonan Road and Lascelles Avenue, limited to the hours of 8.00 am to 6.00 pm Monday to Saturday and 6.00 pm to 9.00 pm Thursday).
- One-hour time limited parking at all times (unless otherwise stated), in the following streets:
    - Diagonal Road (between signalled entrance to Westfield Marion Shopping Centre and Sturt Road only; and applies at all times, except between the hours of 7.00 am to 9.00 am and 4.00 pm to 6.00 pm Monday to Friday);
    - Diagonal Road (service road only; and limited to the hours of 8.00am to 5.00 pm Monday to Sunday);
    - Douglas Street (eastern side between Shelley Avenue and House Number 13 only; and is limited to the hours of 8.00 am to 5.00 pm Monday to Friday);
    - Dwyer Road (both sides between Diagonal Way and Letcher Road, then northern side between Letcher Road and Johnstone Road only; and limited to the hours of 8.00 am to 5.00 pm Monday to Friday);



- Finniss Street (between Shelley Avenue and Richman Street only; and limited to the hours of 8.30 am to 3.30 pm Monday to Friday, and 8.00 am to 12.00 pm Saturday);
  - Glamis Avenue (eastern side, between Sturt Road and Sandery Avenue only);
  - Lincoln Avenue (limited to the hours of 8.00 am to 6.00 pm Monday to Friday, and 6.00 pm to 9.00 pm Thursday);
  - Pemberton Street (both sides between Kelmscott Street and Lambton Street, then eastern side between Lambton Street and Richman Street only; and limited to the hours of 8.00 am to 5.00 pm Monday to Saturday);
  - Sandery Avenue (southern side, between Glamis Avenue and House Number 24B only; and applies at all times);
  - Shelley Avenue (northern side, between Finniss Street and Douglas Street only; and limited to the hours of 8.00 am to 5.00 pm Monday to Friday); and
  - Sturt Road (scattered parking bays, between Morphett Road and Diagonal Road only; and applies at all times).
- Two-hour time limited parking at all times (unless otherwise stated), in the following streets:
    - Alderman Avenue;
    - Doradilla Avenue (from Kingston Avenue until House Number 4 only);
    - Glamis Avenue (between Sandery Avenue and Sutton Avenue only; and limited to the hours of 8.30 am to 5.00 pm Monday to Sunday, and 5.00 pm to 9.00 pm Thursday);
    - Gorda Place;
    - Greenasche Grove (from Gorda Place to Kingston Avenue only);
    - Kingston Avenue (southern, eastern and western sides only);
    - Sandery Avenue (northern side between Glamis Avenue and House Number 13 only); and
    - Sweetwater Street (between Sandery Avenue and Kingston Avenue).
- No Stopping Anytime (unless otherwise stated), in the following streets:
    - Albany Crescent (between Albany Crescent and Dwyer Road only);
    - Crew Street;
    - Diagonal Road (between signalled entrance to Westfield Marion Shopping Centre and Crew Street only, applies at all times; and between signalled entrance to Westfield Marion Shopping Centre and Sturt Road only, is limited to the hours of 7.00 am to 9.00 am and 4.00 pm to 6.00 pm Monday to Friday);
    - Finniss Street (limited to the hours of 8.30 am to 3.30 pm Monday to Friday and 8.00 am to 12.00 pm Saturday, on eastern side only; between House Number 87A and House Number 93, as well as between Shelley Avenue and Sturt Road);
    - Glamis Avenue (western side, between Sturt Road and Sandery Avenue only);
    - Gore Street (western side only; and limited to the hours of 8.00 am to 5.00 pm Monday to Sunday);



- Kelmscott Street (between Diagonal Road and House Number 4 only);
- Lambton Street (northern side only; and limited to the hours of 5.00 pm to 9.00 pm Thursday)
- Morphett Road (aside from indented car parking bays on western side);
- Pemberton Street (applies at all times, between Richman Street and Diagonal Road only; and is limited to the hours of 8.30 am to 5.00 pm Monday to Saturday on western side between Richman Street and House Number 6);
- Richman Street;
- Shelley Avenue (limited to the hours of 8.00 am to 5.00 pm Monday to Friday, and 8.00 am to 12.00 pm Saturday; on southern side, between Douglas Street and Finniss Street, as well as northern side, between Douglas Street and Christina Street); and
- Sturt Road (locations scattered between other restrictions and are between Morphett Road and Diagonal Road).

Notwithstanding the above, it is recognised that significant parking on residential streets within the precinct may (and probably does) occur during major events at the Aquatic Centre and during peak trading periods at the Centre (such as prior to Christmas and Mother's Day).

Based on the historical review of Near Map historical photography (**Attachment A**) it is evident that such parking does not regularly occur during the week.

We note that Council is currently reviewing its parking strategy for the local road network which we anticipate will consider parking controls associated with event periods. Scentre Group has agreed (at Council's request) to meet with Council officers to discuss its on-street parking strategy and provide details in respect to the proposal where commercially possible.

Accordingly, we submit that the majority of the adjacent residential street network is suitably protected from any potential impacts derived from informal overflow parking of the Westfield Marion Shopping Centre. It is impractical for visitors of the Shopping Centre to choose to park in these adjacent streets, given the existing regime of on-street parking controls, and the probable expiration fees that will result in overstaying the time-limited free period (in the same manner that they would if they overstay the existing time limited parking within the Centre's own car park). Thus, the proposed development will present minimal (to no) impact on adjacent residential streets regarding the use of the on-street parking as an informal overflow. Further, Council's review of parking will be able to address any specific concern of residents.

This assessment is shared by one representor, Ms Helen Murray of Unit 3, 187-189 Sturt Road, Seacombe Gardens (directly opposite the Westfield Marion Shopping Centre). Ms Murray states that 'there already is very limited parking on the road outside (my) house due to parking restrictions.



## Installation of Automated Car Parking Control Equipment

Multiple representations have referred to the term 'paid parking'. We again reiterate that the proposed development only seeks to introduce an alternate regime for the management of existing timed parking controls for users who out-stay the time limited parking (as imposed under the Private Parking Areas Act and enforced through fines issued by Council under agreement with Centre Management).

Therefore, the proposed system will alter the management of the car parking area, replacing the existing enforcement of timed parking limits by parking inspectors (operated by the City of Marion) with automated car parking control structures. These structures will take the form of number-plate recognition cameras, boom gates (on exit only), as well as a pay-on-exit facility for customers who exceed the time limit associated with free parking on the site. The proposed system will be ticketless, relying on number-plates for operation and enforcement.

This transition in the management of the car parking areas will result in a change to the payment regime for users who out-stay the free time-restricted period. Under the proposed system, these users will be charged a standard car parking rate, as opposed to the current management practice, where users are issued an expiration notice in accordance with the Private Parking Areas Act.

It should also be noted that approval has previously already been granted for the installation of a ticketed car parking control system (DA 100/1687/11). This proposed new ticketless system is considered far superior to the system approved under the previous DA consent. This is attributable to the proposal greatly increasing the capacity of vehicles being able to enter, whilst also ensuring an improved customer experience. Furthermore, analogous to the approved ticketed system, the exit lanes will still have 'boom-gates'; however, the automatic recognition of many vehicles, and the subsequent raising of the boom gate, will result in an increase in the efficiency of exiting vehicles.

There is no evidence to suggest that the introduction of the access control system will result in an increase of parking in the adjacent residential street network, noting the existing on street time limited parking controls discussed above.

Another concern of representors was the impact an automated car parking control system would have on the existing transport network, particularly in the form of vehicles queuing to enter the car parking area at both Sturt Road entrances.

Melissa Mellen of MFY states that the proposal will alter the configuration of the Sturt Road entrances, ensuring both have two entry lanes (an additional lane at each entrance). Ms Mellen has concluded that this expansion in capacity will mitigate the existing queuing that extends to Sturt Road. To ascertain this, MFY undertook a detailed queuing analysis based on surveyed traffic count data at the peak usage times of Westfield Marion and have based the design of queue lengths on the standard queuing theory which considers the anticipated queue at the 98<sup>th</sup> percentile probability level.



Moreover, it should be noted that the proposed system is ticketless and thus will not have 'boom-gates' on entry, instead relying on number-plate recognition cameras which act with greater efficiency. Therefore, as there is no impediment on entry, the proposal will operate at a significantly increased capacity than standard ticketed systems.

Accordingly, the proposed installation of automated car parking control structures will not impact the free flow of traffic on the adjacent road network.

### **The Removal of Regulated Trees**

Two representors voiced their concern that the proposal would remove eight (8) *Significant* Trees. Whilst we acknowledge that the proposed development comprises the removal of eight (8) trees, we wish to clarify this statement, as it is inaccurate. The trees to be removed are *Regulated* Trees, and not *Significant* Trees. The distinction between the two classifications relates to trunk circumference.

Regulation 6A of the Development Regulations 2008 clarifies the definition of these classifications. The relevant excerpts are outlined as follows:

- Regulated Trees are '*trees ... that have a trunk with a circumference of 2 metres or more or, in the case of trees with multiple trunks, that have trunks with a total circumference of 2 metres or more and an average circumference of 625 millimetres or more, measured at a point 1 metre above natural ground level*'.
- Significant Trees are trees that have '*a trunk with a circumference of 3 metres or more or, in the case of a tree with multiple trunks, has trunks with a total circumference of 3 metres or more and an average circumference of 625 millimetres or more, measured at a point 1 metre above natural ground level*'

Therefore, Regulated Trees are smaller in scale when compared to Significant Trees and have a lower threshold to meet under the relevant Development Plan provisions to warrant their removal.

It was understood that the design of the proposed development would require the removal of trees; and therefore, a Preliminary Tree Assessment (conducted by arboriculture specialist, Arborman Tree Solutions) was commissioned to ascertain the extent specific trees would be impacted. This assessment identified 13 Regulated Trees that would be impacted by the proposal, although one tree was exempt from protection under the Development Act 1993.

Arborman Tree Solutions advised on the trees that should be retained but may be approved for removal if they are restricting an otherwise reasonable and expected development, and alternative design solutions are not available. Particular effort was made in the design of the proposal to avoid impact on the 13 Regulated Trees identified. This endeavour ensured the retention of five Regulated Trees, reducing the number that would require removal to eight.



