

ALDI Stores Pty Ltd C/- Ekistics Planning & Design

Demolition of two (2) dwellings and construction of a supermarket (ALDI – shop) with associated signage, car parking, earthworks and landscaping and removal of a regulated tree

41-47 Park Terrace and 10-14 Mawson Street Salisbury

361/E013/18

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OVERVIEW

Application No	361/E013/18
Unique ID/KNET ID	13530175 / 2018/21862/01
Applicant	ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Proposal	Demolition of two (2) dwellings and construction of a supermarket (ALDI – shop) with associated signage, car parking, earthworks and landscaping and removal of a regulated tree
Subject Land	41-47 Park Terrace and 10-14 Mawson Street Salisbury
Zone/Policy Area	Urban Core Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	1 November 2018
Council	City of Salisbury
Development Plan	Salisbury Council Development Plan consolidated 15 December 2016
Type of Development	Merit
Public Notification	Category 2
Representations	Five (5) representations, two (2) wishing to be heard
Referral Agencies	Commissioner of Highways
Report Author	Ben Scholes, A/Senior Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The proposal seeks Development Plan Consent to establish an ALDI supermarket (shop) on an amalgamated land holding currently used for residential purposes and recently rezoned as a part of the Urban Core (Salisbury) Zone’s Transition Area. The application is an amended version of an earlier development proposal refused by the State Commission Assessment Panel in September 2018.

The application is a merit form of development assigned to Category 2 for public notification purposes. A mandatory referral to the Commissioner of Highways and a referral to the City of Salisbury have been undertaken.

The proposal is largely consistent with envisaged land uses within the Zone’s Transition Area including the introduction of a built form buffer between the Core Area and established residential areas to the south, and provision of a landmark building and gateway statement into the recognised City centre

Departures from policy include a retail floor area significantly exceeding the recommended maximum and failure to provide a true mixed-use outcome on the subject land, although these shortfalls are not considered fatal to the application nor are they expected to compromise the City centre’s primary retail focus.

The proposal would feature an acceptably high standard of design and appearance, and the development has been configured to address potential for interface impacts and minimise detrimental consequences on residential amenity. Proposed site access arrangements and associated traffic impacts are considered adequate and technical matters are proposed to be regulated through the assignment of appropriate conditions.

Overall the development is considered a suitable response to Development Plan policy and is likely to reinforce the Zone’s role in providing a vibrant business hub and key transit-oriented activity centre, with clear delineation established between the City centre’s Core and Transition Areas. Conditional Development Plan Consent is recommended.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

In December 2016 the Minister for Planning approved the Salisbury City Centre Development Plan Amendment which adopted principles of the Salisbury City Centre Renewal Strategy including creation of a structure plan and implementation guidelines designed to initiate the City centre's revitalisation, including the following outcomes:

- substantive increase in population increase to underpin greater activity;
- stimulate business and employment opportunities in the City centre;
- increase retail offerings and enhanced community facilities to promote diversity and wellbeing; and
- foster a sense of place connecting residential, economic, civic, community and recreational elements of the wider public realm.

The intent to achieve these outcomes is now contained in the provisions of the Development Plan's Urban Core (Salisbury) Zone.

1.2 Previous Application

On 13 September 2018 the State Commission Assessment Panel (SCAP) resolved to refuse application 361/E005/18 by ALDI Stores for construction of a group of shops (comprising 4 tenancies) with associated signage, car parking, earthworks and landscaping to be developed in 3 stages including the demolition of all existing structures and the removal of 2 regulated trees.

SCAP's refusal of that application was based on (but not limited to) the following perceived shortcomings:

- the proposal significantly exceeded the maximum recommended retail floor area (500m²) for the transition area of the zone;
- inadequate interface with adjacent residential properties introducing potential for compromised residential amenity;
- layout and an architectural expression that did not respond to the landmark objectives of the Urban Core (Salisbury) Zone for a corner site; and
- proposed landscaping was not expected to adequately soften the appearance of the development and public realm, particularly to street frontages and nearby residential properties.

In October 2018 the applicant lodged an appeal against SCAP's refusal in the Environment, Resources and Development Court of South Australia. Concurrently the applicant amended its original proposal and requested the State Coordinator-General to assign the amended application to SCAP as relevant authority in accordance with Schedule 10(20) of the *Development Regulations 2008*, which occurred on 26 October 2018.

2. DESCRIPTION OF PROPOSAL

The application involves demolition of 2 detached single storey dwellings and associated outbuildings located on 3 of 7 allotments comprising the subject land, and removal of two regulated trees being one Illawarra Flame tree and one Aleppo Pine tree (an exempt species and a declared pest).

The balance of the proposal involved the construction of an ALDI supermarket with associated advertising signage, on-site car parking, earthworks and landscaping in the form of 45 small to medium-sized trees with additional shrubs and groundcovers.

Advertising signage would be in the form of a 6 metre-tall illuminated pylon ALDI sign adjacent the access point to Park Terrace, and illuminated ALDI signs to be attached to the north, east and west elevations of the "faux tower" element proposed at the western edge of the site addressing the junction of Park Terrace and Haigh Street.

Several existing trees along the Mawson Road frontage would be retained within the development and fencing of varying height and materiality would be erected along portions of the southern boundary (1.8 metre-high tubular powder-coated fence finished black, and 2.4 metre-high Colorbond fence finished woodland grey).

The proposed vehicle access points to Park Terrace and Haigh Street would also require 2 street trees to be removed. Application details are contained in **Attachment 3** and are summarised below.

Land Use Description	Retail (shop) with associated advertising signage and car parking
Building Height	Wall height of 6.275 metres increasing to 9.5 metres for the "faux tower / screen system" at the corner of Park Terrace and Haigh Street
Building floor area	Retail floor area – 1,187m ² Back of house area – 460m ² Amenities – 81m ² (1,728m ² overall)
Site Access	Separate dual-lane vehicle access points from Park Terrace and Haigh Street
Car and Bicycle Parking	115 car parking spaces Bicycle racks providing parking capacity for 4 bicycles

3. SITE AND LOCALITY

3.1 Site Description

The subject land consists of 7 rectangular allotments formally described as follows:

Lot No	Plan No	Street	Suburb	Hundred	Title
A85	D113780	Mawson	Salisbury	Yatala	CT 5663/35
A1	D114116	Park Terrace	Salisbury	Yatala	CT 5899/38
A2	D114116	Park Terrace	Salisbury	Yatala	CT 5899/38
A7	D107667	Park Terrace	Salisbury	Yatala	CT 5187/617
A8	D107667	Park Terrace	Salisbury	Yatala	CT 5187/617
A87	D113782	Park Terrace	Salisbury	Yatala	CT 5502/12
A84	D113779	Mawson	Salisbury	Yatala	CT 5657/235

The site encompasses 7,326m² and features a 91.45 metre primary frontage to Park Terrace, and secondary frontages to Haigh Street and Mawson Road of 53.64 metres and 56.7 metres respectively.

The site currently contains a pair of detached single storey dwellings with associated outbuildings, low fencing and established trees and landscaping. The remainder of the site is vacant, sparsely vegetated and secured with temporary fencing. The level of the land falls approximately 500mm from east to west.

The subject site is located on the south side of Park Terrace, an arterial road under the care, control and management of the Commissioner of Highways (CoH). The proposed development site is located approximately 70 metres to the southeast of the signalised junction of Park Terrace and Wiltshire Street which forms a main entry node to the recognised centre of the City of Salisbury.

3.2 Locality

Various forms of development exist in surrounding areas including detached and group dwellings, Benson Radiology offices with associated car parking, a residential aged care service known as Dunbar Homes, consulting rooms, dental clinics, funeral home, real estate agency and automotive repairs. Park Terrace and the approach to the City centre are characterised by multiple fast food outlets whereas the locality to the south of the subject land is primarily residential in character.



Figure 1 – Location Map

Salisbury Primary School and various playing fields and recreational facilities are located roughly 200 metres to the south and southeast, and Salisbury Railway Interchange is located around 220 metres to the northwest.

The First and Second St John’s Anglican Church and Graveyard is located a short distance beyond the junction of Park Terrace and Church Street and is recognised as a place of State heritage significance which also incorporates modern community facilities.

4. STATUTORY REFERRAL BODY COMMENTS

Through the Department of Planning, Transport and Infrastructure (DPTI) the CoH is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The SCAP must have regard to this advice.

4.1 Commissioner of Highways

DPTI advised that although the access location and design are not considered ideal and the loading bay has the potential to impact on the operation of the car park, the access

arrangements can be made to function acceptably provided recommended changes to the car park design and appropriate management of delivery times are to be incorporated into the development, including:

- modification to the 3-way junction adjacent to the Park Terrace access point to reduce potential for vehicles standing in close proximity of the roadway whilst waiting to turn right into the east-west car parking aisle;
- consideration of providing connectivity between the western portion of the car park and the front car park of the adjacent commercial building (Benson Radiology) to improve circulation between sites and reduce conflict on Park Terrace;
- restricting all service vehicle movements to occur outside of peak traffic and trade periods;
- implementation of a traffic management plan during construction to ensure construction activities do not unduly interfere with safe and efficient traffic flow on adjacent arterial roads; and
- appropriately located and/or shielded car park lighting to minimise potential for driver distraction or discomfort.

In response, the applicant has amended internal access arrangements at both the 3-way junction adjacent Park Terrace and the internal 4-way junction to reduce potential for vehicle conflict and provide right-of-way for trucks reversing into the loading dock. GTA Consultants has also provided advice on elements of DPTI's recommendations that the applicant has chosen not to adopt.

A series of conditions recommended by DPTI are to be incorporated into any consent granted. DPTI also reserves the right to modify the proposed median arrangement adjacent Park Terrace to address any safety or operational concerns that arise in the course of right turn-out movements to exit the site.

5. COUNCIL COMMENTS

5.1 City of Salisbury

Salisbury Council considers the proposal would introduce opportunities for economic development, investment and job creation in the area that would support Council's long-term strategy to regenerate and revitalise its City centre. Council also believes the siting of the proposed building has addressed residential interface issues identified in the earlier application, along with the Zone's desire for landmark buildings on corner sites.

The Council is not supportive of the total retail floor area of the proposed supermarket exceeding the recommended maximum size of 500m² within the Transition Area of the Urban Core (Salisbury) Zone, and the absence of a mixed land use outcome within the development arising from the removal of specialty retail/commercial tenancies proposed previously.

Council's view is that the development could be designed to accommodate mixed-use development and achieve both the anticipated built form outcomes and the car parking provision desired by the applicant. Council suggests that mixed land use elements should be treated as a minimum consideration and that in its current form, the application is fundamentally at odds with key policy requirements.

Overall the Council advises that the location of large and intensive convenience retail footprint in the Transition Area would diminish the intent of Development Plan policy to concentrate such activities in the Zone's Core Area. Council has nonetheless recommended a series of conditions to be applied should the SCAP resolve to grant the application Development Plan consent.

The applicant has provided comments in response to the Council’s views noting the elements that the Council supports and essentially disagreeing with Council’s assertion that a mixed-use outcome should be considered essential, and that retail development greater than 500m² in the transition area would be excessive.

6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development in accordance with the procedural matters listed for the Urban Core (Salisbury) Zone in the Salisbury Council Development Plan (consolidated 15 December 2016). Public notification was undertaken by directly contacting adjoining owners and occupiers of the land highlighted in blue overleaf, in Figure 2.

5 valid representations were received, with an additional representation received after the close of the notification period. A summary of the issues raised by representors and the applicant’s responses are outlined below:

Representor ID	Issue	Applicant’s Response
R1	<ul style="list-style-type: none"> • Support for the development on the basis of: <ul style="list-style-type: none"> – investment in local economy – employment opportunities – greater competition and choice – potential for lower prices 	<ul style="list-style-type: none"> • Support acknowledged.
R2	<ul style="list-style-type: none"> • Support for the development (undefined) 	<ul style="list-style-type: none"> • Support acknowledged.
R3	<ul style="list-style-type: none"> • Opposed to the development (undefined) 	<ul style="list-style-type: none"> • Unable to respond to representors concerns.
R4	<ul style="list-style-type: none"> • Potential for excessive noise • Increased traffic on local roads • Risks to pedestrian safety 	<ul style="list-style-type: none"> • Sonus has assessed acoustic properties of the proposal and concluded it is designed to minimise adverse impact and conflict between lands uses, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise. • Only 5 percent of the traffic generated by the proposed development is likely to travel along Haigh Street to Mawson Road. • 95 percent of traffic generated by the development is likely to be distributed to the north and will not affect Haigh Street and Mawson Road. • Predicted distribution of traffic to the south is considered unlikely to compromise pedestrian safety.
R5	<ul style="list-style-type: none"> • Opposed to the development (undefined) 	<ul style="list-style-type: none"> • Unable to respond to representors concerns.

Representor ID	Issue	Applicant's Response
IR (Invalid representation)	<ul style="list-style-type: none"> Exacerbation of occupant health condition (emphysema) Potential for excessive noise and traffic Risks to pedestrian safety 	<ul style="list-style-type: none"> High walls not proposed in vicinity of adjacent residences, development not likely to limit flow of air to adjacent land. Refer to responses to issues raised by R4.



Figure 2 – Representation Map

2 representors wish to be heard by the SCAP in support of their submissions. Copies of each representation are contained in **Attachment 6**. A copy of the applicant's response submission is included in **Attachment 7**.

7. POLICY OVERVIEW

The subject site is located in the Development Plan's Urban Core (Salisbury) Zone. The land is situated in the Zone's Transition Area as delineated within the Development Plan's *Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas* as shown overleaf in Figure 3.

Relevant planning policies are contained in **Attachment 8** and are summarised below.

7.1 Transition Area

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas with development taking the form of smaller scale mixed-use commercial land uses, medium density housing, community, education and recreation facilities.

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to Salisbury Railway Interchange. As a key gateway into the Zone's Core Area there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City centre as a vibrant business hub.

Development in the Transition Area should provide a built form that provides a transition between an intense core of development and neighbouring lower intensity development.