It should be noted that:

- the eight Regulated Trees requiring removal represent a small proportion of the total trees within the development site;
- none of the eight Regulated Trees requiring removal are indigenous or endangered species;
- two of these eight Regulated Trees are proposed to be relocated;
- 10 additional native trees are proposed to be planted; and
- none of the eight Regulated Trees requiring removal would be highly valued for habitat as they are isolated and in an extremely modified built environment;

Therefore, on this basis, and having regard to points above as well as advice of Arborman Tree Solutions, the proposal is both reasonable and an expected form of development to occur in the Regional Centre Zone. The requirement to remove eight Regulated Trees is reasonable when considering: the scale of the proposed development and overall site, the number of other trees retained on the site, and the prospect of further enhancing the site with new plantings in conjunction with this proposal.

In summary, the removal of these eight Regulated Trees will not be to the detriment of the character and appearance of the locality. The landscape plan prepared by Outer Space proposes the replacement of the eight Regulated Trees with the planting of 10 Spotted Gums and the relocation of the two regulated Canary Island Palms to alternate locations within the site as shown on **Attachment C: Regulated Tree Replacement and Relocation Plan**.

Would you please advise us of the time and date of the meeting when this matter will be considered so that our client or their representative can be in attendance to respond to any representations made to the State Commission Assessment Panel in person.

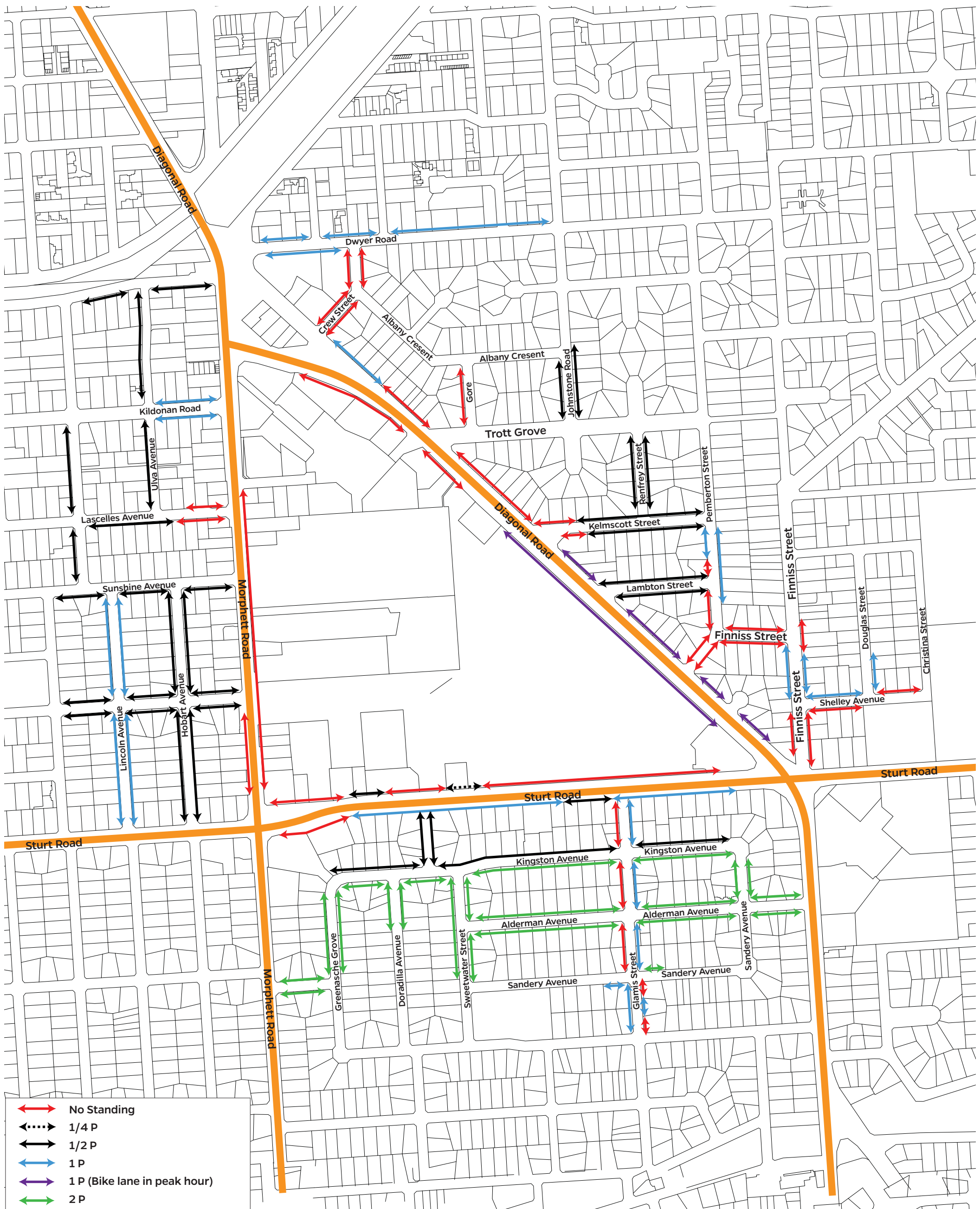
We trust that the above adequately responds to the comments made in the representations. If you require any further information or clarification, please do not hesitate to contact the writer at this office.

Yours sincerely

**Greg Vincent**  
MasterPlan SA Pty Ltd

enc: Attachment A: On Street Parking Study  
Attachment B: Parking Restrictions Plan  
Attachment C: Regulated Tree Replacement and Relocation Plan.

cc: Scentre Group  
Melissa Mellen , MFY



	No Standing
	1/4 P
	1 P
	1 P (Bike lane in peak hour)
	2 P

	South of Sturt Rd	West of Morphet Rd	East of Diagonal Rd
No Standing	All times	All times	All times *
No Standing 5 pm - 9 pm Thurs	-	-	5 pm - 9 pm Thursday
1/2 P	-	8:30 am - 5:30 pm Mon-Sat 8:30 am to 9 pm Thursday	8:30 am - 5:00 pm Mon-Sat
1 P	All times	8 am - 6 pm Mon-Fri 8 am - 9 pm Thurs	8 am - 5 pm Mon-Fri
2 P	-	All times	-

\*unless Shelley Avenue:  
8:00 am - 5:00 pm Mon-Fri  
9:00 am - 12noon Saturday

\*unless Gore Street:  
8:00 am - 5:00 pm any day

## On-Street Car Parking Study Parking Restrictions

ADJACENT WESTFIELD MARION SHOPPING CENTRE

For Scentre Group





RECEIVED  
7 May 2019  
SCAP

# Regulated Tree Replacement & Relocation Plan



**Corymbia maculata**  
Spotted Gum



**Phoenix canariensis (relocated)**  
Canary Island Date Palm



## Legend

- 10 Proposed Native Species (Corymbia Maculata - Spotted Gum) to replace 6 existing Regulated Trees
- 2 Existing Regulated Phoenix canariensis (Canary Island Date Palm) to be relocated



20 November 2018

State Commission Assessment Panel  
Level 5, 50 Flinders Street  
ADELAIDE SA 5000

Attention: Ms Zoe Delmenico

Dear Ms Delmenico

**Re: Westfield Marion Planning Application  
State Coordinator-General Call-in**

Please find enclosed herewith a development application prepared on behalf of Scentre Management Limited for Redevelopment of the Westfield Marion Shopping Centre at Sturt, Diagonal and Morphet Roads, Oaklands Park. **Enclosed** with the application is the following documentation:

- Completed Development Application Form;
- Electricity Declaration Form;
- Plans illustrating the proposed development;
- Planning Report prepared by Masterplan SA Pty Ltd;
- Certificates of Title;
- Traffic and Parking Report prepared by MFY Pty Ltd;
- Arborman Tree Solutions. Preliminary Tree Assessment, Site: Westfield Shopping Centre at Marion, ATS5170-WestMarionPTA;
- Stormwater Management Plan prepared by Wallbridge Gilbert Aztec; and
- Landscape Concept Report prepared by Outer Space.



Can you please advise on the required development application fees so that we can arrange for prompt payment from our client.

Please do not hesitate to contact the undersigned on 8193 5600 should you require any further information.

Yours sincerely

**Greg Vincent**  
MasterPlan SA Pty Ltd

enc: Reports and plans as listed.  
cc: City of Marion.

# DEVELOPMENT APPLICATION FORM

**COUNCIL:** STATE PLANNING COMMISSION

**APPLICANT:** SCENTRE MANAGEMENT LIMITED

Postal Address: C/ MASTERPLAN  
33 CARRINGTON STREET, ADELAIDE SA 5000

**OWNER:** PT LIMITED, RE1 LIMITED AND LENDLEASE REAL ESTATE INVESTMENTS LIMITED

Postal Address: GPO BOX 4004  
SYDNEY NSW 2001

**BUILDER:** TBA

Postal Address:

Licence No:

**CONTACT PERSON FOR FURTHER INFORMATION:**

Name: GREG VINCENT - MASTERPLAN SA PTY LTD

Telephone: 81 93 5600

Email: GREGV@MASTERPLAN.COM.AU

Mobile: 04 13 832 603

**EXISTING USE:**

SHOPPING CENTRE

**FOR OFFICE USE**

Development No:

Previous Development No:

Assessment No:

<input type="checkbox"/> Complying	Application forwarded to DA Commission/Council on: / / Decision: Type: Date: / /
<input type="checkbox"/> Non-complying	
<input type="checkbox"/> Notification Cat 2	
<input type="checkbox"/> Notification Cat 3	
<input type="checkbox"/> Referrals/Concurrence	
<input type="checkbox"/> DA Commission	

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

**DESCRIPTION OF PROPOSED DEVELOPMENT:** WESTFIELD MARION REDEVELOPMENT

**LOCATION OF PROPOSED DEVELOPMENT: Refer to separate annexure**

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

Section No (full/part): Hundred: Volume: Folio:

Section No (full/part): Hundred: Volume: Folio:

**LAND DIVISION: n/a**

Site Area (m²): Reserve Area (m²): No of Existing Allotments:

Number of Additional Allotments - (Excluding Road and Reserve): Lease: YES:  NO:

**BUILDING RULES CLASSIFICATION SOUGHT:**

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Female: Male:

If Class 9a classification is sought, state the number of persons for whom accommodation is required:

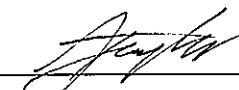
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:

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

**HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?** YES:  NO:

**DEVELOPMENT COST** (Do not include any fit-out costs): \$230,000,000.00

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

**SIGNATURE:**  A TAYLOR, DEVELOPMENT EXECUTIVE  
FOR AND ON BEHALF OF SCENTRE MANAGEMENT LIMITED

**Dated:** 19 NOVEMBER 2018

**DEVELOPMENT REGULATIONS 2008**

**Form of Declaration**

**(Schedule 5, Clause 2A)**

To: State Planning Commission  
From: Scentre Group Pty Ltd  
Date of Application: November 2018

**Location of Proposed Development:** Refer to separate annexure

House Number: \_\_\_\_\_ Lot Number: \_\_\_\_\_  
Street: Sturt, Diagonal and Morphett Roads Town/Suburb: Oaklands Park  
Section No (full/part): \_\_\_\_\_ Hundred: \_\_\_\_\_  
Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

**Nature of Proposed Development:**

Westfield Marion Shopping Centre Redevelopment

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

20 November 2018



\_\_\_\_\_  
Date

\_\_\_\_\_  
Signed

#### Note 1

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in Section 4(1) of the *Development Act 1993*), other than where the development is limited to:

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

#### Note 2

The requirements of Section 86 of the *Electricity Act 1996* do not apply in relation to:

- a fence that is less than 2.0 m in height; or
- a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

#### Note 3

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

#### Note 4

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

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

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

#### Note 5

Information brochures 'Powerline Clearance Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from Council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at [www.technicalregulator.sa.gov.au](http://www.technicalregulator.sa.gov.au)

#### Note 6

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.



Government  
of South Australia

Office of the State  
Coordinator-General

20 August 2018

Mr Greg Vincent  
MasterPlan SA Pty Ltd  
33 Carrington Street  
ADELAIDE SA 5000

Dear Mr Vincent

Thank you for your recent request on behalf of Scentre Group dated 2 August 2018 requesting that the State Commission Assessment Panel (SCAP) be appointed as the relevant authority to consider the proposed redevelopment of the Westfield Marion Shopping Centre at 297 Diagonal Road, Oaklands Park.

I am pleased to advise that, in accordance with Schedule 10(20) of the *Development Regulations 2008*, I have formed the opinion SCAP is the most appropriate assessment authority for development. You may now prepare a development application to be lodged with the SCAP, which must occur by no later than 20 November 2018 (3 months).

When preparing the development application and in addition to what is already established for lodgement, you must also provide a planning report, plans which include clearly marked and detailed dimensions of all structures, site plan, parking and driveway gradients, manoeuvrability to Australian Standards, stormwater management plan including parking areas, details on signage locations and specifications including illumination, traffic management study, details on waste collection and any other relevant information

In agreeing to assign the SCAP as the relevant authority, I ask that you work collaboratively with the Development Division of the Department of Planning, Transport and Infrastructure and the City of Marion Council in the finalisation of an application.

It should be noted that making this determination does not constitute a form of advocacy nor does it imply a favourable assessment outcome or otherwise for the proposal. Following the assessment process, the final decision will be made by the SCAP.

Please be aware that I have also written to the City of Marion Council advising that the SCAP has been appointed the relevant planning authority for this proposal.

Should you have any questions in relation to the development application to be lodged, please do not hesitate to contact Mr Jeremy Wood, Team Leader – Coordinator-General and Public Housing, on (08) 7109 7078 or [Jeremy.wood@sa.gov.au](mailto:Jeremy.wood@sa.gov.au).

Should you have any queries in relation to my determination, please do not hesitate to contact my Office on 8303 2080 or via GPO Box 2343 Adelaide SA 5001.

Yours sincerely

Mark Williams  
**A/STATE COORDINATOR-GENERAL**

Office of the State Coordinator-General

Level 9, 131-139 Grenfell Street, Adelaide SA 5000 | GPO Box 2343 Adelaide SA 5001  
Tel +61 8 8303 2080 | Fax +61 8 8303 2090 | [www.dpc.sa.gov.au](http://www.dpc.sa.gov.au)



## Fielke, Matthew (DPTI)

---

**From:** Wayne Gladigau <WayneG@masterplan.com.au>  
**Sent:** Tuesday, 4 June 2019 11:21 AM  
**To:** Fielke, Matthew (DPTI); Greg Vincent  
**Cc:** Aimee Taylor  
**Subject:** RE: Regulated Trees - Stage 1

Hello Matt

We have checked the Tree Assessment Report and map and confirm that all 8 regulated trees, the subject of removal, are located within the Stage 1 demolition works area proposed on Plan 01.5111.

Also, there is no objection to a condition that requires the final landscape plan be consistent with the newly staged approach of the development.

Regards

**Wayne Gladigau**

0413 832 604

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**From:** Fielke, Matthew (DPTI) <Matthew.Fielke@sa.gov.au>  
**Sent:** Tuesday, 4 June 2019 9:42 AM  
**To:** Greg Vincent <GregV@masterplan.com.au>  
**Cc:** Wayne Gladigau <WayneG@masterplan.com.au>; Aimee Taylor <Aimee.Taylor@Scentregroup.com>  
**Subject:** Regulated Trees - Stage 1

Hi Greg,

Just wanted to clarify – will any regulated trees be subject of removal as a result of the Stage 1 works?

Also, I will be recommending a condition that requires the final landscape plan be consistent with the newly staged approach of the development. I hope this wont be a problem with the applicant?

Kind regards,

**Matthew Fielke**

Planning Officer | Development Assessment  
Planning and Land Use Services

## Fielke, Matthew (DPTI)

---

**From:** Greg Vincent <GregV@masterplan.com.au>  
**Sent:** Monday, 3 June 2019 11:36 AM  
**To:** Fielke, Matthew (DPTI)  
**Subject:** FW: Westfield Marion - Clarification

FYI

### Greg Vincent

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**From:** Melissa Mellen <melissa@mfy.com.au>  
**Sent:** Tuesday, 28 May 2019 9:11 AM  
**To:** Wayne Gladigau <WayneG@masterplan.com.au>  
**Cc:** Greg Vincent <GregV@masterplan.com.au>; Aimee Taylor <Aimee.Taylor@Scentregroup.com>  
**Subject:** RE: Westfield Marion - Clarification

Hi Wayne,

I will touch base with Aimee but I think the simplest answer will be to provide the bicycle parking in accordance with Table Mar/5. This will mean adding 40 spaces for bikes which is only 20 rails and given the reduction in parking I think it is a better selling point.

Mel

Melissa Mellen | Director | MFY Pty Ltd



Unit 6/224 Glen Osmond Road, Fullarton SA 5063  
t: 08 8338 8888 | m: 0413 800 135 | e: [melissa@mfy.com.au](mailto:melissa@mfy.com.au) | w: [mfy.com.au](http://mfy.com.au)

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Traffic • Parking • Transport

**\*\* MFY is currently taking part in the The May 50K MS Fundraiser, one week to go! \*\***

<https://www.themay50k.org/fundraiser/mfyptyltd>



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**\*\* MFY is currently taking part in the The May 50K MS Fundraiser, one week to go! \*\***

<https://www.themay50k.org/fundraiser/mfyptyltd>

---

**From:** Wayne Gladigau [<mailto:WayneG@masterplan.com.au>]

**Sent:** Monday, 27 May 2019 3:45 PM

**To:** Melissa Mellen <[melissa@mfy.com.au](mailto:melissa@mfy.com.au)>

**Cc:** Greg Vincent <[GregV@masterplan.com.au](mailto:GregV@masterplan.com.au)>; Aimee Taylor <[Aimee.Taylor@Scentregroup.com](mailto:Aimee.Taylor@Scentregroup.com)>

**Subject:** RE: Westfield Marion - Clarification

Hi Melissa

Please refer to the FIR below from Matthew Fielke at DPTI.

Greg is looking into question 1 and how we dealt with outdoor seating areas at Tea Tree Plaza.

Can you help us to provide a response regarding the issue of Bicycle Parking?

Regards

**Wayne Gladigau**

0413 832 604

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**From:** Fielke, Matthew (DPTI) <[Matthew.Fielke@sa.gov.au](mailto:Matthew.Fielke@sa.gov.au)>

**Sent:** Monday, 27 May 2019 1:10 PM

**To:** Wayne Gladigau <[WayneG@masterplan.com.au](mailto:WayneG@masterplan.com.au)>

**Cc:** Greg Vincent <[GregV@masterplan.com.au](mailto:GregV@masterplan.com.au)>; Aimee Taylor <[Aimee.Taylor@Scentregroup.com](mailto:Aimee.Taylor@Scentregroup.com)>

**Subject:** RE: Westfield Marion - Clarification

Hi Wayne & Aimee,

In addition to my email from last week – can you please provide some further clarification with regard to the following matters:

- Outdoor seating areas (labelled 'LSA') forming part of the Entertainment, Leisure and Dining Precinct don't appear to form part of the calculations for Gross Leasable Floor Area.
- Can you confirm whether these areas are proposed to be outdoor seating for the individual tenancies?
- If these areas were omitted from the GLA calculations, can these figures please be updated as a matter of urgency (including their resulting impact on car parking requirements).

## Fielke, Matthew (DPTI)

---

**From:** Greg Vincent <GregV@masterplan.com.au>  
**Sent:** Friday, 31 May 2019 2:00 PM  
**To:** Fielke, Matthew (DPTI)  
**Cc:** Wayne Gladigau; Aimee Taylor  
**Subject:** FW: URGENT - LSA Areas

Good Afternoon Matt,

Please find attached detailed identification of the area for the Licensed Seating Areas .

The areas still maintain greater than 3 spaces per 100 square meters of floor area for the car parking ratios.