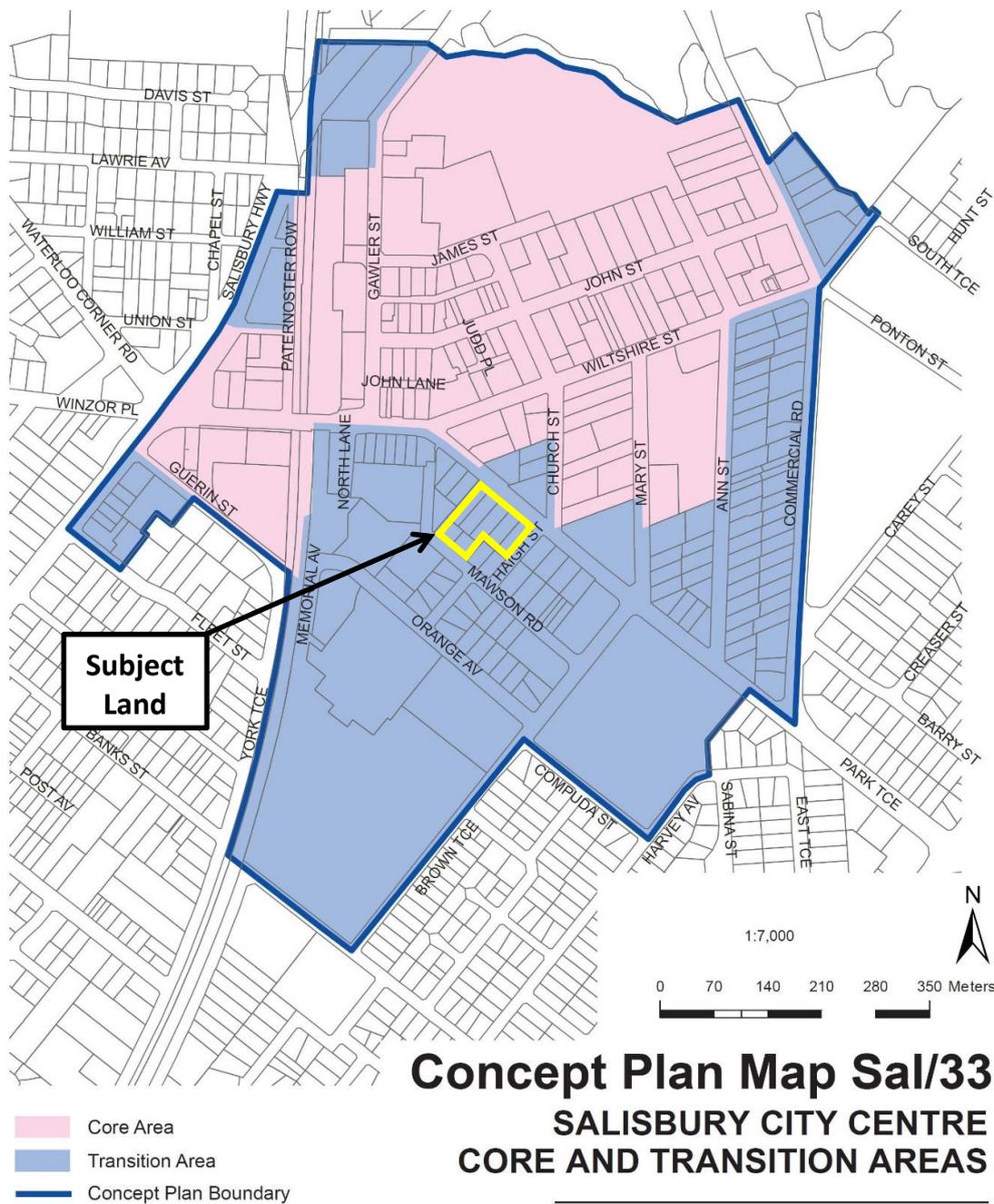


Figure 3 – Zoning Map (Concept Plan – Salisbury City Centre Core Transition Areas)

7.2 Urban Core (Salisbury) Zone

The zone is a major district centre which exhibits characteristics typical of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition to a vibrant business hub and key transit-oriented activity centre capitalising on proximity to the public transport interchange.

The zone focuses around a Core Area intended to contain the highest intensity and scale of development and activity incorporating a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment-generating activities.

John Street and the Parabanks Shopping Centre will continue to provide the primary focus for retail, including large format retail and supermarkets. The Zone anticipates development within a mixed-use environment that is compatible with surrounding uses and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.

7.3 General Section

General Section provisions of relevance provide guidance related to the form and appearance of advertising, retail development along arterial roads, crime prevention strategies, a high standard of design, contribution to streetscape character, measures intended to minimise impacts at interfaces with dissimilar land uses, safe and convenient servicing of sites and energy efficiency including on-site power generation.

7.4 Overlays

7.4.1 Noise and Air Emissions

The subject land is located within the designated area for the Noise and Air Emissions Overlay as defined by the Development Plan's Overlay Map Sal/25, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound*.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Salisbury Council Development Plan which are contained in **Attachment 8**.

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Land Use	A mixed-use environment that is compatible with surrounding development	Retail (shop) and associated car parking	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Refer to Section 8.2
Retail Floor Area	500m ² maximum recommended within the Transition Area of the Urban Core (Salisbury) Zone	Retail floor area – 1,187m ² Back of house – 460 m ² Amenities – 81m ² (1,728m ² overall)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.2
Building Height	4 storeys and up to 16.5 metres	Wall height of 6.275 metres increasing to 9.5 metres for the "faux tower / screen system" at the corner of Park Terrace and Haigh Street	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Setbacks	Building setbacks should be consistent with or complement setback distances of adjoining development where possible	2 metre setbacks from Park Terrace and Haigh Street frontages	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Refer to Section 8.3

Car Parking	Between 3 and 6 spaces per 100m ² of gross leasable floor area (GLFA) (minimum of 52 spaces and a maximum of 104 spaces)	115 car parking spaces	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Refer to Section 8.5.2
Bicycle Parking	1 per 300m ² of GLFA for employees and 1 per 600m ² of GLFA for visitors (9 spaces overall)	Bicycle racks providing parking capacity for 4 bicycles	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.5.2

8.2 Land Use and Character

A shop or group of shops are envisaged uses in the Urban Core (Salisbury) Zone which has no defined Policy Areas or Precincts, but is delineated by the Core and Transition areas expressed in Concept Plan Map Sal/33. Policy attributed to 7 locations listed in the Zone's Desired Character statement should be considered subsets of Zone policy, including the Transition Area, which anticipates:

- redevelopment of properties with frontage to Park Terrace as a key gateway into the Core Area;
- landmark buildings on corner sites to reinforce the character of the City centre as a vibrant business hub; and
- non-residential development that encourages walking to local shopping and that does not detrimentally impact on the amenity of nearby residents.

The proposed development would satisfy these expectations. Within the Zone's Core Area, John Street and the Parabanks Shopping Centre are nominated as locations which will continue to provide the primary focus for large format retail and supermarkets. Zone PDC 8 indicates a shop with a maximum floor area of 500m² can occur in the Zone's Transition Area.

With a total floor area of over 1,700m² the proposed supermarket would significantly exceed the maximum size recommended by PDC 8, which the Council believes would diminish the Development Plan's intent to concentrate large and intensive retail uses in the Core Area. The applicant claims the development would provide a "gross leasable floor area less than half the size of a typical full-line Coles or Woolworths supermarket", each of which operate on large footprints at Parabanks Shopping Centre.

Also worth noting is the proposed supermarket building's total floor area of roughly 1,730m² proportionate to the subject land's footprint of over 7,300m², equating to an overall built form site coverage in the order of 24 percent of the total land holding which would be considered a relatively modest scale of development in the Transition Area.

On this basis and despite the proposal departing substantially from the floor area cap established in PDC 8, the development would be unlikely to compromise the City centre's primary retail focus and instead would provide a secondary, smaller-scale retail offering and associated employment opportunities in close proximity to the recognised centre consistent with the intent of relevant policy.

Council would prefer a mixed-use outcome occurring on the subject land rather than a stand-alone supermarket. The immediate adjacency of assorted uses including consulting rooms, residences, restaurants and an office will enable the proposal to occur in accordance with Zone Objective 2 which seeks "Development within a mixed-use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone."

While a smaller-scale retail outlet integrated with other complementary uses would be likely to align more closely with mixed-use objectives for this location and with the

Council's preference, the applicant highlights the Development Plan's expectation of considerable change in the nature of uses in the Transition Area is such that the introduction of a substantial supermarket on the site ought not be seen as inappropriate or unreasonable.

This is considered a sensible view and overall, the proposal is expected to result in an acceptable outcome addressing relevant land use policy. The development would also be likely to encourage walking to local shopping from nearby residences although this characteristic would need to be balanced against potential safety concerns given the site's location adjacent an arterial road, as discussed further in Section 8.7.

8.3 Design and Appearance

Development in the zone will achieve high quality urban design with a focus on pedestrian comfort and safety. Buildings will contribute to quality streetscapes and public realm through articulation and canopies over footpaths promoting open views, active uses and street based activity.

Setbacks of new development should consider the setbacks of adjoining development and be consistent with or complement these setback distances where possible. Zone PDC 19 indicates that buildings of up to 4 storeys (and up to 16.5 metres above ground level) are anticipated in the Transition Area.

The design and siting of the proposed supermarket varies from that of typical ALDI developments as it would be situated at the corner of Park Terrace and Haigh Street (rather than towards the rear of the site) and setback 2 metres from the adjacent site boundaries, reasonably consistent with the roughly 4.5 metre setback of the specialist clinic building on the opposite side of Haigh Street at 51 Park Terrace.

The building would include a prominent "faux tower/screen system" adjacent the junction of Park Terrace and Haigh Street as shown below in Figure 4, composed of perforated mesh screens in a copper finish with gable signs affixed to 3 sides of the tower which would reach a total 9.5 metres above ground level, satisfying PDC 19. The tower would also conceal rooftop plant and equipment, although powder-coated plant louvres would be visible on the tower's west face.



Figure 4 – Faux Tower / Screen System adjacent site's eastern corner

The proposed building's position on the land and its tower feature are expected to fulfil the potential for redevelopment of sites with frontage to Park Terrace and reinforce the Transition Area's role as the gateway to the Core area as encouraged in the Transition Area's Desired Character description.

The supermarket's relatively inactive frontages along each street would be moderated by the use of clear shopfront windows along the building's northern portion and at its

eastern corner providing views within, combined with high level windows, obscured glazing, perforated steel sunshade frames and pre-cast concrete panels to articulate and add visual interest to the street-facing façades.

Council considers the form of the supermarket module would limit the ability to achieve active street frontages, but concedes the design elements summarised above would partially offset this limitation. Council also acknowledges the siting of the proposed building would better accord with the desire for landmark buildings on corner sites in the Transition Area, when compared to the outcome proposed in the applicant's earlier concept.

The supermarket entry would be located at the building's northwest oriented internally towards the car park and incorporating a trolley bay and overhead canopy extending to the site boundary with Park Terrace. Alternating low-level planting and semi-mature trees proposed along portions of the building's perimeter would assist in softening its appearance in combination with street trees to be retained.

The car park layout has been designed under the guidance of the applicant's traffic consultant and would incorporate landscape treatments including feature planting with tree species providing shade and enabling clear sightlines across the parking area.

The applicant has amended the car parking layout to respond to referral agency recommendations intended to reduce potential for congestion at the Park Terrace entry and vehicle conflict more generally, and the Council has indicated in-principle support for the proposed landscaping concept subject to a number of recommended amendments which are proposed to be addressed by condition of any consent granted.

The development has been designed to respond positively to Development Plan policy established for this portion of the Urban Core (Salisbury) Zone. Although the supermarket would exceed the maximum floor area recommended for this location as discussed in Section 8.2, its siting, scale and material composition would adequately satisfy policy expectations for design and appearance of buildings in the Transition Area and are supported.

8.4 Signage

General Section policy seeks to protect urban landscapes from being disfigured by advertisements, enhance the appearance of development and its locality and not create safety hazards. General Section (Advertisements) PDC 18 indicates freestanding advertisements in the Transition Area should not exceed 4 metres in height above natural ground level.

The proposal would include a 6-metre tall internally lit pylon sign at the northern portion of the subject land comprising approximately 11m² in area, exceeding PDC 18's recommended maximum by 2 metres. An additional 3 illuminated gable signs (each comprising approximately 5m² in area) would be affixed to the north, east and south faces of the supermarket's faux tower element and a 2.2 metre-tall digital poster box would also be located adjacent the supermarket entry.

Despite the proposed departure from recommended maximum height in PDC 18, Council recognises the proposed signage would be consistent with the style and dimensions of advertisements existing in the immediate locality, noting nearby instances of signage located in the Core Area, which anticipates signs of up to 8 metres in height.

Overall no objections have been raised to the proposed advertising signs which are not expected to represent an unsightly or unreasonable addition to the locality, adequately meeting the intent of applicable General Section policy.

8.5 Residential Interface

As development intensifies in the Zone, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Zone PDC 12 anticipates development in the Transition Area that provides a built form transition between an intense core of development and neighbouring lower-intensity development and sensitive uses including residences.

At its closest point the supermarket's western wall would be setback roughly 13 metres from the adjoining residential property, providing considerable separation expected to limit detrimental impacts on residents caused by bulk and mass which should alleviate concerns raised by a representor involving potential for restricted airflow due to tall walls, expected to exacerbate a resident's medical condition.

The supermarket's proposed height is also unlikely to overshadow adjoining land or reduce solar access to their backyard areas, in recognition of outbuildings (sheds) located at the rear of each property.

Council considers the location of the proposed building would achieve some transition to neighbouring residential development and address the interface issues of concern in the applicant's previous concept including overshadowing and sense of enclosure inflicted on adjoining dwellings at 16-18 Mawson Road.

The proposal would also include a 5 metre-wide landscaped buffer between the carpark's western portion and Mawson Road comprised of existing trees and new plantings including semi-mature trees, expected to partially screen the carpark and further soften the immediate residential interface along that roadway.

On this basis the proposal is considered to meet the Development Plan's expectations in respect of interfaces with sensitive uses, and is not likely to unreasonably compromise the amenity of the Zone or any adjoining residential development as encouraged by Zone objectives.

8.6 Noise and Air Emissions

The site is subject to the Noise and Air Emissions Overlay as defined by the Development Plan's Overlay Map Sal/25 and as such requires assessment against Minister's Specification SA 78B for Construction Requirements for the Control of External Sound.

The applicant engaged Sonus to undertake an environmental noise assessment for the proposed development with consideration given to noise levels at nearby residences from carpark activity, vehicle movements, deliveries, mechanical plant and waste collection to determine whether the proposal would be likely to cause amenity impacts.

Sonus' assessment found the predicted noise levels would achieve relevant requirements of the Environment Protection (Noise) Policy 2007 subject to the installation of fencing of specified height and construction, location and shielding of mechanical plant and restricting times for waste collection and compactor operation.

The recommended fencing and mechanical plant treatments have been incorporated in application details and waste collection arrangements are proposed to be addressed as a condition of any consent granted.

In recognition of Sonus' assessment, the development is expected to minimise adverse impact between land uses, avoid unreasonable interference on amenity and would not detrimentally affect the locality by way of noise, consistent with Development Plan policy and Specification SA 78B.

Although application details do not specifically discuss the intended means of addressing potential for adverse air emission impacts, the development's siting, height and setbacks are expected to assist in promoting airflow and dispersing air pollutants away from sensitive uses, consistent with Noise and Air Emissions Overlay policy.

8.7 Traffic Impact, Access and Parking

Development Plan policy anticipates safe and efficient movement systems for all modes of transport, provision of appropriate off-street parking and land uses arranged to support sustainable transport networks and encourage their use.

The applicant engaged GTA Consultants to undertake a Transport Impact Assessment of the proposal including consideration of existing traffic and parking conditions, motor vehicle crash statistics, intended access arrangements, predicted demand for on-site parking and traffic generation characteristics of the development as discussed in the following sections.

8.7.1 Site Access

General Section (Transportation and Access) policy establishes development should be provided with safe and convenient access which avoids unreasonable interference with traffic flow, accommodates the type and volumes of traffic to be generated and is configured to minimise adverse impacts on adjoining land.

Dual-lane access points are proposed at Park Terrace and Haigh Street and would incorporate new line marking treatments on each roadway. The Park Terrace entry would accommodate left in/left out movements for heavy vehicles up to a 20 metre-long semi-trailer.

Service vehicles would enter the site from Park Terrace in a forward direction and reverse into the proposed loading dock before exiting. The Haigh Street access would generally be intended for customer vehicles and would assist in limiting vehicle movements onto Park Terrace to minimise interruption of arterial traffic.

GTA's assessment found the proposed access and internal movement arrangements would satisfy relevant Australian Standards in terms of aisle widths, turning manoeuvres and minimum sight distances.

Council on balance supports the findings of the GTA assessment report but requested further details including a traffic control layout plan, additional vehicle turn paths for opposing movements to/from Haigh Street and pedestrian linkage improvements between the site and the north side of Park Terrace.

DPTI does not object to the proposal subject to recommended conditions and suggested amendments, which the applicant has addressed by modifying internal access arrangements at both the 3-way junction adjacent Park Terrace and the 4-way internal junction to reduce potential for vehicle conflict and provide right-of-way for trucks reversing into the loading dock.

In its response documents the applicant provided a dimensional layout plan for the proposed intersection treatment and indicated a detailed traffic control layout plan would be developed further during the detailed design phase. A condition requiring provision of such a plan would be assigned to any consent granted.

The applicant asserts there are no feasible locations for pedestrian refuge on Park Terrace based on the intended line marking treatments, and that pedestrian crossing facilities 70 metres to the west and 150 metres east of the subject land would continue to provide adequate pedestrian connectivity to the subject land.

The applicant has also chosen not to pursue the option of connecting the western portion of the car park and the front car park of the adjacent Benson Radiology site as recommended by DPTI, which the applicant believes would require a formal agreement between both land owners (and tenants) and would be unlikely to reduce potential for vehicle conflicts on Park Terrace as the number of crossover points would remain the same.

The applicant has improved some components of the proposed access arrangements in response to agency and Council feedback, and subject to the assignment of various conditions the arrangements are generally considered appropriate as they would assist in minimising vehicle access points onto an arterial road, distributing traffic to a local road and providing reasonably convenient and safe access to the site for vehicles and pedestrians.

8.7.2 Vehicle Parking

Off-street parking in the Zone will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport.

For non-residential development in the Zone (excluding tourist accommodation), Development Plan Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas recommends between 3 spaces and a maximum of 6 spaces per 100m² metres of gross leasable floor area (GLFA) equating to a minimum of 52 and maximum of 104 parking spaces being provided to satisfy predicted demand.

A lesser amount 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) proximity to high frequency public transport services. The proposal would incorporate a total of 115 on-site car parking spaces, marginally exceeding the maximum recommended by Table Sal/2A.

The applicant acknowledges this, suggesting that while it would be possible to reduce on-site parking to the recommended maximum it is unlikely doing so would provide any tangible benefit to the proposed development or other uses in the locality. Instead, the applicant contends the provision of additional car parks may assist to relieve any perception from nearby residents that the ALDI Store will result in an increase in on-street parking.

A reasonable reduction in car parking based on proximity to public transport services would arguably provide an opportunity for a secondary use on the site to facilitate the mixed use outcome sought in particular by Council, however the development has been configured such that an additional use situated on the land is unlikely to be a viable option to maintain the applicant's preference for store size and accommodate the required service vehicle movements, achieve the landmark built form at the site's eastern corner and successfully manage interfaces with adjoining residences.

Development Plan Table Sal/3 - Off Street Bicycle Parking Requirements recommends between 1 and 2 bicycle parking spaces per 100m² of gross leasable floor area (GLFA) to cater for demands of employees and customers, equating to a total of 9 spaces. GTA Consultants considers that a total of 4 spaces provided at the front of the store would be adequate on the basis the applicant's "...customers generally don't cycle to shopping centres".

It is noted the proposed 4 bicycle spaces would fail to satisfy the anticipated demand for 6 spaces (rounded up) for employees and accordingly, a condition is proposed to be assigned to any consent granted requiring provision of final details confirming the location of the recommended 9 bicycle parking spaces to adequately service the development. Subject to the satisfaction of the condition above, vehicle parking arrangements would be considered acceptable.

8.7.3 Traffic Impact

GTA's assessment included consideration of observed traffic generation rates for ALDI stores in Victoria and South Australia to predict the proposed supermarket would generate around 265 vehicle trips in the PM peak period and 2,264 vehicle trips daily.

Having investigated what it considered the likely traffic distribution and completed computer-modelled intersection analysis, GTA concluded there would be a marginal increase in traffic volume that would cause a minor impact on the surrounding road network, but that the impact would not prevent a high level of motor vehicle traffic service from being maintained during peak periods.

In response to concerns of representors related to traffic impacts on local roads, GTA estimate that 5 percent of the traffic expected to be generated by the development would be likely to travel along Haigh Street to Mawson Road, with the remaining 95 percent of traffic expected to transit along Park Terrace and Church Street, causing little disruption or congestion along the residential area to the south.

On this basis and provided the recommended conditions referenced in the preceding sections are adhered to, the proposed access, vehicle parking and traffic implications of the development are considered acceptable and consistent with outcomes envisaged by Development Plan policy.

8.8 Environmental Factors

Development in the Council area should be designed to ensure that community safety and security are maintained, that risks associated with flooding are minimised and that new buildings are compatible with the long-term sustainability of the natural environment. A range of environmental issues of relevance to the application are discussed in the following sections.

8.8.1 Tree Damaging Activity

General Section (Regulated Tree) policy envisages development in balance with preserving regulated trees that contribute to visual amenity, are indigenous to the locality or are important native fauna habitats.

The proposal will necessitate the removal of a regulated Illawarra Flame tree, a regulated Aleppo Pine tree (an exempt species) and 2 street trees, the latter being situated in conflict with the proposed vehicle access points to the site.

Arborman Tree Solutions assessed the 2 regulated trees on the subject land finding each tree displays attributes worthy of retention but are located in direct conflict with the proposal. Their removal was nonetheless supported as:

- the Illawarra Flame tree is not considered to make a significant contribution to visual amenity and is not indigenous to the local area;
- the Aleppo Pine tree is not indigenous to the area nor is it consistent with the character of the locality; and

- neither tree is considered rare or endangered, nor are they habitats for native fauna.

Arborman recommends removal of the trees as the best management option as the proposal would be unachievable if the trees were to be retained. The Council concurs with Arborman's view, noting the Aleppo Pine is a declared pest species excluded from tree protection controls and that the replacement planting and retention of other existing trees would partially offset the associated amenity impact expected through removal of the subject trees.

Council's Tree Services personnel also considered the proposed street tree removal advising each would be approved for removal at cost; Council would correspond with the applicant for this purpose should consent be granted. Accordingly the proposed tree damaging activity associated with the development is considered acceptable and in accordance with relevant policy.

8.8.2 Stormwater Management

Development in the Council Area should not occur without the provision of adequate utilities and services including drainage and stormwater systems. General Section (Natural Resources) Policy provides guidance for development achieving water sensitive urban design, capture and reuse of stormwater and ensuring public health and safety risks posed by potential flooding are minimised.

Wallbridge Gilbert Aztec (WGA) were engaged to prepare a stormwater management plan which conceptually outlines the intended drainage system and stormwater methodology, in anticipation of a final detailed design being completed in future.

WGA had regard to the Council's requirements including the ability to cater for stormwater generated during a 1 in 10 year average recurrence interval (ARI) rainfall event with no stormwater to be discharged to adjoining land during a major storm event (1 in 100 year ARI).

On-site stormwater capture and detention, use of a landscaped swale adjacent Mawson Road and incorporation of water sensitive urban design principles including use of a gross pollutant trap featuring oil and grease separation capability are encouraged by the Council.

WGA's methodology incorporates the use of oversize pipes and an underground stormwater detention tank capable of containing 217 cubic metres of water to address Council's requirements. Runoff from the carpark would be treated through the use of the recommended gross pollutant trap and though the landscaped strip adjacent Mawson Road would have some detention capability it would not be converted to a grassed swale.

Council has indicated WGA's methodology would be acceptable subject to several details being incorporated into a final stormwater management plan in collaboration with Council staff, which the applicant is willing to accommodate. An appropriate condition is proposed to be assigned to any consent granted to ensure Council's interests regarding stormwater management are maintained in accordance with the Development Plan's Natural Resources policy.

8.8.3 Crime Prevention

Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity. General Section policy encourages a safe, secure and crime

resistant environment where land uses are integrated and designed to facilitate community surveillance.

The applicant cites elements of the proposal which it considers would contribute to security of the subject land and locality including potential for an activated frontage along Park Terrace, carpark lighting designed to meet Australian Standards, signage highlighting the entry points and pathways within the site and landscaping arranged to maintain clear sightlines and avoid possible entrapment spots.

The supermarket use is expected to introduce much greater activity than the land's historical use and overall, the proposal is expected to result in conditions that would adequately promote passive surveillance and discourage anti-social activity in accordance with the Development Plan's crime prevention policy module.

8.8.4 Waste Management

General Section policy anticipates development including an appropriately sized area dedicated to the efficient recycling and timely collection of waste generated by activities on the subject land.

A loading dock would be constructed at the west portion of the supermarket building incorporating a screened bin storage and compactor enclosure. General waste and recyclable items would be stored in the enclosure and collection would occur in accordance with the applicant's operating procedures which are proposed to be regulated through the assignment of a condition requiring collection taking place only between 9AM-7PM on a Sunday (or public holiday) and 7AM-7PM on any other day, as recommended by Sonus.

Waste collection would be undertaken by a private contractor expected to attend the site on average of 3 times per week using a 10.5 metre front load truck. Collections would be managed at the applicant's request and would be coordinated to avoid conflict with regular stock deliveries.

Provided the applicant adheres to this operational requirement, the intended waste management arrangement associated with the supermarket would be appropriate and consistent with the applicable waste management provisions.

8.8.5 Energy Efficiency

Salisbury City centre will explore a range of opportunities to conserve resources, minimise energy use and promote water sensitive urban design including sustainable stormwater management, renewable energy features and innovative waste practices. General Section policy provides guidance on the siting and design of development to conserve energy and that provides for on-site power generation.

The development would incorporate a substantial array of rooftop-mounted solar photovoltaic panels concealed by behind the parapet levels to reduce reliance on mains power in the store's operations, in accordance with energy efficiency policy and objectives for generation of renewable energy in the City centre.

In combination with the applicant's commitment to incorporate sustainable stormwater management methodologies, provide considerable soft landscaping and undertake recycling of waste items the development is generally expected to contribute to sustainable outcomes as encouraged by associated policy.

8.8.6 Site Contamination

The Development Plan advocates for appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

Application details provide no evidence of any measures undertaken to ascertain the extent of any site contamination, although the potential for this is considered relatively low given the longstanding residential use.

As the proposed use would replace the more sensitive residential use established for the subject land and incorporate complete sealing of the currently exposed land, the development raises no material concerns related to potential for impacts associated with latent site contamination.

9. CONCLUSION

The development would contribute to the desired character of the Urban Core (Salisbury) Zone and its Transition Area, as it would provide built form buffer between the Core Area and established residential areas to the south, capitalise on potential for redevelopment of properties fronting onto Park Terrace and introduce a landmark building and gateway statement into the recognised City centre.

While the development would feature a gross leasable floor area well in excess of the 500m² recommended by Zone PDC 8, it would be unlikely to compromise the City centre's primary retail focus and is instead expected provide a secondary, smaller scale retail offering with employment opportunities in proximity to the centre consistent with the intent of relevant policy.

Council believes a mixed-use outcome should be a minimum consideration to offset the departure from the retail floor area cap, however the existence of assorted uses in the immediately locality would ensure the development could occur in accordance with Zone Objective 2, namely "*...within a mixed-use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.*"

The proposal would feature an acceptably high standard of design and appearance, and the development has been configured to address potential for interface impacts and minimise detrimental consequences on residential amenity arising from the supermarket's operations.

Proposed site access arrangements and associated traffic impacts are considered adequate and technical matters involving acoustic treatments, stormwater management, waste collection and landscaping are proposed to be regulated through the assignment of appropriate conditions.

Overall the development is considered a suitable response to Development Plan policy and is likely to reinforce the Zone's role in providing a vibrant business hub and key transit-oriented activity centre with clear delineation established between the City centre's Core and Transition Areas. Conditional Development Plan Consent is recommended.

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 Salisbury Council Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by ALDI Stores Pty Ltd C/- Ekistics Planning and Design for demolition of two (2) dwellings and construction of a supermarket (ALDI – shop) with associated signage, car parking, earthworks and landscaping and removal of a regulated tree at 41-47 Park Terrace and 10-14 Mawson Street, Salisbury subject to the following conditions of consent.

PLANNING CONDITIONS

1. That 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. The recommendations provided in the Environment Noise Assessment by Sonus Pty Ltd (Reference S4217.24C7) dated October 2018 forming part of this consent shall be fully incorporated into the development to the reasonable satisfaction of the State Commission Assessment Panel.
3. Prior to Development Approval for substructure works, the applicant shall submit a final stormwater management plan prepared in consultation with the City of Salisbury and to the reasonable satisfaction of the State Commission Assessment Panel.
4. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.
5. All external lighting on the site shall be designed, constructed and installed to conform to Australian Standard - AS 4282-1997 (Control of the obtrusive effects of outdoor lighting).
6. Prior to Development Approval for substructure works, the applicant shall submit a final landscaping plan confirming planting species and recurrent maintenance schedule in consultation with the City of Salisbury to the reasonable satisfaction of the State Commission Assessment Panel. The plan shall confirm all landscaping adjacent the Park Terrace/Haigh Street corner shall be limited to low growing species in order to maximise sightlines at this location.

Infrastructure

7. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

Vehicle Access and Parking

8. The proposed Park Terrace access shall be located in general accordance with Proposed Site Plan, Project No. 2180A, Drawing No. DA02.3, Revision A, dated 9 October 2018.
9. A painted median scheme shall be installed on Park Terrace with right turn lanes for the proposed access and the access points to Allotment 501 in DP 64275 and Allotment 98 in FP 113902. All required road works associated with the Park Terrace access and median scheme shall be designed and constructed in accordance with Austroads Guides/Australian Standards and 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. These road works shall be completed prior to occupation of the development.