Kind Regards

### Greg Vincent

0413 832 603

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---

**From:** Aimee Taylor <Aimee.Taylor@Scentregroup.com>  
**Sent:** Friday, 31 May 2019 10:13 AM  
**To:** Wayne Gladigau <WayneG@masterplan.com.au>  
**Cc:** Greg Vincent <GregV@masterplan.com.au>  
**Subject:** URGENT - LSA Areas

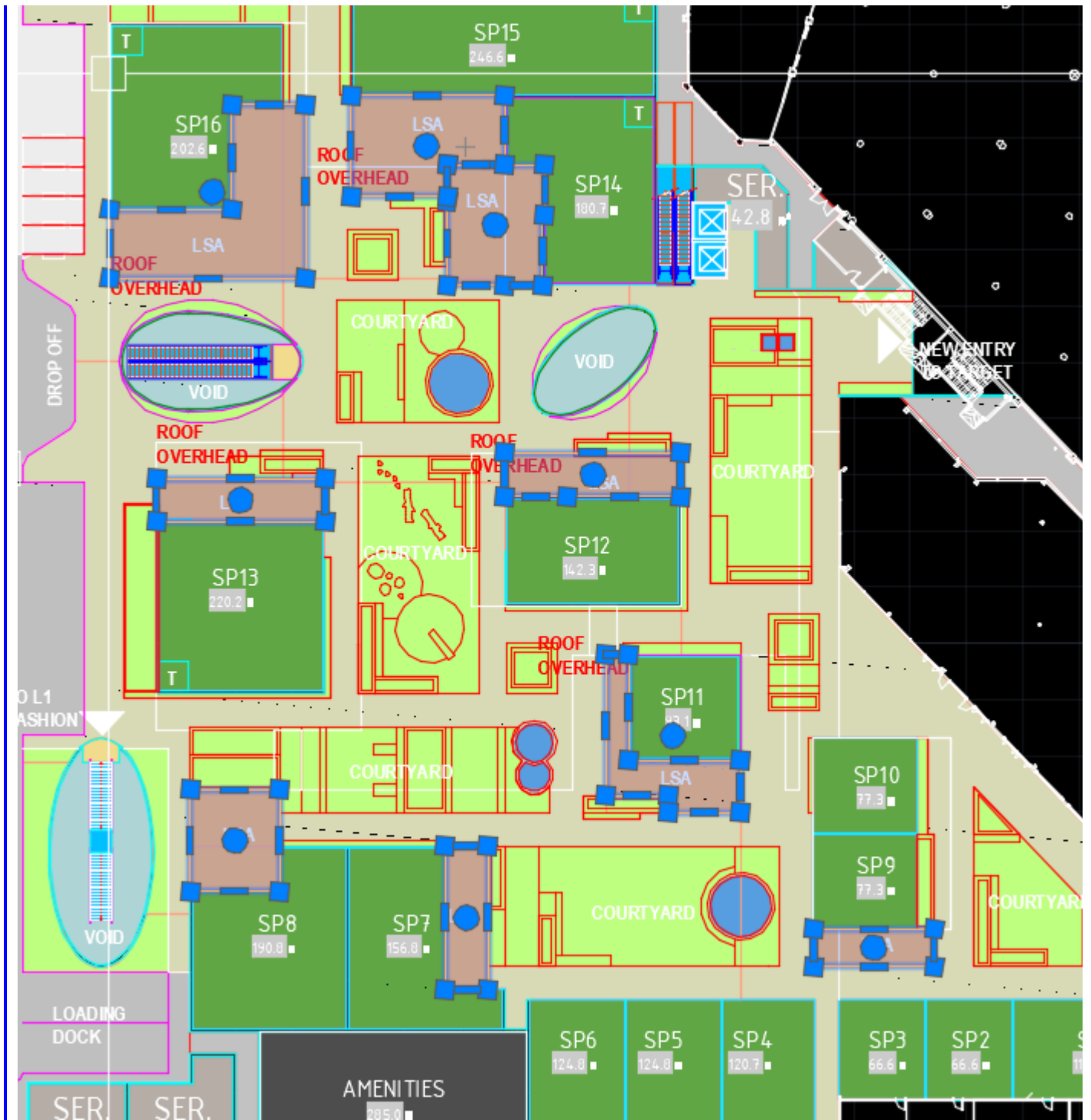
Wayne,

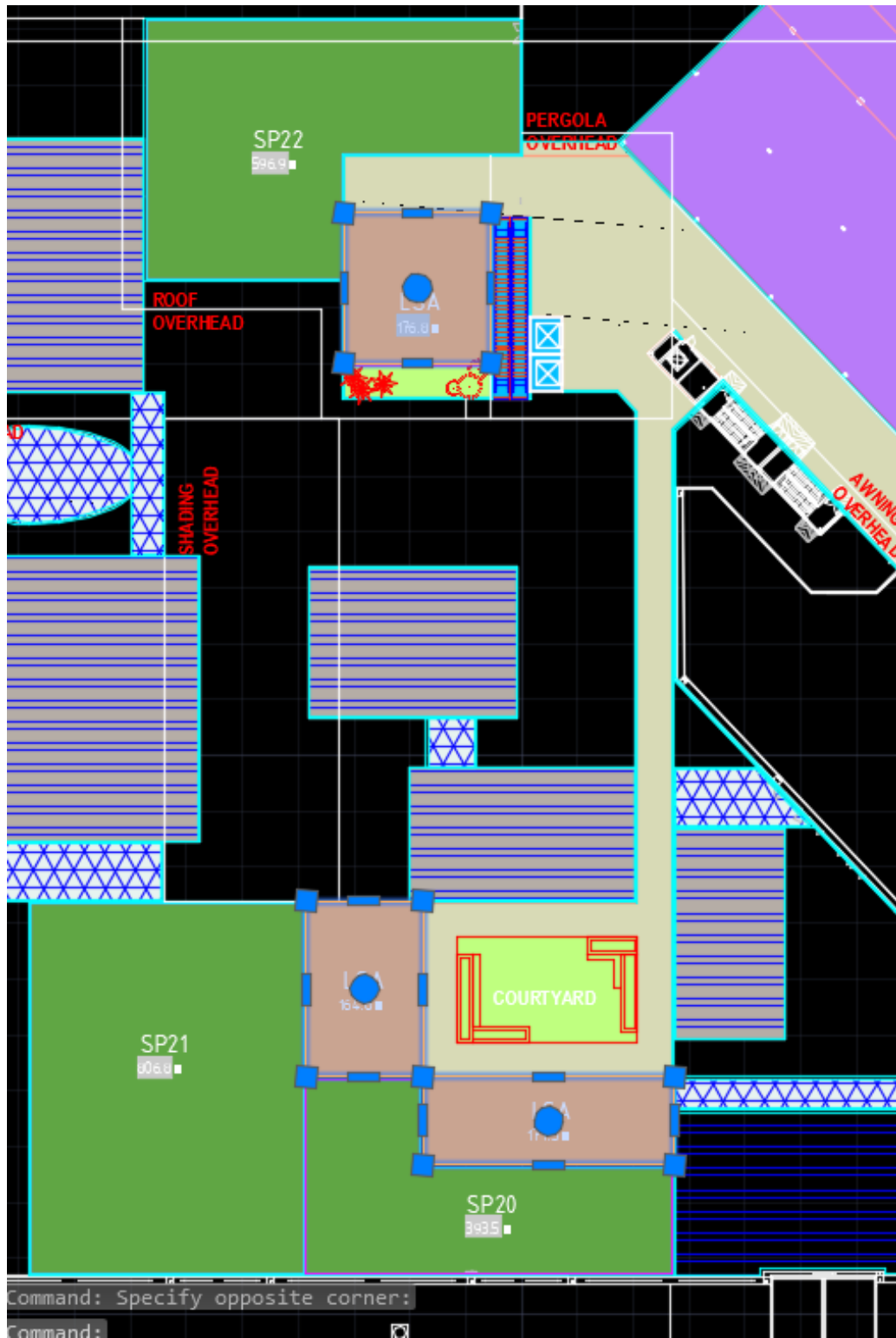
Please find the total LSA area from below:

L2 : 709 sqm

L3 : 519 sqm

As based on the selected area in the below screenshots:





Regards,

**Aimée Taylor**

Development Executive  
Scentre Group Development & Asset Management

SCENTRE GROUP

T +61 2 9028 8434

F +61 2 9028 8500

M +61 452 544 059

E [aimée.taylor@scentre.com](mailto:aimée.taylor@scentre.com)

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## Fielke, Matthew (DPTI)

---

**From:** Greg Vincent <GregV@masterplan.com.au>  
**Sent:** Thursday, 30 May 2019 12:45 PM  
**To:** Fielke, Matthew (DPTI); Wayne Gladigau  
**Cc:** Aimee Taylor  
**Subject:** RE: Westfield Marion - Clarification

Good Afternoon Matthew,

Please find below preliminary comments in line in response to your additional points of clarification sought.

We will consolidate a formal response shortly:

### Greg Vincent

0413 832 603

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**From:** Fielke, Matthew (DPTI) <Matthew.Fielke@sa.gov.au>  
**Sent:** Monday, 27 May 2019 1:10 PM  
**To:** Wayne Gladigau <WayneG@masterplan.com.au>  
**Cc:** Greg Vincent <GregV@masterplan.com.au>; Aimee Taylor <Aimee.Taylor@Scentregroup.com>  
**Subject:** RE: Westfield Marion - Clarification

Hi Wayne & Aimee,

In addition to my email from last week – can you please provide some further clarification with regard to the following matters:

- Outdoor seating areas (labelled 'LSA') forming part of the Entertainment, Leisure and Dining Precinct don't appear to form part of the calculations for Gross Leasable Floor Area. **[GMV Comments]** Currently being checked. It appears as though the areas were excluded and represent in the order of 600 square metres of Licensed seating area (The actual figure is being checked and will be confirmed this afternoon. If the additional LSA area is included this result in the order of 140,111 sqm in Stage 1 at a rate of 3.38 spaces per 100 sqm of NLA.
- Can you confirm whether these areas are proposed to be outdoor seating for the individual tenancies? **[GMV Comments]** "LSA" refer to Licensed Outdoor Seating Areas and accordingly are specific to the individual tenancies, Yes.

- If these areas were omitted from the GLA calculations, can these figures please be updated as a matter of urgency (including their resulting impact on car parking requirements). **[GMV Comments]** Currently being clarified.
- Bicycle parking
- Is bicycle parking proposed to form part of the application?**[GMV Comments]** Yes additional bicycle parking will be provided and a statement will be provided which we trust can be incorporated as a condition of consent.
- How many bicycle parks will be provided at the completion of both stages and how does this compare with the requirements under Table Mar/5 (notwithstanding that the Regional Centre Zone is not a 'Designated Area' within this table)?
- Existing floor area
- Do the existing floor area calculations include Bunnings and the various shop tenancies located to the south-west of the subject land (Dan Murphy's, Supercheap Auto and so on)?**[GMV Comments]** Yes. Bunnings has a floor area of 10,102 square metres, Dan Murphy's has a floor area of 1,655 sqm, Supercheap has a FA of 684 etc and have been included in the total floor area figures.

Aimee – thanks for the clarification regarding Stage 1 demolition. Given this, I think we can leave the Stage 1 demolition plan in its current form.

Apologies for not getting this to you sooner. I look forward to hearing back from you in due course.

Kind regards,

**Matthew Fielke**  
 Planning Officer | Development Assessment

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**From:** Fielke, Matthew (DPTI)  
**Sent:** Wednesday, 22 May 2019 6:15 PM  
**To:** 'Greg Vincent' <[GregV@masterplan.com.au](mailto:GregV@masterplan.com.au)>  
**Subject:** Westfield Marion - Clarification

Hi Greg,

Thanks for your call earlier today. As mentioned, I have commenced a thorough review of the planning documentation and the SCAP Agenda Item currently set for 13 June 2019.

To assist with my report I am hoping you could clarify the following matters for me.

On page 14 of the response to Council Comments, it's mentioned that an 'additional 39,407m<sup>2</sup> of retail floor space will be constructed (see image below).

<< OLE Object: Picture (Device Independent Bitmap) >>

Would it be fair to assume that this is a typo and that an additional 3,940.7m<sup>2</sup> of retail floor area is being constructed? Meaning that, with the reconfiguration of 5,002m<sup>2</sup> of 'existing' floor space, will result in a total of 8942.7m<sup>2</sup> of retail floor area modified / constructed at ground level during Stage 1?

Additionally, may I please ask you to review the images below, in particular the impact of the Stage 1 demolition works on the existing major tenant at ground level.

## **Fielke, Matthew (DPTI)**

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Will the area of the existing major tenant identified in red in the demolition plan, be subject of demolition in Stage 1? If so, should this be indicated as newly constructed floor area in the Stage 1 plan on the left?

If you have any questions or concerns, please do not hesitate to contact me.

Kind regards,

**Matthew Fielke**

Planning Officer | Development Assessment

Planning and Land Use Services

Department of Planning, Transport and Infrastructure

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## Centres and Retail Development

### OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres and mixed use zones.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
  - (a) a focus for community life
  - (b) safe, permeable, pleasant and accessible walking and cycling environments.
- 3 The provision of safe pedestrian and cycling environments within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Development of the Marion Regional Centre as a focus for a large part of the southern Adelaide metropolitan area.
- 6 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
  - (a) integrate facilities within the zone
  - (b) allow for the multiple use of facilities and the sharing of utility spaces
  - (c) allow for the staging of development within the centre
  - (d) be integrated with public and community transport
  - (e) should not include service trade premises except where located on the periphery of the centre.
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
  - (a) public spaces such as malls, plazas and courtyards
  - (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
  - (c) unobtrusive facilities for the storage and removal of waste materials
  - (d) public facilities including toilets, infant changing facilities for parents, telephones and community information boards
  - (e) access for public and community transport and sheltered waiting areas for passengers

- (f) lighting for pedestrian paths, buildings and associated areas
  - (g) a single landscaping theme
  - (h) safe and secure bicycle parking.
- 4 A single architectural theme should be established within centres through:
- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
  - (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
  - (c) employing a signage theme.

### Arterial Roads

- 5 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- 6 Centre development straddling an arterial road should:
- (a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection
  - (b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

### Retail Development

- ~~7 Other than in relation to the **Regional Activity Zone** and **Suburban Activity Node Zone**, a shop or group of shops located outside of zones that allow for retail development should:~~
- ~~(a) be of a size and type that will not hinder the development, function or viability of any centre zone~~
  - ~~(b) not demonstrably lead to the physical deterioration of any designated centre~~
  - ~~(c) be developed taking into consideration its effect on adjacent development~~
  - ~~(d) incorporate a road or thoroughfare at the rear for the use of vehicles which is not less than 6 metres wide and which communicates with a public road at each end~~
  - ~~(e) incorporate a site having a depth of not less than 24 metres.~~
- 8 Bulky goods outlets located within centres zones should:
- (a) complement the overall provision of facilities
  - (b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leasable area of 500 square metres or more.

## Crime Prevention

### OBJECTIVES

- 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 be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
  - (a) screen planting areas susceptible to vandalism
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
  - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
  - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
  - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

# Design and Appearance

## OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 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 and proportion
  - (b) external materials, patterns, colours and decorative elements
  - (c) roof form and pitch
  - (d) façade articulation and detailing
  - (e) verandas, eaves, parapets and window screens.
- 2 Buildings should be sited with respect to side and rear property boundaries to:
  - (a) maintain or enhance the amenity of adjoining properties in terms of noise, privacy and sunlight
  - (b) minimise the impact of bulk and scale of development on adjoining properties
  - (c) maintain the character of the locality in regards to the patterns of space between buildings (to the side and rear) and the opportunity for landscaping.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
- 4 Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
- 5 ~~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.~~
- 6 ~~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 verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.~~

## Development Adjacent Heritage Places

- 7—The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Mar/4 – State Heritage Places](#) or in [Table Mar/3 – Local Heritage Places](#).
- 8—Development on land adjacent to a State or local heritage place, as listed in [Table Mar/4 – State Heritage Places](#) or in [Table Mar/3 – Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

## Overshadowing

- 9—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).
- 10—Except where otherwise specified in a zone, policy area or precinct, development should ensure that:
- (a) north facing windows to living rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June
  - (b) ground level private open space of existing buildings receive direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level private open space
    - (ii) 35 square metres of the existing ground level private open space
  - (c) where overshadowing already exceeds the requirements contained in part (b), development should not increase the area overshadowed.

## Visual Privacy

- 11—Buildings with upper level windows, balconies, terraces and decks should minimise direct overlooking of habitable rooms and private open spaces of dwellings through one or more of the following measures:
- (a) off setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
  - (b) building setbacks from boundaries (including boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
  - (c) 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.
- 12—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**

- 13 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.
- 14 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 15 Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 16 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- ~~17 The ground floor of mixed use buildings should comprise non-residential land uses.~~
- ~~18 In mixed use areas, development facing the street should be designed to activate the street frontage(s) by:
  - ~~(a) including features that attract people to the locality 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 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 reduced massing.~~~~
- ~~19 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**

- 20 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**

- 21 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.

- 22 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:

Setback difference between buildings on adjoining allotments with the same primary street frontage	Setback of new building
Up to 2 metres	The same setback as one of the adjoining buildings, as illustrated below:
<p><i>When <math>b - a \leq 2</math>, setback of new dwelling = a or b</i></p>	
Greater than 2 metres	At least the average setback of the adjoining buildings

- 23 Except where otherwise specified by another provision in this Development Plan or where specified in a particular zone, policy area or precinct buildings and structures should be set back at least **8 metres** from road boundaries.
- 24 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

- 1 Development designed and sited to conserve energy.
- 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.

### 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.



# Infrastructure

## OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not occur without the provision of adequate utilities and services, including:
  - (a) electricity supply
  - (b) water supply
  - (c) drainage and stormwater systems
  - (d) waste disposal
  - (e) effluent disposal systems
  - (f) formed all-weather public roads
  - (g) telecommunications services
  - (h) social infrastructure, community services and facilities
  - (i) gas services.
- 2 Development should only occur only where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.
- 4 Development should not take place until adequate and co-ordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- ~~6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.~~
- ~~7 Urban development should not be dependent on an indirect water supply.~~
- ~~8 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.~~

- 9 In urban areas, electricity supply serving new development should be installed underground.
- 10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.
- 11 Utility buildings and structures should be grouped with non-residential development where possible.
- 12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

## Interface between Land Uses

### OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 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
<del>Adjacent existing <i>noise sensitive development</i> property boundary</del>	<del>Less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum  and  Less than 5 dB(A) above the level of background noise (<math>LA_{90,15min}</math>) for the overall (sum of all octave bands) A-weighted level.</del>
<del>Adjacent land property boundary</del>	<del>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum  or  less than 8 dB above the level of background noise (<math>L_{90,15min}</math>) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.</del>

## 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.

# Landscaping, Fences and Walls

## OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping in order to:
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - (f) provide shade and shelter
  - (g) assist in climate control within buildings
  - (h) maintain privacy
  - (i) maximise stormwater re-use
  - (j) complement existing native vegetation
  - (k) contribute to the viability of ecosystems and species
  - (l) promote water and biodiversity conservation.
- 2 Landscaping should:
  - (a) include the planting of locally indigenous species where appropriate
  - (b) be oriented towards the street frontage
  - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 **Landscaped areas along road frontages should have a width of not less than 2 metres and be protected from damage by vehicles and pedestrians.**
- 4 Landscaping should not:
  - (a) unreasonably restrict solar access to adjoining development
  - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

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**General Section**  
**Landscaping, Fences and Walls**

- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase autumnal leave fall in waterways
- (g) increase the risk of weed invasion.

~~5 Fences and walls, including retaining walls, should:~~

- ~~(a) not result in damage to neighbouring trees~~
- ~~(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality~~
- ~~(c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance~~
- ~~(d) incorporate articulation or other detailing where there is a large expanse of wall facing the street~~
- ~~(e) assist in highlighting building entrances~~
- ~~(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites~~
- ~~(g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land~~
- ~~(h) be constructed of non-flammable materials.~~

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

### OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- ~~2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.~~
- 3 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.
- 4 Buildings designed and sited to be energy and water efficient.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Design and Appearance

- 1 Buildings should:
  - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
  - (b) provide shelter over the footpath where minimal setbacks are desirable
  - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 2 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 3 Entrances to multi-storey buildings should:
  - (a) be oriented towards the street
  - (b) be clearly identifiable
  - (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.