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

10. The largest vehicle permitted on-site shall be restricted to a 20-metre articulated vehicle (*AS 2890.2-2002*). All commercial vehicle movements to and from the site by vehicles larger than a 6.4-metre Small Rigid Vehicle shall be undertaken outside of the peak traffic and trade periods.
11. 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.
12. All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 890.6:2009*. In particular, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
13. All illuminated signs visible from Park Terrace shall be limited to a low level of illumination (i.e. $\leq 150\text{Cd/m}^2$).
14. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.
15. Prior to Building Rules Consent being granted for superstructure works, a detailed site plan shall be provided to the State Commission Assessment Panel identifying the final location of a minimum of nine (9) bicycle parking spaces to be provided on the subject land.
16. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015.
17. The hours for service vehicle movements (operated by private contractor/s) to enter and exit the subject land and waste collection including use of the proposed compactor shall be scheduled to occur only between 9:00AM-7:00PM on a Sunday (or public holiday) and 7:00AM-7:00PM on any other day.

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. The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Park Terrace frontage of this site, together with a 4.5 x 4.5-metre cut-off from the Park Terrace/Haigh Street corner, for possible future road purposes. The consent of the Commissioner of Highways is therefore required for all new building works located on or within 6 metres of the possible requirements.

As portions of the development encroach within the above areas, consent under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required. The applicant should fill out the attached consent form and return it to DPTI along with three copies of the approved site plans.

- e. In the event that the right turn out movements of the new Park Terrace access results in safety and operational concerns, DPTI reserves the right to modify the median arrangements.
- f. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.
- g. A Construction Environment Management Plan shall be prepared in collaboration with the City of Salisbury and implemented throughout construction in accordance with current industry standards including the *Local Nuisance and Litter Control Act 2016*, the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and, where applicable, "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction.

The management plan should incorporate, without being limited to, the following matters:

- timing, staging and methodology of the construction process and working hours;
 - traffic management strategies including a site-specific traffic management plan;
 - control and management of construction noise, vibration, dust and mud;
 - management of infrastructure services during construction and re-establishment of local amenity and landscaping;
 - stormwater and groundwater management during construction;
 - site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
 - disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
 - protection and cleaning of roads and pathways; and
 - overall site clean-up.
- h. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

- i. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993* to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- j. You are advised of the following requirements of the *Heritage Places Act 1993*:
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified; and
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.
- k. If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.



Ben Scholes
A/SENIOR PLANNING OFFICER
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

PROPOSED ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SOUTH AUSTRALIA



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PROPOSED ALDI SALISBURY

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NOTES

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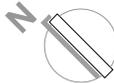
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A	30.10.18	PLANNING	LT	TB
B	09.01.19	REVISED PLANNING	LT	TB



LEGEND	
BOUNDARY	
ALDI STORE	

01 LOCATION PLAN
1:1500



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
LOCATION PLAN
PROPOSED



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SCALE	DATE	DRAWN	CHECKED
1:1500	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA01	DA	B



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REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

PARK TERRACE

HAIGH STREET

MAWSON ROAD

87

7

8

1

2

85

84



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
CONTRACT TITLES
EXISTING

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SCALE
1:500

DATE
NOV 2018

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PROJECT No	DRAWING No	STATUS	REV
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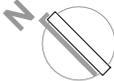


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REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

LEGEND	
ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
CONTRACT TITLES
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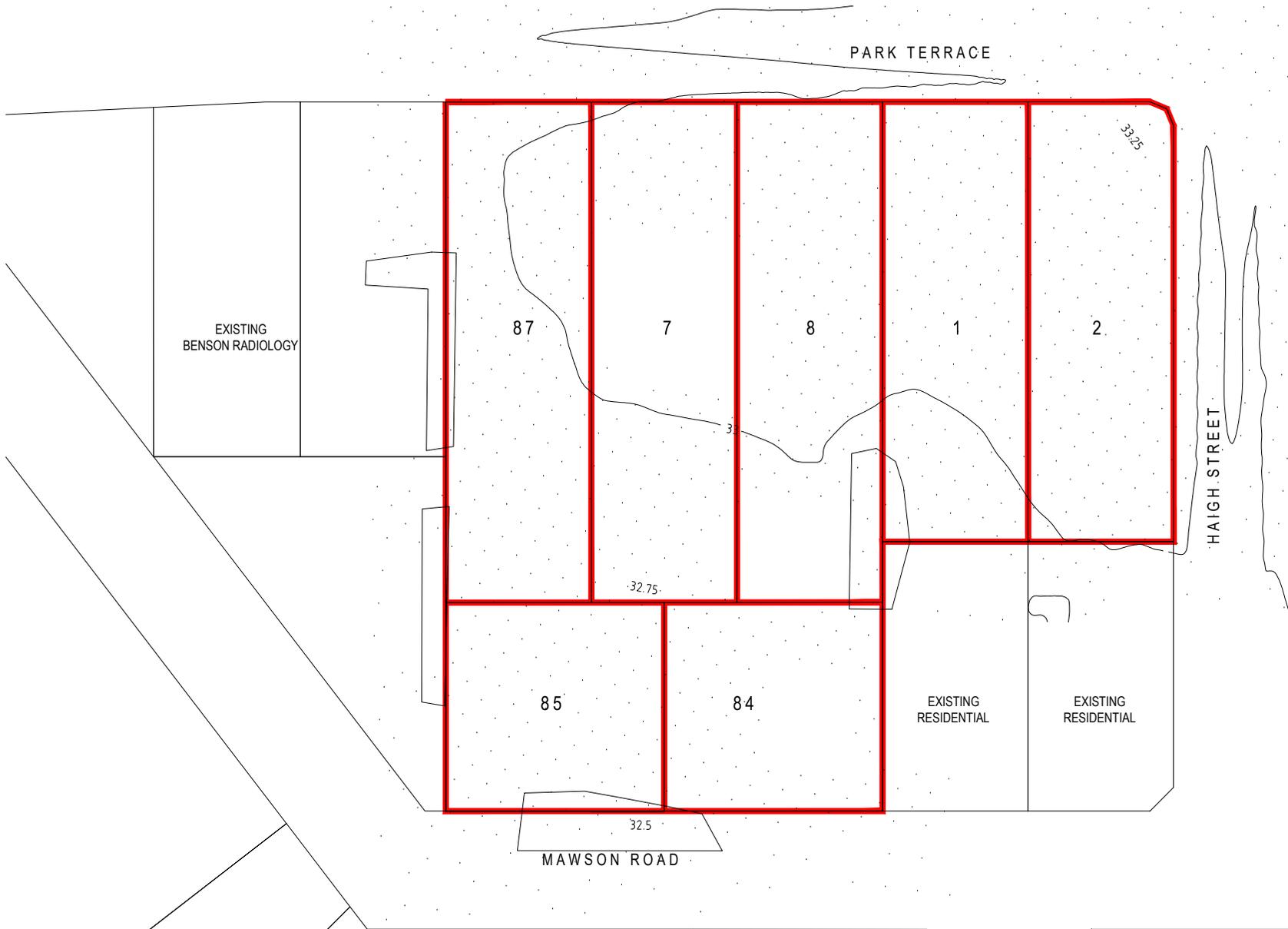
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PROPOSED

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A	30.10.18	PLANNING	LT	TB



LEGEND	
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EXISTING CONTOUR	0.00
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00

01 EXISTING SITE PLAN
1:500 EXISTING

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

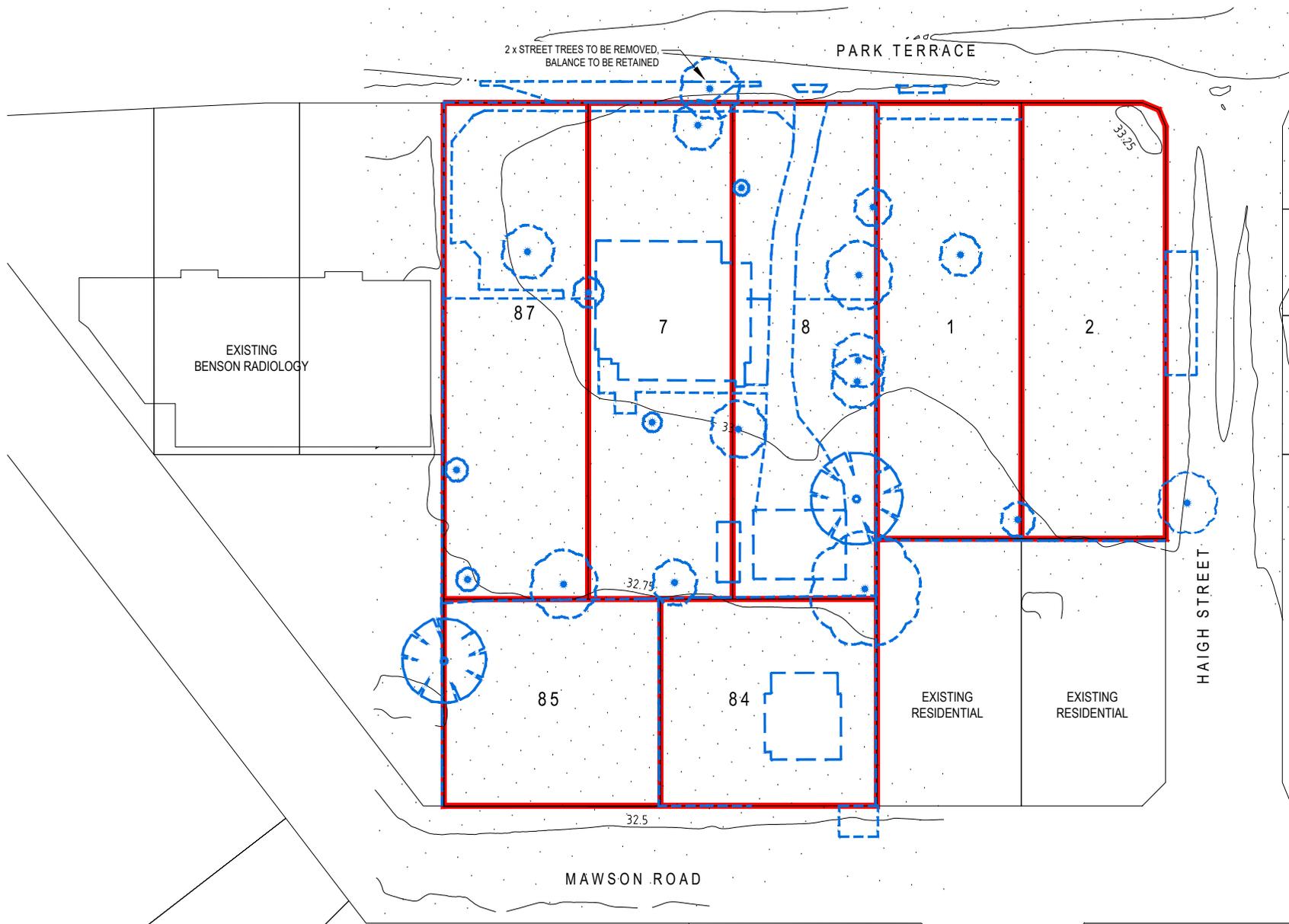
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EXISTING SITE PLAN

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SCALE	DATE	DRAWN	CHECKED
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REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB



LEGEND	
EXISTING BOUNDARY	
STRUCTURES AND ITEMS TO BE DEMOLISHED	
EXISTING CONTOUR	-0.00-
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

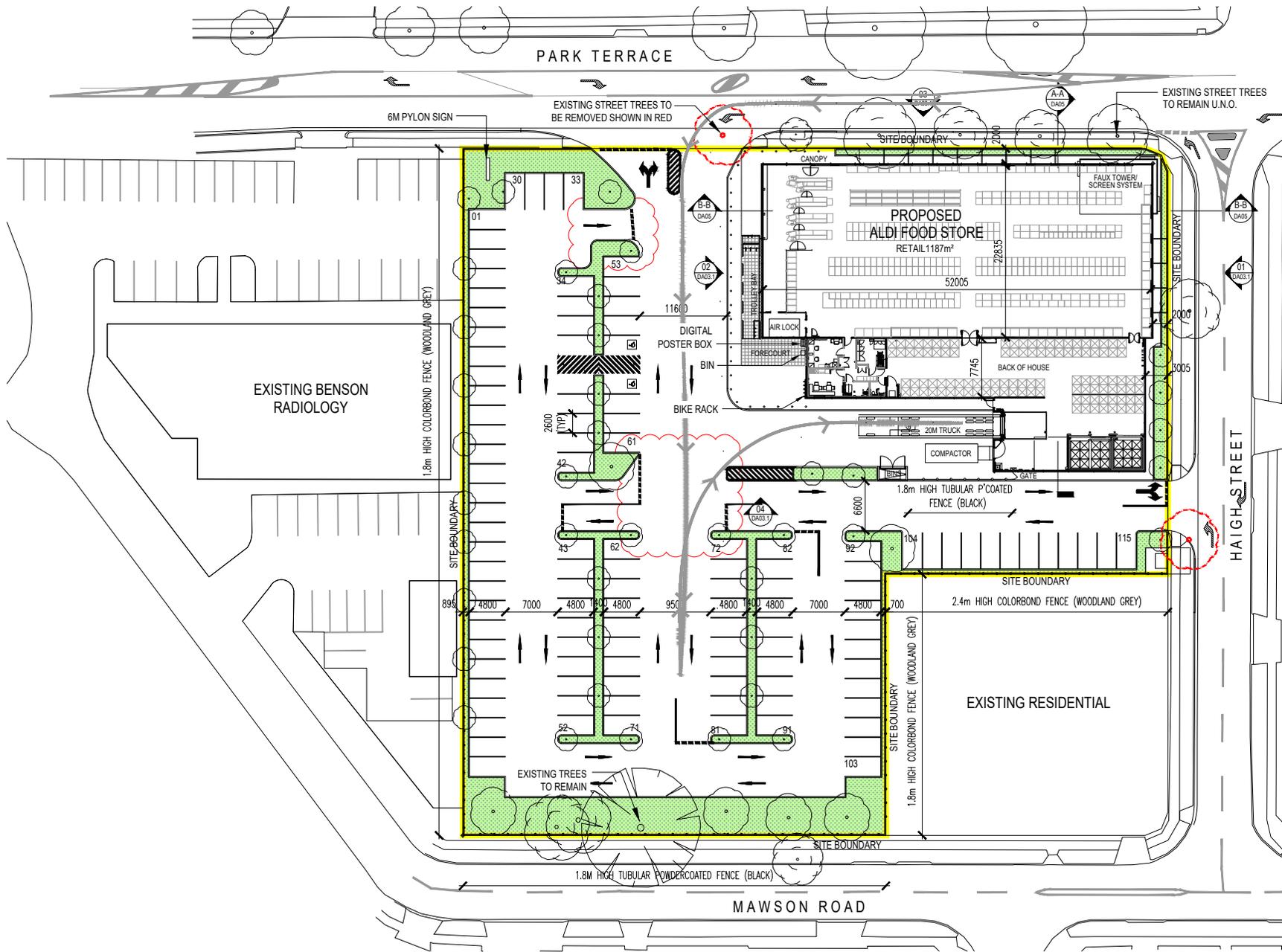
DRAWING
DEMOLITION SITE PLAN

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A	30.10.18	PLANNING	LT	TB
B	09.01.18	REVISED PLANNING	LT	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m ²
ALDI DESCRIPTION	
ALDI GROSS AREA	1784m ²
ALDI NETT AREA	1728m ²
RETAIL NETT AREA	1187m ²
BOH NETT AREA	460m ²
AMENITIES NETT AREA	81m ²
REMAINING NETT AREA	541m ²
BOH PALLETS	108
CHILLER LENGTH	43.75m
SIZE OF TRUCK	20m
CARPARKING	
TOTAL NUMBER OF CARS	115



CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

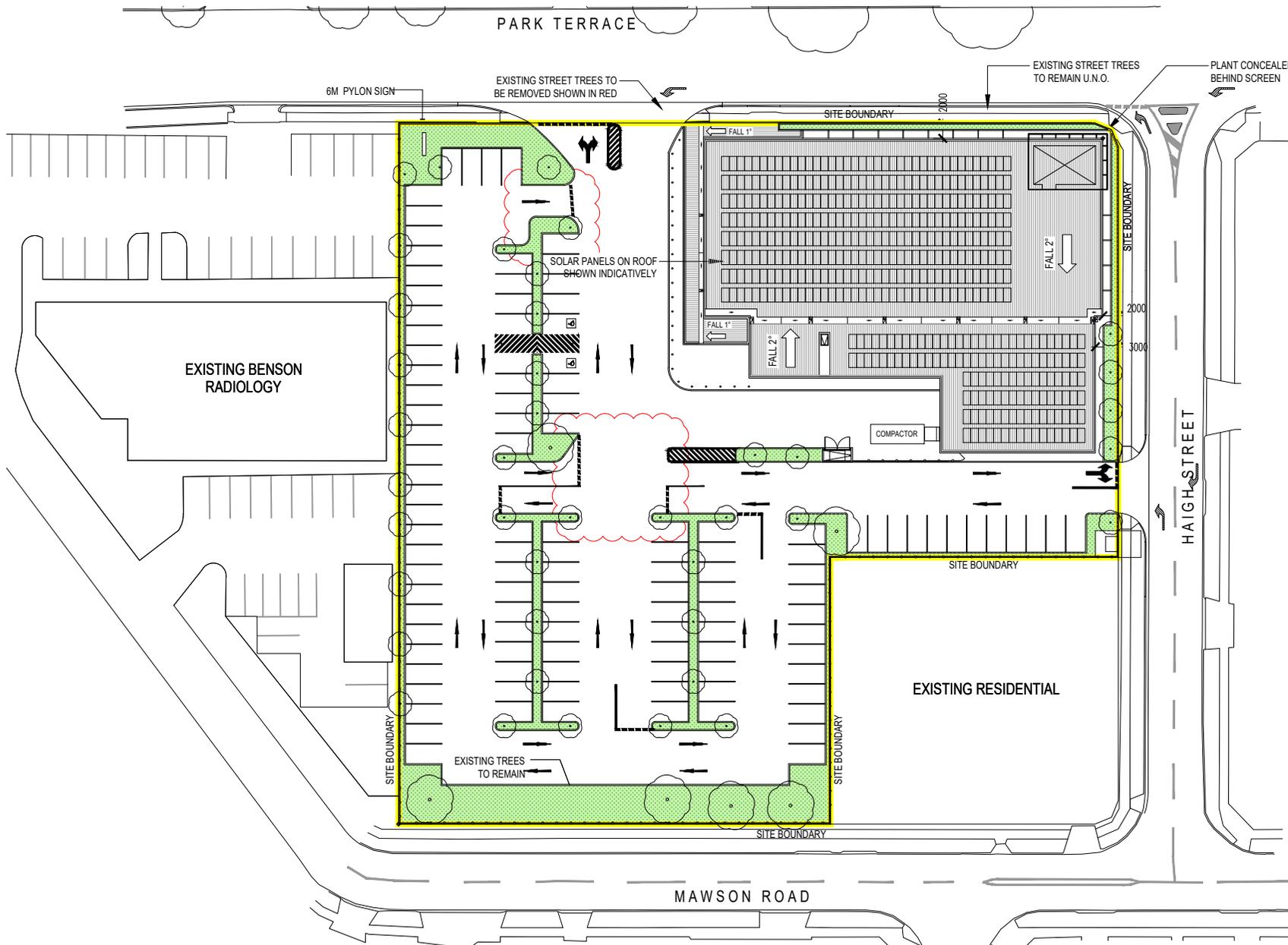
DRAWING
PROPOSED SITE PLAN

 1108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE 1:500 DATE NOV 2018 DRAWN LT CHECKED TB

PROJECT No 2180A DRAWING No DA02.3 STATUS DA REV B

01 PROPOSED SITE PLAN
1:500 PROPOSED



01 PROPOSED ROOF PLAN
1:500 PROPOSED

NOTES ORIGINAL A3

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REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB
B	09.01.19	REVISED PLANNING	LT	TB

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED ROOF PLAN



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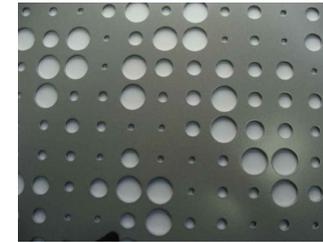
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PROJECT No	DRAWING No	STATUS	REV
2180A	DA02.4	DA	B

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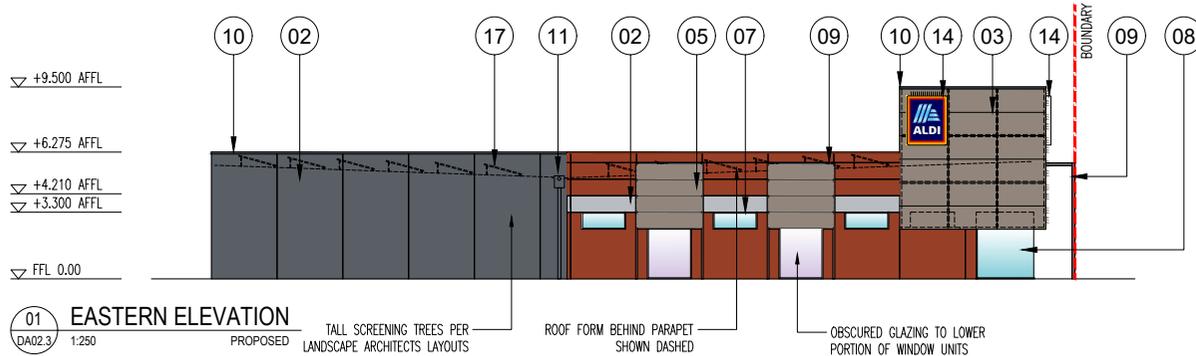
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A	30.10.18	PLANNING	LT	TB

MATERIAL SCHEDULE

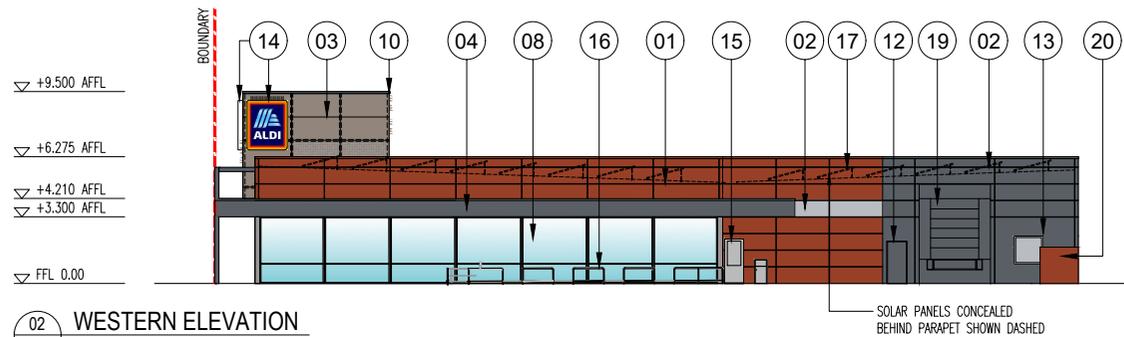
01	PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
02	PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVEITIME'
03	PERFORATED POWDERCOATED SCREEN DULUX 'COPPER KINETIC' AFFIXED OVER STEEL FRAME
04	FIBRE CEMENT FASCIA DULUX 'DRIVEITIME'
05	PERFORATED POWDERCOATED SCREEN DULUX 'COPPER KINETIC'
06	POWDERCOATED PLANT LOUVERS & FRAME DULUX 'BASALT'
07	ANODISED ALUMINIUM WINDOW FRAMES NATURAL FINISH
08	SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
09	STEEL SUNSHADE FRAMES - PAINTED FINISH COLORBOND 'MONUMENT'
10	COLORBOND CAPPING COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH
11	RAIN HEAD AND DOWNPIPES COLORBOND 'BASALT'
12	DOOR & FRAME DULUX 'DRIVEITIME'
13	COMPACTOR DOOR & FRAME - DULUX 'OLDE PEWTER'
14	ALDI ILLUMINATED SIGNS
15	DIGITAL POSTER BOX
16	TROLLEY BAY
17	SOLAR PANELS BEHIND ROOF FORM
18	OBSCURED GLAZING TO LOWER PORTION OF WINDOW
19	PANEL LIFT DOOR COLORBOND 'BASALT'
20	PRECAST PANELS TO BIN STORE, PAINTED FINISH DULUX 'FLUORESCENT FIRE'



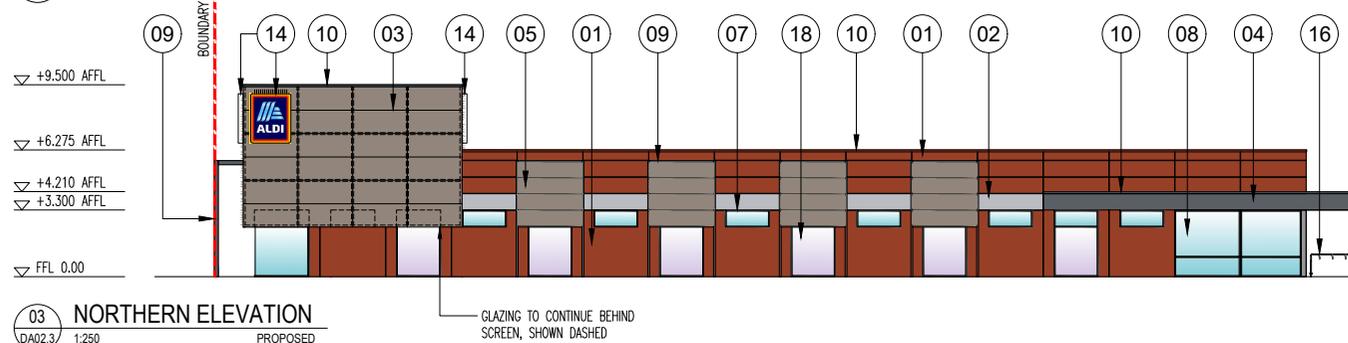
05 PERFORATED SCREEN
NTS PROPOSED



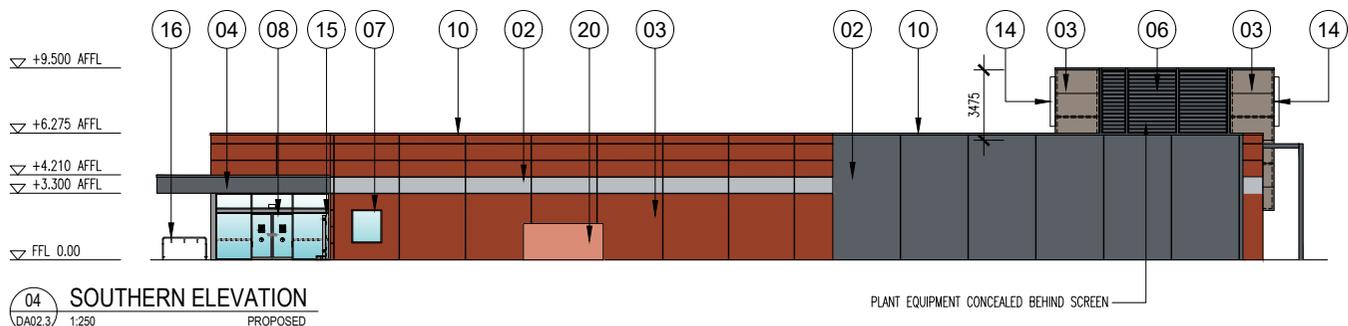
01 EASTERN ELEVATION
DA02.3 1:250 PROPOSED



02 WESTERN ELEVATION
DA02.3 1:250 PROPOSED



03 NORTHERN ELEVATION
DA02.3 1:250 PROPOSED



04 SOUTHERN ELEVATION
DA02.3 1:250 PROPOSED

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
ALDI EXTERNAL ELEVATIONS

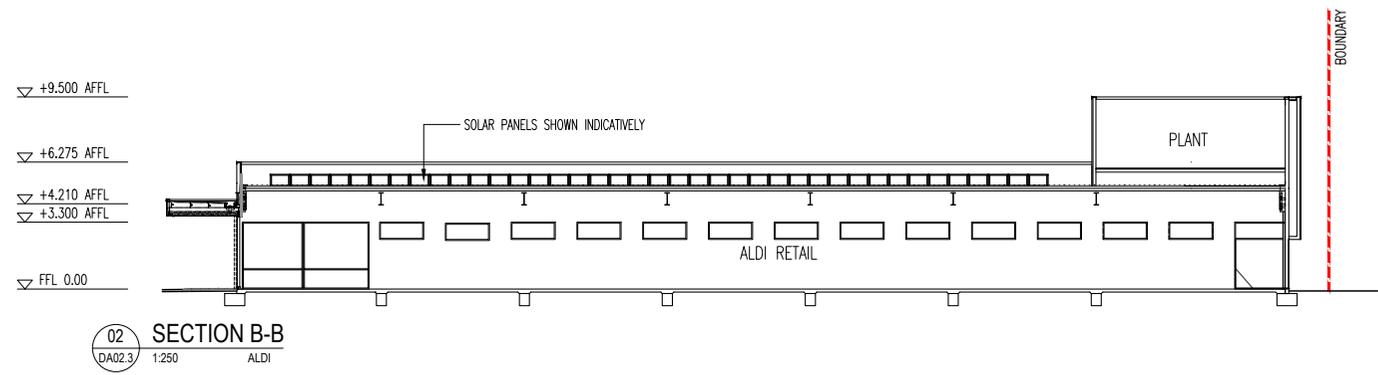
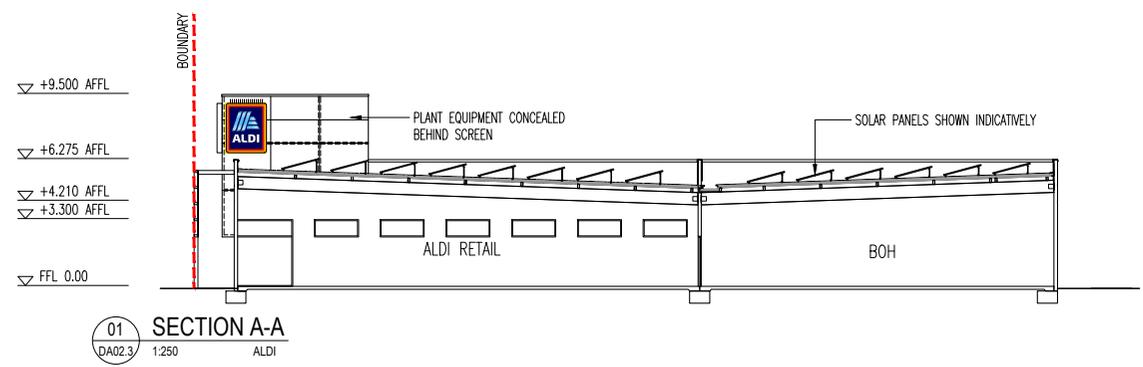
108 Mt Barker Road Stirling
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p: 08 8339 8008
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1:250	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2180A	DA03.1	DA	A