#### Visual Privacy

- ~~4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.~~

#### Building Separation and Outlook

- ~~5 Residential buildings (or the residential floors of mixed use buildings) should:
  - (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces~~

- ~~(b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.~~

### **Dwelling Configuration**

- ~~6 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.~~
- ~~7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.~~

### **Adaptability**

- 8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

### **Environmental**

- 9 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 rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 10 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 on all new residential, commercial or mixed use buildings.
- 11 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.

### **Site Facilities and Storage**

- ~~12 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 or outbuilding~~
  - ~~(c) within an on-site communal facility.~~
- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.



## Natural Resources

### OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, marine and estuarine and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including marine waters ground water, surface water and watercourses.
- ~~4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.~~
- 5 Development consistent with the principles of water sensitive design.
- 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.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- ~~12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.~~
- ~~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, wetlands, estuaries and significant seagrass and mangrove communities.
- 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 re-use 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 reuse, 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.~~
- 17 On land north of Seacombe Road, all new buildings and building extensions of 40 square metres or more in floor area, should incorporate sufficient on-site stormwater detention/retention to limit the rate of stormwater runoff from the subject land so that flows determined using the following runoff coefficients are not exceeded:
  - ~~(a) within residential zones
    - ~~(i) 5 year average return interval flood event (runoff coefficient 0.25)~~
    - ~~(ii) 100 year average return interval flood event (runoff coefficient 0.45)~~~~
  - (b) within non-residential urban zones
    - (i) 5 year average return interval flood event (runoff coefficient 0.65)
    - (ii) 100 year average return interval flood event (runoff coefficient 0.85).

## Water Catchment Areas

- ~~18 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.~~
- ~~19 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.~~
- ~~20 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.~~
- ~~21 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.~~

- ~~22— 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.~~
- ~~23— 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.~~
- ~~24— 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 only occur where it involves one or more of the following:~~
- ~~(a) the construction of an erosion control structure (such as, but not limited to, a rock chute or rip rap)~~
  - ~~(b) devices or structures used to extract or regulate water flowing in a watercourse (such as, but not limited to, diversion weirs)~~
  - ~~(c) devices used for scientific purposes (such as, but not limited to, flow measuring devices)~~
  - ~~(d) the rehabilitation of watercourses.~~
- ~~25— 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) provide 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.~~
- ~~26— Irrigated horticulture and pasture should not increase groundwater induced salinity.~~
- 27 Development should comply with the current Environment Protection (Water Quality) Policy.

## **Biodiversity and Native Vegetation**

- ~~28— Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.~~
- ~~29— Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.~~
- ~~30— 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.~~
- ~~31— 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.~~
- ~~32— 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.~~
- ~~33— 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.~~

- ~~34 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 non-indigenous 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.~~
- 35 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.
- ~~36 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.~~
- ~~37 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**

- 38 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 39 Development should be designed and sited to prevent erosion.
- 40 Development should take place in a manner that will minimise alteration to the existing landform.
- 41 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.

# Orderly and Sustainable Development

## OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- ~~5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.~~
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Neighbourhood identity should be reinforced by locating local employment opportunities and a range of community, retail, recreational and commercial facilities at focal points.
- ~~3 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.~~
- 4 The economic base of the region should be expanded in a sustainable manner.
- 5 Urban development should form a compact extension to an existing built-up area.
- 6 Ribbon development should not occur along the coast, water or arterial roads shown in *Overlay Maps - Transport*.
- 7 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 8 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 9 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.
- 10 Development should be undertaken in accordance with:
  - ~~▪ [Concept Plan Map Mar/1 - Centre and Commercial \(Clovelly Park\)](#)~~
  - ~~▪ [Concept Plan Map Mar/2 - District Centre \(Hallett Cove\)](#)~~
  - ~~▪ [Concept Plan Map Mar/3 - Neighbourhood Centre \(Marion/Mitchell Park\)](#)~~
  - ~~▪ [Concept Plan Map Mar/4 - Neighbourhood Centre \(Park Holme\)](#)~~
  - [Concept Plan Map Mar/5 - Regional Centre \(Marion\)](#)
  - ~~▪ [Concept Plan Map Mar/6 - Winery Site Development \(Dover Gardens\)](#)~~
  - ~~▪ [Concept Plan Map Mar/7 - Laffer's Triangle](#)~~
  - ~~▪ [Concept Plan Map Mar/8 - Tonsley](#)~~

## **Regulated Trees**

### **OBJECTIVES**

- 1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.
- 2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:
  - (a) significantly contributes to the character or visual amenity of the locality
  - (b) indigenous to the locality
  - (c) a rare or endangered species
  - (d) an important habitat for native fauna.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should have minimum adverse effects on regulated trees.
- 2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
  - (a) the tree is diseased and its life expectancy is short
  - (b) the tree represents a material risk to public or private safety
  - (c) the tree is causing damage to a building
  - (d) development that is reasonable and expected would not otherwise be possible
  - (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.
- 3 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.



# Siting and Visibility

## OBJECTIVES

- 1 Protection of scenically attractive areas, particularly natural, rural and coastal landscapes.

## PRINCIPLES OF DEVELOPMENT CONTROL

- ~~1 Development should be sited and designed to minimise its visual impact on:
  - ~~(a) the natural, rural or heritage character of the area~~
  - ~~(b) areas of high visual or scenic value, particularly rural and coastal areas~~
  - ~~(c) views from the coast, near shore waters, public reserves, tourist routes and walking trails~~
  - ~~(d) the amenity of public beaches.~~~~
- 2 Buildings should be sited in unobtrusive locations and, in particular, should:
  - (a) be grouped together
  - (b) where possible be located in such a way as to be screened by existing vegetation when viewed from public roads.
- ~~3 Buildings outside of urban areas and in undulating landscapes should be sited in unobtrusive locations and in particular should be:
  - ~~(a) sited below the ridgeline~~
  - ~~(b) sited within valleys or behind spurs~~
  - ~~(c) sited in such a way as to not be visible against the skyline when viewed from public roads.~~
  - ~~(d) set well back from public roads, particularly when the allotment is on the high side of the road.~~~~
- 4 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:
  - (a) the profile of buildings should be low and the rooflines should complement the natural form of the land
  - (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land
  - (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.
- 5 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.
- ~~6 The number of buildings and structures on land outside of urban areas should be limited to that necessary for the efficient management of the land.~~

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- 7 Driveways and access tracks should be designed and surfaced to blend sympathetically with the landscape and to minimise interference with natural vegetation and landforms.
- 8 Development should be screened through the establishment of landscaping using locally indigenous plant species:
  - (a) around buildings and earthworks to provide a visual a screen as well as shade in summer, and protection from prevailing winds
  - (b) along allotment boundaries to provide permanent screening of buildings and structures when viewed from adjoining properties and public roads
  - (c) along the verges of new roads and access tracks to provide screening and minimise erosion.

## Transportation and Access

### OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
  - (a) provide equitable access to a range of public, community and private transport services for all people
  - (b) ensure a high level of safety
  - (c) effectively support the economic development of the State
  - (d) have minimal negative environmental and social impacts
  - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
  - (a) provides safe and efficient movement for all transport modes
  - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
  - (c) provides off-street parking
  - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
  - (e) provides convenient and safe access to public transport stops.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.
- 5 Safe and convenient freight and people movement throughout the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

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

#### Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- ~~3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.~~
- ~~4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.~~

- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- ~~11 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).~~
- 12 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 14 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

### **Cycling and Walking**

- 15 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 16 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
  - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
  - (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in [Overlay Maps - Transport](#).
- ~~17 New developments should give priority to and not compromise existing designated bicycle routes.~~
- ~~18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through access for cyclists.~~
- 19 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
  - (a) showers, changing facilities and secure lockers
  - (b) signage indicating the location of bicycle facilities.

- 20 On-site secure bicycle parking facilities should be:
- (a) located in a prominent place
  - (b) located at ground floor level
  - (c) located undercover
  - (d) located where surveillance is possible
  - (e) well lit and well signed
  - (f) close to well used entrances
  - (g) accessible by cycling along a safe, well lit route.
- 21 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

### **Access**

- 22 Development should have direct access from an all-weather public road.
- 23 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
  - (b) provides appropriate separation distances from existing roads or level crossings
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on [Overlay Maps - Transport](#) should be minimised and, where possible, access points should be:
- (a) limited to local roads (including rear lane access)
  - (b) shared between developments.
- 26 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse onto or from the road.
- 27 Development with access from arterial roads or roads as shown on [Overlay Maps – Transport](#) should be sited to avoid the need for vehicles to reverse onto or from the road.
- 28 The number of vehicle access points onto a public road should be minimised and each access point should be a minimum of 6 metres apart to maximise opportunities for on street parking.
- ~~29 Structures such as canopies and balconies that encroach onto the footpath of a road should not cause visual or physical obstruction to:~~
- ~~(a) signalised intersections~~
  - ~~(b) heavy vehicles~~

- ~~(c) street lighting~~
- ~~(d) overhead electricity lines~~
- ~~(e) street trees~~
- ~~(f) bus stops.~~

30 Driveways, access tracks and parking areas should be designed and constructed to:

- (a) follow the natural contours of the land
- (b) minimise excavation and/or fill
- (c) minimise the potential for erosion from surface runoff
- (d) avoid the removal of existing vegetation
- (e) be consistent with *Australian Standard AS: 2890 - Parking facilities*.

31 The length of driveways should be minimised and together with manoeuvring areas be only sufficient to allow the proper functioning of the parking areas and their access.

### **Access for People with Disabilities**

32 Development should be sited and designed to provide convenient access for people with a disability.

~~33 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.~~

### **Vehicle Parking**

34 Development should provide off-street vehicle parking and specifically marked accessible carparking places to meet anticipated demand in accordance with [Table Mar/2 - Off-street Vehicle Parking Requirements](#).

35 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.

36 Vehicle parking areas should be sited and designed to:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
- (c) not inhibit safe and convenient traffic circulation
- (d) result in minimal conflict between customer and service vehicles
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another
- (f) minimise the number of vehicle access points onto public roads
- (g) avoid the need for vehicles to reverse onto public roads
- (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces

- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
  - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 37 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.
- 38 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 39 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.
- 40 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.
- 41 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 42 On-site visitor parking spaces should be sited and designed to:
- (a) not dominate internal site layout
  - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
  - (c) be accessible to visitors at all times.

### **Vehicle Parking for Residential Development**

- ~~43 On-site vehicle parking should be provided having regard to:~~
- ~~(a) the number, nature and size of proposed dwellings~~
  - ~~(b) proximity to centre facilities, public and community transport within walking distance of the dwellings~~
  - ~~(c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons~~
  - ~~(d) availability of on-street car parking~~
  - ~~(e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).~~
- ~~44 Vehicle parking areas servicing more than one dwelling should be of a size and location to:~~
- ~~(a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely~~
  - ~~(b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area~~
  - ~~(c) reinforce or contribute to attractive streetscapes.~~
- ~~45 The provision of ground level vehicle parking areas, including garages and carports (other than where located along a rear lane access way), should:~~
- ~~(a) not face the primary street frontage~~

- ~~(b) be located to the rear of buildings with access from a shared internal laneway~~
- ~~(c) ensure vehicle park entries are recessed at least 0.5 metres behind the main face of the building.~~

### **Vehicle Parking for Mixed Use and Corridor Zones**

- ~~46 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2 – Off-street Vehicle Parking Requirements](#).~~
- ~~47 Loading areas and designated parking spaces for service vehicles should:
  - ~~(a) be provided within the boundary of the site~~
  - ~~(b) not be located in areas where there is parking provided for any other purpose.~~~~
- ~~48 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
  - ~~(a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages~~
  - ~~(b) complement the surrounding built form in terms of height, massing and scale~~
  - ~~(c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.~~~~
- ~~49 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.~~

### **Undercroft and Below Ground Garaging and Parking of Vehicles**

- ~~50 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
  - ~~(a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties~~
  - ~~(b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles~~
  - ~~(c) driveway gradients provide for safe and functional entry and exit~~
  - ~~(d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath~~
  - ~~(e) openings to undercroft areas are integrated with the main building so as to minimise visual impact~~
  - ~~(f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties~~
  - ~~(g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development)~~
  - ~~(h) the height of the car park ceiling does not exceed 1 metre above the finished ground level.~~~~
- ~~51 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided **so as to avoid any loss of amenity.**~~



# Waste

## OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 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 Development which incorporates areas used for activities such as commercial car parking, loading and unloading, wash down of vehicles, storage of plant or equipment, or storage of waste refuse bins should be suitably paved, bunded to exclude stormwater runoff from external sources, and designed so that water that has made contact with such areas is either:
  - (a) directed to a sediment trap, separator or other appropriate treatment device and then to sewer
  - (b) directed to a wastewater holding tank.
- 5 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 6 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 7 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**

- ~~8—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.~~
- ~~9—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) within 500 metres of the coastal high water mark~~
  - ~~(d) where the base of the lagoon would be below any seasonal water table.~~
- ~~10—Wastewater lagoons should be sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts.~~

## **Waste Treatment Systems**

- 11 Development that produces any effluent should be connected to a suitable waste treatment system.
- ~~12—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.~~
- ~~13—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.~~
- ~~14—Any domestic waste treatment system or effluent drainage field should be located within the allotment of the development that it will service.~~
- ~~15—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.~~

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- ~~16 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.~~
- ~~17 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works 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.~~~~
- ~~18 Winery waste management systems should be designed to ensure:~~
- ~~(a) surface runoff does not occur from the wastewater irrigation area at any time~~
  - ~~(b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer~~
  - ~~(c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land~~
  - ~~(d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater~~
  - ~~(e) stormwater runoff from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods~~
  - ~~(f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.~~

## Regional Centre Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

### OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.
- 2 A centre providing a focus for public transport interchanges and networks.
- 3 Development of a visually and functionally cohesive and integrated regional centre.
- 4 A centre accommodating high density residential development in conjunction with non-residential development.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

#### Economic Development and Land Use

The State Government's Planning Strategy for Metropolitan Adelaide envisages the Marion Regional Centre as the major regional centre serving the inner southern suburbs of metropolitan Adelaide.

To meet this objective, the existing regional centre must expand and diversify the activities within it to provide a central focus for a range of facilities that can be conveniently accessed by the surrounding population. It is necessary therefore to encourage and provide for a range of additional activities including health, community, recreation and entertainment, offices and a wider range of retail activities, and to extend usage of the regional centre beyond normal working hours. Some of these will be new facilities to the area, others will be relocated from elsewhere within the region. The future diversity and mixture of activities will transform the regional centre to become the community focus and heart of Marion and the inner southern metropolitan region.

To accommodate new facilities, the existing regional centre must be allowed to intensify within the already developed areas and expand to incorporate new areas. The designated area for expansion of the regional centre is to the north of the existing major shopping centre encompassing all of the land within the triangle bounded by Morphett, Diagonal and Sturt Roads.

Within this area it is envisaged major expansion of the existing shopping complex will occur, complemented by a mix of bulky good outlets, smaller and lower order retail establishments, offices, community and leisure facilities. To ensure opportunities are available for a range of commercial and non-commercial developments, expansion of core retail facilities, is to be allowed within and generally limited to **Precinct 10 Retail Core Marion**.

The remainder of the triangle is to be primarily developed for a mix of secondary and non-core retail uses and a range of community, entertainment and recreation uses that will complement, but not unnecessarily duplicate the core retail facilities to the south. Higher order retail establishments such as large supermarkets, discount department stores and department stores are therefore not favoured outside of **Precinct 10 Retail Core Marion**. Further opportunity for community and other related development is provided in **Precinct 9 Northern Fringe Marion**.

## Built Form and Appearance

Further development within the triangle north of Sturt Road is expected through the redevelopment and/or expansion of the existing shopping centre complex (Westfield), or as separate developments not directly linked to the main shopping centre. It is desirable that new buildings and spaces within the regional centre develop a human scale and outwardly orientated character in areas of high pedestrian activity and focus (such as at entrances to buildings and malls, and along highly visible facades (such as those directly facing roads or pedestrian thoroughfares). This can be achieved through the sensitive design (attractive frontages with articulated facades) and location of facilities at pedestrian focal points in any expansion and redevelopment of the main shopping complex, and elsewhere through the development of smaller and more intimate scale buildings (although some large buildings will be appropriate at key locations), and smaller, less expansive car parking areas at ground level.

Buildings will generally be sited and designed to front and address the streets or vehicle/pedestrian network to be established in the zone to create a more traditional urban streetscape rather than the more suburban shopping centre character of large isolated buildings setback from main roads and surrounded by car parking. In particular, the built form of corner buildings and associated development at the intersections of Sturt, Diagonal and Morphett Roads, and adjacent the major access points from these roads to the centre, will create an attractive entry statement that provides an appropriate introduction and gateway to the regional centre.

It's envisaged that buildings will be sufficiently setback from road boundaries to accommodate substantial landscape buffers which will soften the appearance of the buildings, particularly form residential development directly opposite the centre on Sturt, Diagonal and Morphett Roads.

A future variety of public and private, open and enclosed spaces provided throughout the centre will provide increased amenity and enhance the form and appearance of the centre. Pedestrian and/or shared pedestrian, bicycle and vehicular paths should be landscaped and become dominant elements in the built-form of the regional centre and provide the primary functional and visual linkage between developments and pedestrian spaces.

At least one major public open space should be developed as a feature within the regional centre to be available for use by the public at all times.

Development south of Sturt Road in **Precinct 8 Community Services Marion** should continue to develop a distinctive civic and community built-form that incorporates formal car parking areas, public open space and pedestrian linkages, all within a pleasantly landscaped setting.

Development along the boundaries of the zone which are opposite or adjoining residential areas should provide a transition in bulk, scale and appearance from that within the centre of the zone, in recognition of the scale, character and amenity of the residential development.

## Amenity

The regional centre should develop as a user friendly, people orientated centre with a high emphasis on providing a comprehensive and convenient pedestrian circulation and access network providing linkages between individual development. Visitor facilities and amenities should be provided, particularly along the pedestrian network in the form of paved footpaths with separation from vehicular areas, covered walkways to provide shade and shelter, outdoor eating and meeting spaces, seating, public toilets, litter bins and where appropriate child minding facilities. These facilities should be provided through a combination of private and public works designed to compliment each other and to meet the objectives for the zone.

Landscaping of development will also be important in providing a comfortable, pleasant and attractive centre and existing vegetation should be retained and protected wherever possible and incorporated into new landscaped spaces.

All service areas and car parking should be screened from the surrounding roads by appropriate landscaping.

The centre should incorporate features of artwork as an integral element of buildings and public spaces.

## Environment

The regional centre should develop as a user friendly and environmentally friendly people orientated centre. New building and spaces within the centre, and landscaping, should incorporate features compatible with biodiversity, water management criteria, and optimisation of energy use.

## Access and Movement

The regional centre should develop an integrated, safe and convenient movement system for vehicles, pedestrians and cyclists with as little reliance as possible on the use of the surrounding arterial roads for intra-centre movement of vehicles.

This should be achieved through the co-ordination and integration of access and parking areas for individual developments to contribute to and gradually build up an integrated circulation system.

Main vehicle access points from the surrounding arterial roads should be limited, and main entrance points may become signalised in the future.

The existing bus interchange, located immediately adjacent to the shopping centre, provides an essential facility and service by enabling public transport users convenient access to the shopping centre without having to cross major traffic flows or walk through large car parking areas. In the future, as substantial development occurs in **Precinct 9 Northern Fringe Marion** and **Precinct 11 Retail Support Marion**, the interchange should move further north towards the centre of the zone to one of the two locations shown on [Concept Plan Map Mar/5 - Marion Regional Centre](#) as the main public transport destination. Either potential location would be immediately adjacent and directly accessible to the existing shopping centre and thereby provide the greatest convenience in the longer term to the largest number of centre users, and to others who are likely to access public transport such as users of the cinemas, entertainment facilities, library and educational facilities.