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A	30.10.18	PLANNING	LT	TB



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SECTIONS

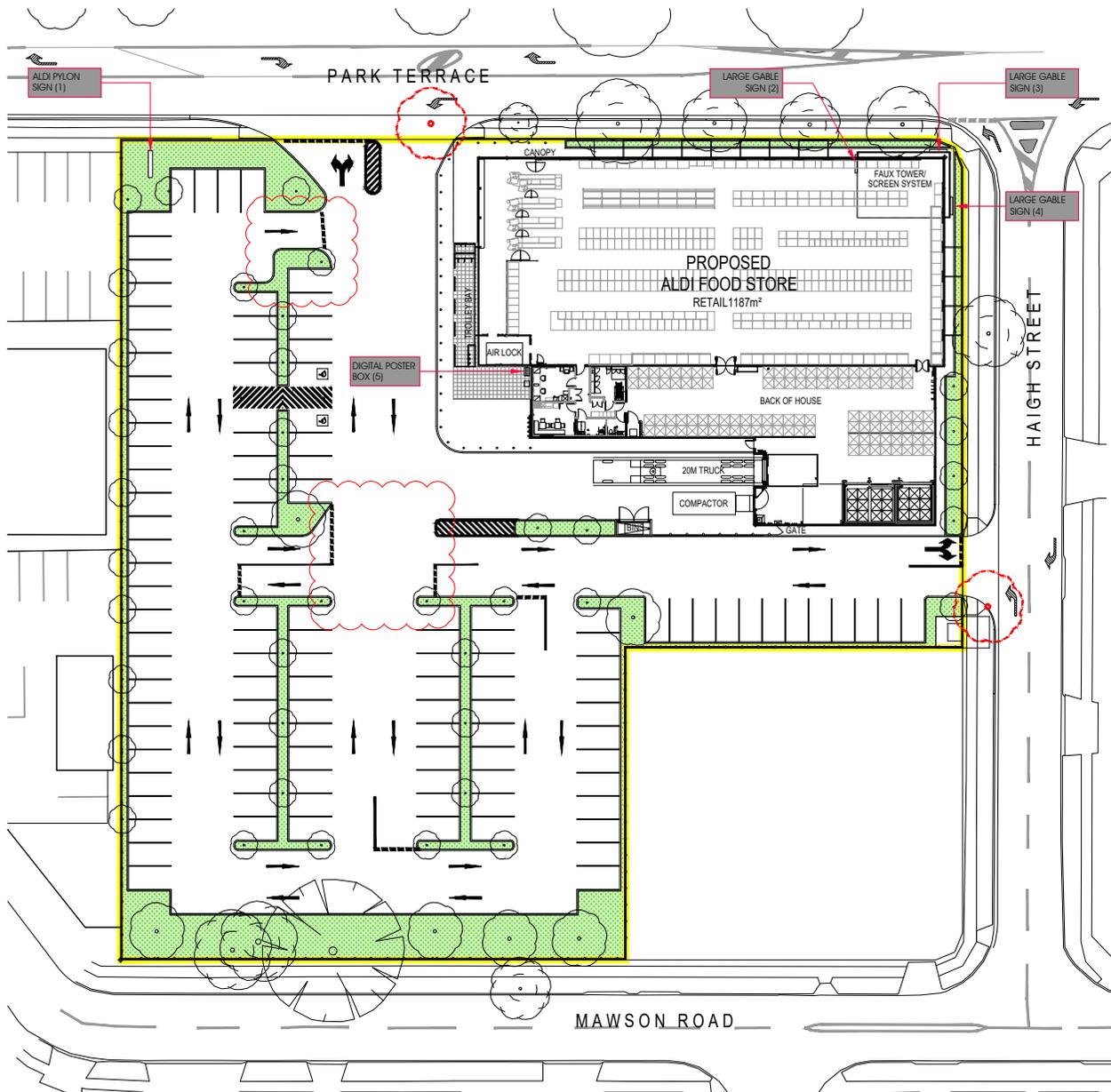


108 Mt Barker Road Stirling
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f. 08 8339 9004
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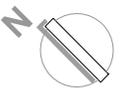
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PROJECT No	DRAWING No	STATUS	REV
2180A	DA05	DA	A

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A	30.10.18	PLANNING	LT	TB
B	09.01.19	REVISED PLANNING	LT	TB



01 SIGNAGE PLAN
1:500 PROPOSED



CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE PLAN

 NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
or 08 8339 8008
f: 08 8339 2004
PO Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
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PROJECT No	DRAWING No	STATUS	REV
2180A	DA06.1	DA	8

NOTES

ORIGINAL A3

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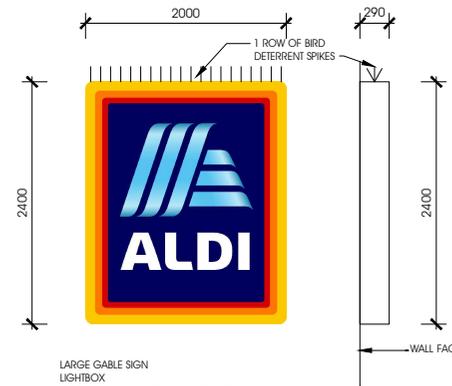


POLE
324 DIA. X 6MM CHS
1.95m TALL
32mm MS BASE PLATE
HOT DIPPED GALVANISED
MIO PAINT FINISH

FOOTING
CONCRETE FOOTING TO ENGINEERS DETAIL

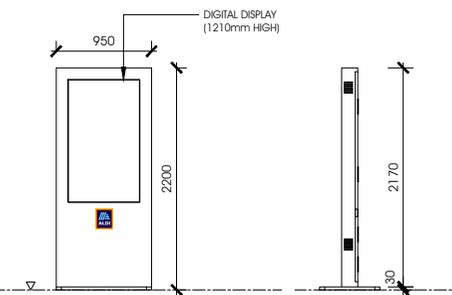
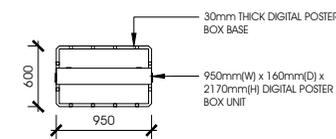
LIGHT BOX
LIGHT BOX 01-3600 X 3000 X 550 DOUBLE SIDED
LIGHT BOX 02-450 X 3000 X 550 DOUBLE SIDED
FLEX FACE BOX
INTERNAL MILD STEEL FRAME
ALUMINIUM 102 FLEX FACE EXTRUSION
1.6mm ALUMINIUM EXTERNAL CLADDING
2 PACK POLYURETHANE INTERNAL FINISHES
MIO PAINT FINISH TO EXTERNAL SURFACE
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
MILFORDS SX GRANDE FLEX FACE (NO VISIBLE JOINTS)
TECHNOGRAPH AND 3M SELF-ADHESIVE VINYL
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

01 ALDI PYLON SIGN (1)
1:50



LARGE GABLE SIGN
LIGHTBOX
2000w X 2400h X 292mm SINGLE SIDED
FLEXFACE WALL SIGN
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUM
CLADDING TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT'
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT; CALVIN - 40,000
LUMENS 16,500

02 LARGE GABLE SIGN (2, 3, 4)
1:50



03 POSTER BOX (5)
1:50

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE DETAILS

1108 1th Baker Road Stirling
South Australia 5152
p: 08 8339 8008
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P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

NIELSEN ARCHITECTS

SCALE	DATE	DRAWN	CHECKED
1:50	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2180A	DA06.2	DA	A

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 PROPOSED 3D VISUAL RENDER 1
- NTS

CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 1

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108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 8004
P.O. Box 609 Stirling SA 5152
admin@nielsenarchitects.com.au
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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.1	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 PROPOSED 3D VISUAL RENDER 2
- NTS

CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 2

 NIelsen ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
t: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.2	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD



01 PROPOSED 3D VISUAL RENDER 3
- NTS

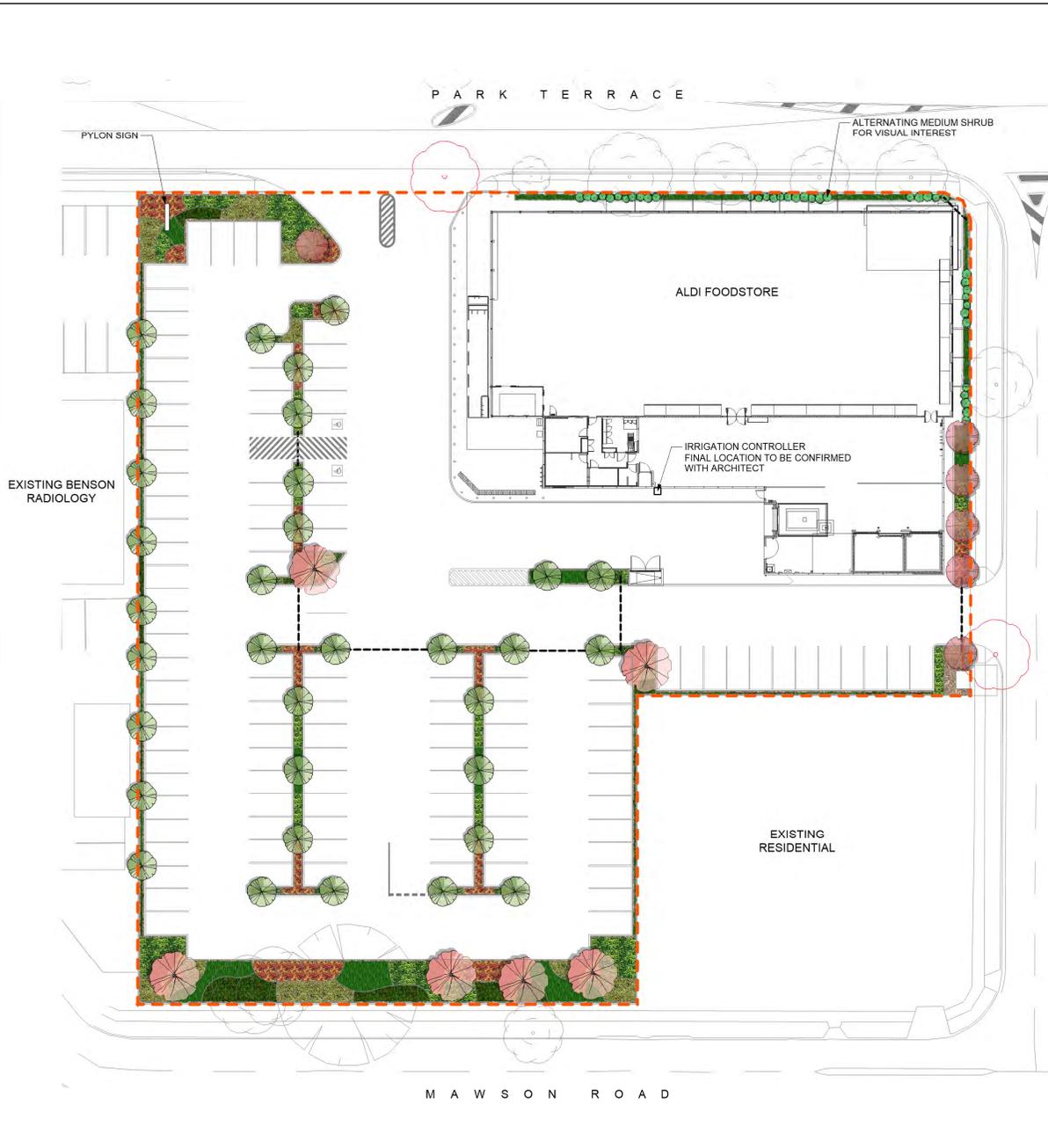
CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 3

 NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 609 Stirling SA 5152
admin@nielsenarchitects.com.au
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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.3	DA	-



LEGEND

-  SMALL TREES (LAGERSTROEMIA INDICA)
-  SMALL TREES (PYRUS CALLERYANA 'CAPITAL')
-  MEDIUM TREES (-HAXINUS ANGUSTIFOLIUS 'RAYWOODII')
-  EXISTING TREES TO BE RETAINED
-  EXISTING TREES TO BE REMOVED
-  PROPOSED LOW SHRUBS & GROUNDCOVERS
-  MEDIUM SHRUBS
-  MULCH ONLY BED
-  IRRIGATION CONDUIT (100MM DIA PVC PIPE)
-  SITE BOUNDARY

PLANTING NOTES

PLANTS HAVE BEEN SELECTED TO GIVE A STRONG IDENTITY TO ALL ALDI STORES. EACH SPECIES SERVING A SPECIFIC FUNCTION.

THE STREET FRONTAGE GARDEN BEDS ARE TO BE LOW GROWING MASS PLANTED AREAS TO PROVIDE A BARRIER TO UNDESIRABLE PEDESTRIAN ENTRY.

FEATURE PLANTING WILL BE SITUATED AT ALL VEHICLE AND PEDESTRIAN ENTRIES, PROVIDING AN INSTANT IMPACT FOR SHOPPERS ENTERING THE CARPARK. THIS WILL BE ACHIEVED THROUGH CONTRASTING COLOUR AND TEXTURES.

TREES ARE PROPOSED TO BE CLEAN TRUNKED SPECIES THAT PROVIDE SHADE TO THE CARPARK BUT ENABLE SIGHTLINES TOWARDS THE ALDI STORE FRONT AND FOR PEDESTRIAN SAFETY.