Development should provide, and the design of buildings and open spaces should promote, pedestrian linkages that form an integrated network for safe and convenient movement within and between the policy areas in the zone, and in particular to form links between the civic centre, the main shopping complex, the major public open space and towards the Oaklands Railway Station.

The council will promote and encourage access and facilities for cyclists to and within the regional centre in accordance with the City of Marion Local Area Bike Plan.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing
- bank
- child care centre
- civic centre
- community health centre
- consulting room
- department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- hospital
- hotel
- indoor games centre
- library
- motel
- motor repair station

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- office
- place of worship
- playing field
- pre-school
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- swimming pool.

~~2 Development listed as non-complying is generally inappropriate.~~

~~3 High density residential development, including affordable housing, and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future retail activity within the zone.~~

### **Form and Character**

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.

~~7 Dwellings should only be located at upper levels of buildings and in conjunction with an envisaged non-residential use located at ground level.~~

~~8 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.~~

~~9 High density development that achieves gross densities of more than 45 dwellings per hectare (which translates to net densities of more than 67 dwellings per hectare) should typically be in the form of over 4 storey buildings.~~

10 Development outside of **Precinct 10 Retail Core Marion** should comprise new regional centre facilities that complement but do not duplicate that precinct's function as the focus for major retailing activities.

11 Development should be carried out in accordance with [Concept Plan Map Mar/5 - Marion Regional Centre](#).

12 The major public open space shown conceptually on [Concept Plan Map Mar/5 - Marion Regional Centre](#) should be developed to a high standard of design and amenity to create a major focus within the regional centre and designed to accommodate:

- (a) a mixture of outdoor leisure, community and entertainment activities
- (b) formal and informal spaces
- (c) paved areas in the nature of a square or piazza
- (d) variety of landscape/planting treatments with a cohesive thematic tree planting and edge treatment
- (e) pedestrian shelters and structures such as gazebos, rotundas, pavilions, pergolas and colonnades
- (f) clearly defined safe and attractive pedestrian paths providing access to its facilities and adjacent development and connections between adjacent and surrounding development.

- 13 Within **Precinct 10 Retail Core Marion**, the height and setback of buildings should satisfy the following parameters:

Road	Height of building (metres)	Minimum setback from road boundary (metres)
Diagonal Road	up to 11	20
Diagonal Road	over 11	30
Morphett Road	up to 8	8
Morphett Road	between 8 and 11	20
Sturt Road	up to 11	Nil provided the building addresses Sturt Road and are designed to present an attractive frontage
Sturt Road	over 11	8

- 14 Outside of **Precinct 10 Retail Core Marion**, the height and setback of buildings should achieve a transition from the largest and tallest buildings located well within the zone boundaries and satisfy the following parameters:

Road	Maximum building height (metres)	Setback from road boundary (metres)
Diagonal, Morphett and Sturt Roads	N/a	No building should be located within 8 metres of the road boundary
Diagonal, Morphett and Sturt Roads	8	8 to 20
Diagonal, Morphett and Sturt Roads	11	20 to 30
Diagonal, Morphett and Sturt Roads	23	more than 30

## Vehicle Parking

- 15 Vehicle parking should be provided in accordance with the rates set out in [Table Mar/2 - Off Street Vehicle Parking Requirements](#) or [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

## Land Division

- ~~16 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.~~

## PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precincts.

### ~~Precinct 8 Community Services Marion~~

- ~~17 The following forms of development are envisaged in the precinct:~~

- ~~▪ civic centre~~
- ~~▪ community administration facilities~~
- ~~▪ public health facilities~~
- ~~▪ welfare services.~~



~~18 Consulting rooms and offices should only be developed ancillary to and in association with the provision of civic and community services.~~

~~19 Development should not have vehicular access from Lindsay Street.~~

~~20 Development should be sympathetic to and not detrimentally impact upon adjacent and nearby residential properties with respect to:~~

~~(a) over shadowing~~

~~(b) loss of privacy~~

~~(c) undue noise.~~

### **Precinct 9 Northern Fringe Marion**

21 The following forms of development are envisaged in the precinct:

- cafes
- community and human services facilities
- concession stalls and open air markets developed along main pedestrian and/or vehicle linkages
- consulting rooms
- library
- licensed premises
- offices
- public halls
- recreation and entertainment activities
- restaurants
- small-scale specialty shops.

### **Precinct 10 Retail Core Marion**

22 The precinct should contain an extensive range and diversity of regional centre facilities related to its function as the core retail area for the region.

23 Major expansion of the existing shopping centre complex should occur primarily in a northerly direction to facilitate integration of the existing complex in respect to function, access, car parking, built-form and landscaping with other development (existing or proposed) in **Precinct 9 Northern Fringe Marion** and **Precinct 11 Retail Support Marion** to the north.

### **Precinct 11 Retail Support Marion**

24 The following forms of development are envisaged in the precinct:

- bulky goods outlet
- concession stalls and open air markets developed along main pedestrian and/or vehicle linkages
- offices
- recreation and entertainment activities
- restaurants
- small-scale specialty shops
- taverns.

~~25 Concession stalls and open air markets should only occur on weekends and public holidays.~~

## PROCEDURAL MATTERS

### Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of Development	Exceptions
<b>Caravan park</b>	
Dwelling	Except where in conjunction with a non-residential development.
Horticulture	
Fuel depot	
Industry	Except where it is in the form of a service industry.
Major public service depot	
Road transport terminal	
<b>Service trade premises</b>	
Stock sales yard	
Stock slaughter works	
<b>Store</b>	
Wrecking yard	

### Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

# Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

**Interpretation**

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
  - (a) any applicable condition(s) is/are not met
  - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

**Designated Areas**

- 2 The following are Designated Areas:

Designated Area	Conditions
<b>Regional Activity Zone</b>	None
<b>Suburban Activity Node Zone</b>	
<b>Mixed Use Zone</b>	
<b>District Centre Zone</b>	Any part of the development site is located in accordance with at least one of the following:
<b>Local Centre Zone</b>	
<b>Neighbourhood Centre Zone</b>	
<b>Regional Centre Zone</b>	
	(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service <sup>(2)</sup> (b) within 400 metres of a bus interchange <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup> (c) within 400 metres of an O-Bahn interchange <sup>(1)</sup> (d) within 400 metres of a passenger rail station <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup> (e) within 400 metres of a passenger tram station <sup>(1)</sup> (f) within 400 metres of the Adelaide Parklands.

<sup>(1)</sup> Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

<sup>(2)</sup> A high frequency public transit service is a route serviced every 15 minutes between 7.30 am and 6.30 pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10.00 pm.

**Applicable off-street vehicular parking requirements**

- 1 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
  - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
  - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

**Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas**

- (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained
- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes
- (g) development that involves the reuse of the Main Assembly Building (MAB) at Tonsley which includes significant infrastructure to support cycling: where a reduction of up to 20 percent may be acceptable.

TABLES: VEHICLE PARKING RATES

**Table 1: Non-residential development (excluding light industry and tourist accommodation)**

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <b>Designated Areas</b> (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on <a href="#">Concept Plan Map Mar/7 - Laffer's Triangle</a> and <a href="#">Concept Plan Map Mar/8 - Tonsley</a> of the <b>Regional Activity Zone</b> and <b>Suburban Activity Node Zone</b>	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

**Table 2: Tourist accommodation**

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
<b>Regional Activity Zone</b> <b>Suburban Activity Node Zone</b>	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

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

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on <a href="#">Concept Plan Map Mar/7 - Laffer's Triangle</a> and <a href="#">Concept Plan Map Mar/8 - Tonsley</a> of the <b>Regional Activity Zone</b> and <b>Suburban Activity Node Zone</b>	0.25 per studio (no separate bedroom)	0.25 per dwelling
	0.75 per 1 bedroom dwelling	
	1 per 2 bedroom dwelling	
	1.25 per 3 + bedroom dwelling	
Transition Area / Any other area not designated as shown on <a href="#">Concept Plan Map Mar/7 - Laffer's Triangle</a> and <a href="#">Concept Plan Map Mar/8 - Tonsley</a> of the <b>Regional Activity Zone</b> and <b>Suburban Activity Node Zone</b>	0.5 per studio (no separate bedroom)	0.25 per dwelling
	1 per 1 bedroom dwelling	
	1.5 per 2 bedroom dwelling	
	2 per 3+ bedroom dwelling	
<b>Mixed Use Zone</b>	1 per studio (no separate bedroom)	0.25 per dwelling
	1 per 1 bedroom dwelling	
	1.25 per 2 bedroom dwelling	
	1.5 per 3+ bedroom dwelling	

**Table 4: Row, semi-detached and detached dwellings**

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
<b>Regional Activity Zone</b>	1 or 2 bedrooms	1
<b>Suburban Activity Node Zone</b>	3 + bedrooms	2

**Table 5: Student accommodation**

Location of development	Number of required vehicle parking spaces	Number of required visitor parking spaces
<b>Regional Activity Zone</b>	0.25 per bedroom per dwelling	0.03 per bedroom per dwelling
<b>Suburban Activity Node Zone</b>		

## Table Mar/5 – Bicycle Parking Requirements for Designated Areas

### Interpretation

- 1 The bicycle parking rates table applies to Designated Areas listed below except where:
  - (a) any applicable condition(s) is/are not met
  - (b) the zone provisions require a lesser amount of bicycle parking spaces than the amount determined using the bicycle parking rates tables below.

### Designated Areas

- 2 The following are Designated Areas:

Designated area	Conditions
Mixed Use Zone	None
Regional Activity Zone	
Suburban Activity Node Zone	

- 3 In mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 4 Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Student accommodation	1 for every 8 bedrooms per dwelling	1 for every 20 bedrooms per dwelling
Office	1 for every 200 square metres of gross leasable floor area	2 - plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms.

- 5 In residential and mixed use developments, the provision of bicycle parking may be reduced in number where the following end-of journey facilities are provided:
  - (a) changing facilities and secure lockers for residents, staff and visitors
  - (b) signage indicating the location of bicycle facilities
  - (c) provision of a dedicated bike parking area that is safe, secure and attractive.