PLANT PALETTE

TREES



Fraxinus angustifolia 'Raywoodii'
Claret Ash
Height: 10m
Width: 6m

Lagerstroemia indica
Crepe Myrtle
Height: 6m
Width: 4m

Pyrus calleryana 'Capital'
Capital Gallery Pear
Height: 9m
Width: 3m

LOW SHRUBS & GROUNDCOVERS



Dianella revoluta
Black-anther Flax Lily
Height: 0.7m
Width: 1m

Dianella tasmanica 'Tas Red'
Tas Red Flax Lily
Height: 0.6m
Width: 0.5m

Diets grandiflora
Butterfly Iris
Height: 0.9m
Width: 0.9m

Ficinia nodosa
Knobby Club Rush
Height: 1m
Width: 0.7m

Leucophyta brownii
Cushion Bush
Height: 0.7m
Width: 1m

Lomandra longifolia
Long Leaved Mat-rush
Height: 0.6m
Width: 0.6m

Rosmarinus officinalis
Rosemary
Height: 1.5m
Width: 1.5m

Westringia fruticosa
Coastal Rosemary
Height: 1.5m
Width: 1.5m

H A I G H S T R E E T





Subject Land – View from east



Subject Land – View from north



Subject Land – View from east (across car park)



Dwelling at 41-43 Park Terrace (portion of subject land)



Dwelling at 41-43 Park Terrace (portion of subject land)



Subject Land's frontage to Park Terrace – View to south east



Park Terrace – View to southwest



Park Terrace – View to southwest



Park Terrace – View to northwest



Park Terrace – View to northwest



Fast Food Outlets to the north of the Subject Land



Junction of Park Terrace and Wiltshire Street



Vacant Office opposite subject land at 36 Park Terrace



First & Second St John's Anglican Church and Graveyard



Subject Land – View to east along Haigh Street



Subject Land – View to west along Haigh Street



Dwellings at corner of Haigh Street & Mawson Road



View to southeast along Mawson Road



Dwellings at corner of Haigh Street & Mawson Road



Dwelling at 14 Mawson Road (portion of subject land)



Dwelling at 14 Mawson Road (portion of subject land)



Subject Land – View from west



Subject Land – View from west

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: City of Salisbury
APPLICANT: ALDI Stores Pty Ltd
 Postal Address: PO Box 82, Enfield Plaza SA 5085

Owner: ALDI Stores Pty Ltd
 Postal Address: PO Box 82, Enfield Plaza SA 5085

BUILDER: _____

 Postal Address: _____

 Licence No: _____

FOR OFFICE USE

Development No: _____
 Previous Development No: _____
 Assessment No: _____

<input type="checkbox"/> Complying <input type="checkbox"/> Non Complying <input type="checkbox"/> Notification Cat 2 <input type="checkbox"/> Notification Cat 3 <input type="checkbox"/> Referrals/Concurrences <input type="checkbox"/> DA Commission	Application forwarded to DA Commission/Council on / / Decision: _____ Type: _____ Date: / /
---	--

CONTACT PERSON FOR FURTHER INFORMATION

Name: Kieron Barnes - Ekistics Planning & Design
 Telephone: 7231 0286 [work] _____ [Ah]
 Fax: _____ [work] _____ [Ah]
EXISTING USE: Residential and Vacant

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

DESCRIPTION OF PROPOSED DEVELOPMENT: ALDI Store (Shop) and Removal of One Regulated Tree

LOCATION OF PROPOSED DEVELOPMENT: _____

House No: 41-47 Lot No: _____ Street: Park Terrace Town/Suburb: Salisbury
 Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____
 Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION:

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: _____ Present classification: _____

If Class 5,6,7,8 or 9 classification is sought, state the proposed number of employees: Male: _____ Female: _____

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

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

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

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

DEVELOPMENT COST [do not include any fit-out costs]: \$ 5,542,000

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

SIGNATURE:  Dated: / /

DEVELOPMENT REGULATIONS 1993
Form of Declaration
(Schedule 5 clause 2A)

To: State Commission Assessment Panel

From: ALDI Stores Pty Ltd

Date of Application: 30/10/2018

Location of Proposed Development:

House No: 41-47. Lot No: Street: Park Terrace..... Town/Suburb: Salisbury... ..

Section No (full/part): Hundred:

Volume: Folio:

Nature of Proposed Development:

Staged Development of an ALDI Store (Shop) with associated signage, car parking and landscaping and removal of one Regulated Tree

I Nigel Uren being the applicant/
a person acting on behalf of the applicant (delete the inapplicable statement) for
the development described above declare that the proposed development will
involve the construction of a building which would, if constructed in accordance
with the plans submitted, not be contrary to the regulations prescribed for the
purposes of section 86 of the *Electricity Act 1996*. I make this declaration under
clause 2A(1) of Schedule 5 of the *Development Regulations 1993*.

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 –

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

Note 2

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

- a) a fence that is less than 2.0 m in height; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

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

Note 4

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

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

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

Note 5

Information brochures 'Powerline Clearance Declaration 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

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.



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5663 FOLIO 35 *

COST : \$25.75 (GST exempt) PARENT TITLE : CT 2454/43
REGION : EMAIL AUTHORITY : CONVERTED TITLE
AGENT : KELL BOX NO : 048 DATE OF ISSUE : 16/06/1999
SEARCHED ON : 16/08/2013 AT : 11:13:33 EDITION : 2
CLIENT REF 288345:LGA

REGISTERED PROPRIETORS IN FEE SIMPLE

GEOFFREY ARTHUR DAVIS AND SANDRA KAY DAVIS BOTH OF PO BOX 318 SALISBURY SA
5108 AS JOINT TENANTS

DESCRIPTION OF LAND

ALLOTMENT 85 FILED PLAN 113780
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

NIL

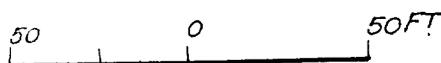
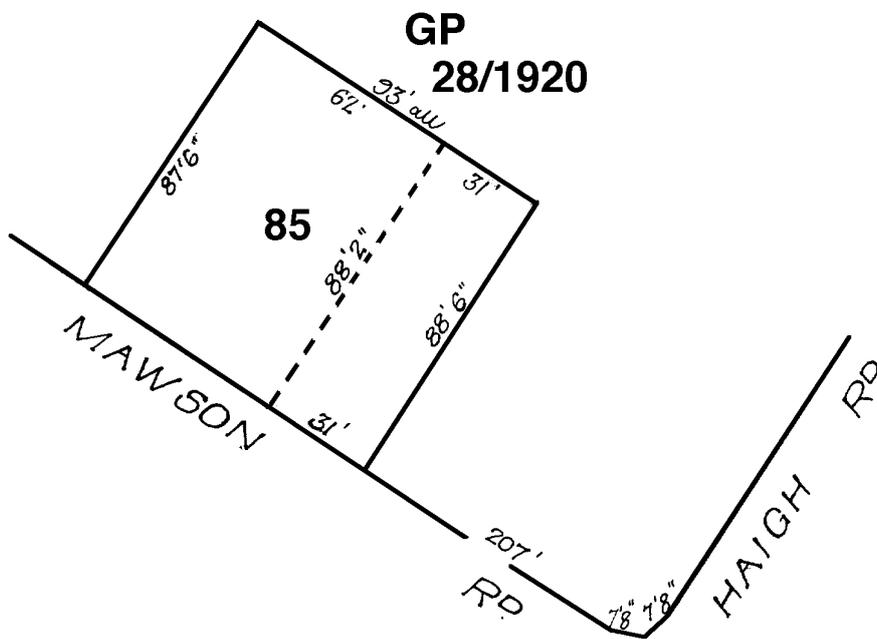
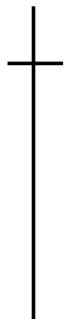
END OF TEXT.



LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5663 FOLIO 35
SEARCH DATE : 16/08/2013 TIME: 11:13:33

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LAST PLAN REF:GP 28/1920



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Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5899 FOLIO 38 *

COST : \$25.75 (GST exempt) PARENT TITLE : CT 5205/982
REGION : EMAIL AUTHORITY : SC 9608455
AGENT : CUST BOX NO : 000 DATE OF ISSUE : 26/07/2003
SEARCHED ON : 15/08/2013 AT : 14:16:16 EDITION : 2

REGISTERED PROPRIETORS IN FEE SIMPLE

MELVIN HOLDINGS PTY. LTD. OF 1 UNDIVIDED 3RD PART OF 27 BRISBANE DRIVE
SALISBURY HEIGHTS SA 5109 AND ROBELDI PTY. LTD. OF 1 UNDIVIDED 3RD PART OF
LOT 4863 BLACKTOP ROAD ONE TREE HILL SA 5114 AND GIUSEPPE VALLELONGA AND
PALMINA VALLELONGA BOTH OF 52 TAYLOR AVENUE SALISBURY HEIGHTS SA 5109 AS
JOINT TENANTS OF 1 UNDIVIDED 3RD PART

DESCRIPTION OF LAND

ALLOTMENTS 1 AND 2 FILED PLAN 114116
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

NIL

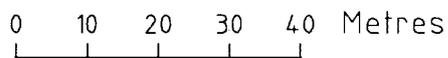
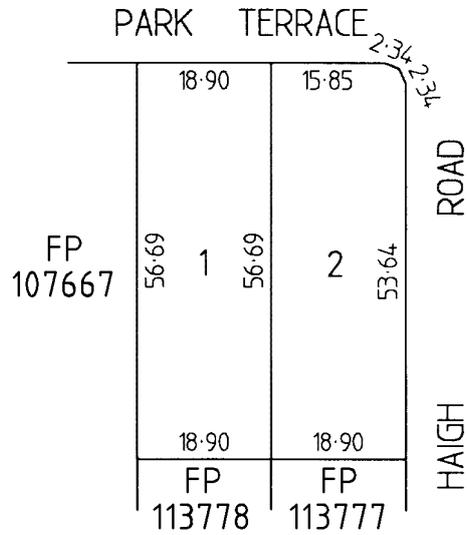
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LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5899 FOLIO 38

SEARCH DATE : 15/08/2013 TIME: 14:16:16





Title Register Search

LANDS TITLES OFFICE, ADELAIDE

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REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5187 FOLIO 617 *

COST	: \$25.75 (GST exempt)	PARENT TITLE	: CT 4284/177
REGION	: EMAIL	AUTHORITY	: CONVERTED TITLE
AGENT	: KELL BOX NO : 048	DATE OF ISSUE	: 19/05/1994
SEARCHED ON	: 16/08/2013 AT : 11:13:07	EDITION	: 2
CLIENT REF	288345:LGA		

REGISTERED PROPRIETORS IN FEE SIMPLE

GEOFFREY ARTHUR DAVIS AND SANDRA KAY DAVIS BOTH OF PO BOX 318 SALISBURY SA
5108 AS JOINT TENANTS

DESCRIPTION OF LAND

ALLOTMENTS 7 AND 8 FILED PLAN 107667
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

PARCELS SUBJECT TO REARRANGEMENT F107667

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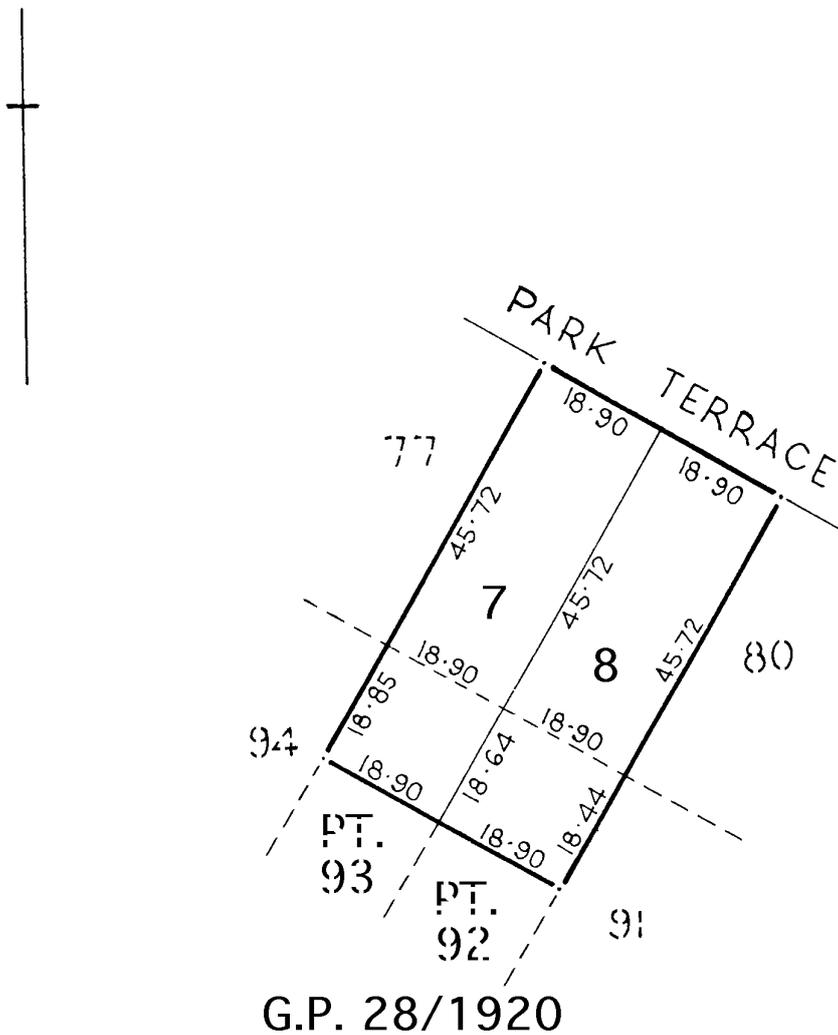


LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5187 FOLIO 617
SEARCH DATE : 16/08/2013 TIME: 11:13:07

This plan is scanned from Certificate of Title 4284/177

LAST PLAN REF : G.P. 28/1920

Parcels subject to rearrangement.



0 10 20 30 40 Metres

Note : Subject to all lawfully existing plans of division



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5502 FOLIO 12 *

COST : \$25.75 (GST exempt) PARENT TITLE : CT 4284/176
REGION : EMAIL AUTHORITY : CONVERTED TITLE
AGENT : KELL BOX NO : 048 DATE OF ISSUE : 12/02/1998
SEARCHED ON : 16/08/2013 AT : 11:12:27 EDITION : 1
CLIENT REF 288345:LGA

REGISTERED PROPRIETOR IN FEE SIMPLE

JETOARN PTY. LTD. OF 10 REDWOOD AVENUE REDWOOD PARK SA 5097

DESCRIPTION OF LAND

ALLOTMENT 87 FILED PLAN 113782
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

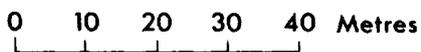
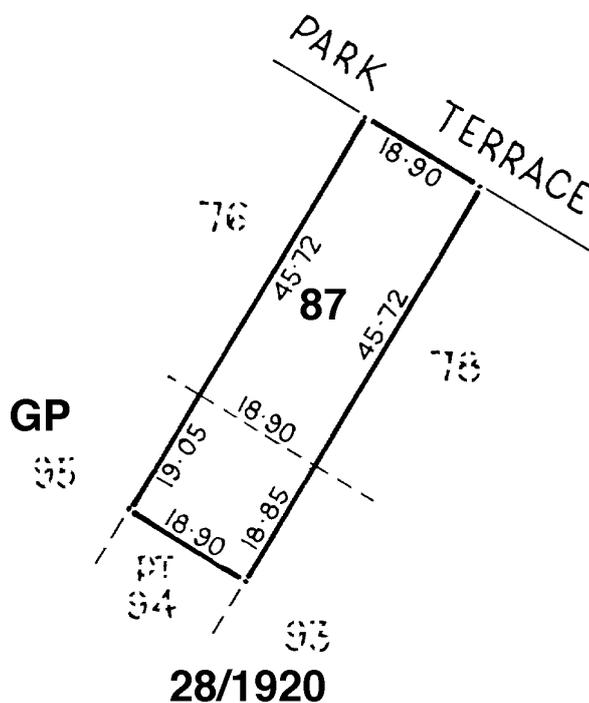
CONVERTED TITLE-WITH NEXT DEALING LODGE CT 4284/176

END OF TEXT.



LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5502 FOLIO 12
SEARCH DATE : 16/08/2013 TIME: 11:12:27

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Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5657 FOLIO 235 *

COST : \$25.75 (GST exempt)	PARENT TITLE : CT 2504/173
REGION : EMAIL	AUTHORITY : CONVERTED TITLE
AGENT : KELL BOX NO : 048	DATE OF ISSUE : 27/05/1999
SEARCHED ON : 16/08/2013 AT : 11:13:59	EDITION : 2
CLIENT REF 388345:LGA	

REGISTERED PROPRIETORS IN FEE SIMPLE

GEOFFREY ARTHUR DAVIS AND SANDRA KAY DAVIS BOTH OF 14 MAWSON ROAD
SALISBURY SA 5108 AS JOINT TENANTS

DESCRIPTION OF LAND

ALLOTMENT 84 FILED PLAN 113779
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

NIL

END OF TEXT.



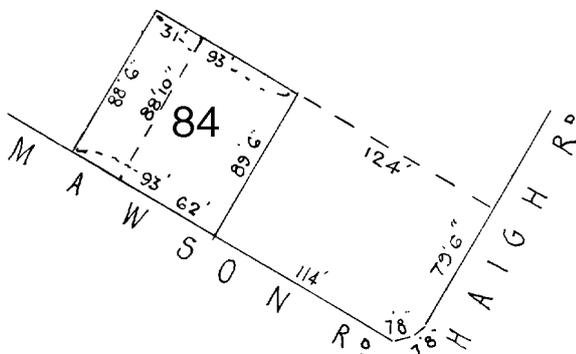
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5657 FOLIO 235
SEARCH DATE : 16/08/2013 TIME: 11:13:59

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2504/173

LAST PLAN REF: GP 28/1920



GP 28/1920



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1 FOOT	= 0.3048 metres
1 INCH	= 0.0254 metres

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

ekistics

ALDI STORE - SALISBURY PLANNING STATEMENT

Proposed Retail Development
41-47 Park Terrace, Salisbury

Prepared for:
ALDI Stores

Date:
October 2018

ekistics

Proprietary Information Statement

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Document Control

Revision	Description	Author	Date
V1	Draft Planning Statement	K Barnes	22 October 2018
V2	Final Planning Statement	K Barnes	30 October 2018

Approved by:



Date: 30/10/18

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1. Executive Summary

Category	Details
PROJECT	ALDI Salisbury
ADDRESS OF SITE	41-47 Park Terrace and 10-14 Mawson Road, Salisbury
CERTIFICATES OF TITLE	Volume 5502 Folio 12 Volume 5187 Folio 617 (Lot 7) Volume 5187 Folio 617 (Lot 8) Volume 5899 Folio 38 (Lot 1) Volume 5899 Folio 38 (Lot 2) Volume 5663 Folio 35 Volume 5657 Folio 235
SITE AREA	7,326m ²
FRONTAGE	91.445 metres (excluding corner cut-off)
DEPTH	91.47 metres
LOCAL GOVERNMENT	City of Salisbury
RELEVANT AUTHORITY	State Commission Assessment Panel (SCAP) – Schedule 10, 20 (1)
DEVELOPMENT PLAN	Salisbury Council – Consolidated 15 December 2016
ZONING	Urban Core (Salisbury) Zone
POLICY AREA/PRECINCT	Nil
EXISTING USE	Residential and vacant land
PROPOSAL DESCRIPTION	ALDI Store (shop) with associated signage, car parking, earthworks and landscaping to be developed in stages plus the removal of one Regulated Tree (<i>Brachychiton acerifolius</i>)
SEPARATE CONSENTS	N/A
REFERRALS	Commissioner of Highways
PUBLIC NOTIFICATION	Category 2
APPLICANT	ALDI Stores
CONTACT PERSON	Kieron Barnes – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00417

2. Introduction/Background

ALDI Stores is seeking to construct a new ALDI Store in the Salisbury town centre within the ‘Urban Core (Salisbury) Zone’.

This planning statement provides information about the subject land and proposed development and addresses the merits of the development application against the relevant provisions of the ‘Urban Core (Salisbury) Zone’, as well as the most relevant ‘General Section’ provisions of the Salisbury Council Development Plan.

The proposed development is illustrated on the plans and elevations prepared by Nielsen Architects as identified in Table 2.1 on the following page.

Table 2.1 *Drawing Schedule*

Drawing #	Revision	Drawing Title
DA01	A	Location Plan
DA01.1	A	Contract Titles – Existing
DA01.2	A	Contract Titles - Proposed
DA02.1	A	Existing Site Plan
DA02.2	A	Demolition Site Plan
DA02.3	A	Proposed Site Plan
DA02.4	A	Proposed Roof Plan
DA03.1	A	ALDI External Elevations
DA05	A	Proposed Sections
DA06.1	A	Signage Plan
DA06.2	A	Signage Details
DA08.1	-	Proposed 3D Visual Renders – Sheet 1
DA08.2	-	Proposed 3D Visual Renders – Sheet 2
DA08.3	-	Proposed 3D Visual Renders – Sheet 3

Other supporting documents, which also form part of the application, are appended to this report and include:

- Traffic Impact Assessment prepared by GTA Consultants;
- Landscape Plan prepared by Outer Space Landscape Architects;
- Stormwater Management Report by Wallbridge Gilbert Aztec;
- Tree Management Report prepared by Arborman Tree Solutions;
- Waste Management Plan; and
- Environmental Noise Assessment prepared by Sonus.

3. The Site and Locality

3.1 The Site

The subject land is located at 41-47 Park Terrace and 10-14 Mawson Road, Salisbury and is comprised of the following adjoining allotments (refer to **Figure 3.1** and **Appendix 1**):

- Volume 5502 Folio 12
- Volume 5187 Folio 617 (Lot 7)
- Volume 5187 Folio 617 (Lot 8)
- Volume 5899 Folio 38 (Lot 1)
- Volume 5899 Folio 38 (Lot 2)
- Volume 5663 Folio 35
- Volume 5657 Folio 235.

There are no easements, encumbrances or rights-of-way listed on the Certificates of Title.

Figure 3.2 Subject Land



The subject land slopes slightly from the north to the south with an approximate fall of around 0.5m over 90m. There is also a slight fall from east to west in the order of 0.4m over 95m. Apart from the two existing dwellings and associated outbuildings, the land is vacant. Vegetation in the form of various trees, bushes and grasses are scattered around the land and includes the following trees that have been assessed by Arborman (**Appendix 8**):

- *Brachychiton acerifolius* (Illawarra Flame Tree) which is a Regulated Tree; and
- *Pinus halepensis* (Aleppo Pine) which is considered by Arborman to be a Regulated Tree, but in other circumstances, is listed as a declared weed under the *Natural Resources Management Act 2004*.

A Detailed and Level Survey of the subject land has been prepared by Alexander Symonds and is included as **Appendix 7** of this report.

Figure 3.3 Subject land viewed from Park Terrace looking west



Figure 3.4 Subject land viewed from Park Terrace looking east



Figure 3.5 Subject land viewed from Mawson Road



Figure 3.6 Regulated Trees – Aleppo Pine (left) and Illawarra Flame Tree (right)



There are currently two separate access points to the subject land from Park Terrace. This includes one crossover to the existing dwelling and one crossover to the vacant land fronting Park Terrace. A single crossover is provided on Haigh Street and a further crossover is provided to the existing dwelling fronting Mawson Road.

3.2 The Locality and Surrounding Development

The character of the locality is mixed in terms of land use and built-form (see *Figure 3.7*). Non-residential development in the form of consulting rooms are located on both sides of the subject land fronting Park Terrace. In addition, shops in the form of fast-food restaurants are located on the opposite side of Park Terrace along with a former dwelling which appears to have been converted for commercial purposes.

Figure 3.7 Locality Plan



Residential development in the form of single-storey detached dwellings adjoin the subject land on the corner of Mawson Road and Haigh Street. Further residential development, including aged accommodation (Dunbar Homes), is located on the opposite side of Mawson Road to the east and south of the subject land.

The locality also includes the State Heritage listed St John’s Anglican Church and associated cemetery on Church Street approximately 40m to the north-east of the subject land. A wide range of commercial development is located further to the north, including shops, offices, consulting rooms and community facilities.

In summary, the subject land is located on Park Terrace within a precinct that is transitioning from residential to commercial development in accordance with the land uses envisaged by the Urban Core (Salisbury) Zone. It is located on the southern edge of the core retail area of the Salisbury town centre which is centred around Church Street and John Street. The land is also within easy walking distance of the Salisbury Interchange as well as the community facilities provided by the Len Beadell Library and the Civic Square.

Importantly, the subject land and the proposed development establishes a retail ‘book-end’ at the southern end of Church Street which complements the Parabanks Shopping Centre at the northern end of Church Street

(albeit at a much smaller scale). In doing so, the proposed development will assist to delineate the southern entrance to the Salisbury town centre and will reinforce Church Street as the main retail and pedestrian corridor.

Figure 3.8 *Adjoining Consulting Room to the north-west*



Figure 3.9 *Adjacent McDonalds Restaurant with the subject land in the background*



Figure 3.10 Land Use Plan

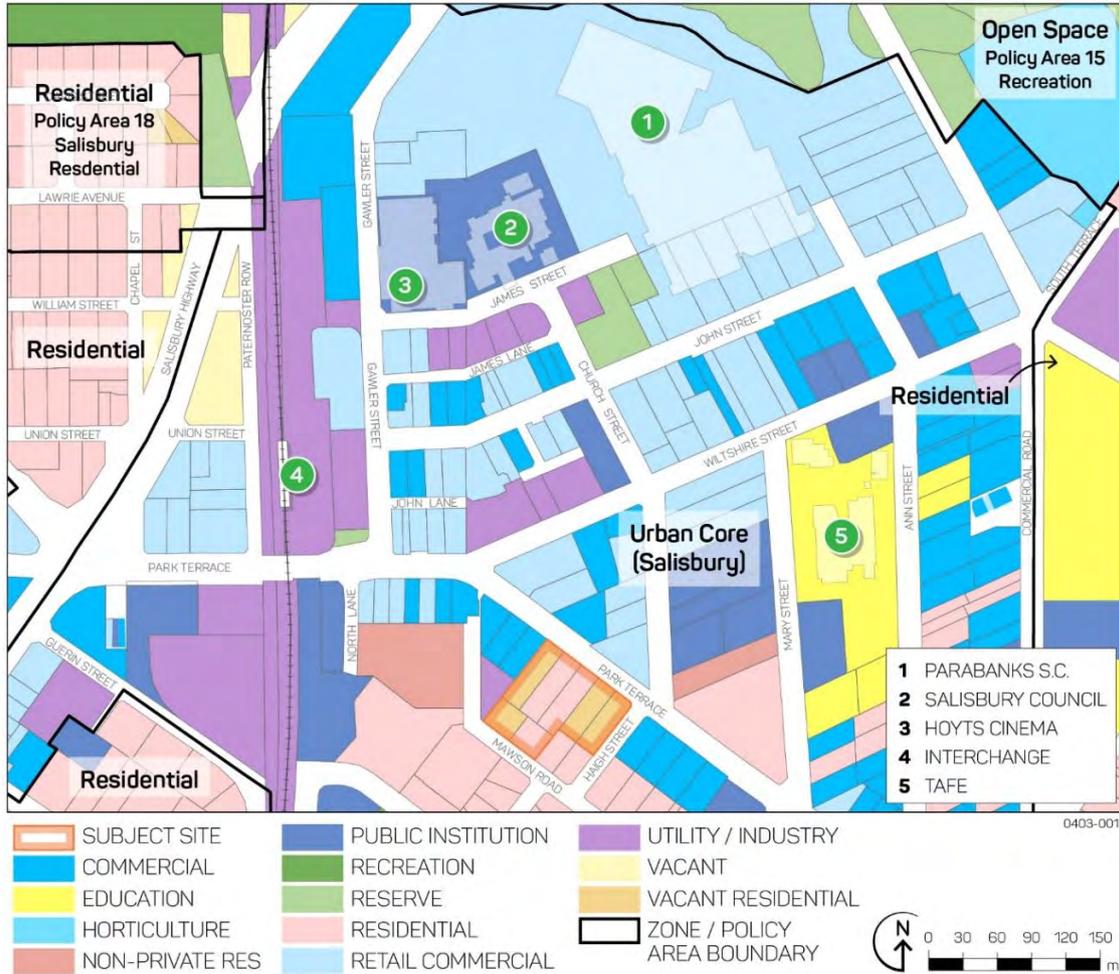


Figure 3.11 St John's Anglican Church to the north-east (State Heritage Place)



4. Proposed Development

4.1 Land Use

The proposed development involves the demolition of the two dwellings, outbuildings and associated structures on the land as well as the removal of one Regulated Tree (*Brachychiton acerifolius*). In their place, a new ALDI Store is proposed to be constructed on the north-eastern portion of the land on the corner of Park Terrace and Haigh Street. A car-park will be established behind the ALDI Store to provide convenient parking for customers with vehicular access provided from Park Terrace and Haigh Street.

The development will proceed in stages as follows:

- **Stage 1:** Demolition and site works; and
- **Stage 2:** ALDI Store;

The siting and layout of the proposed ALDI Store seeks to present a strong visual element on this important corner site which fronts Park Terrace and represents the 'gateway' to the Salisbury City Centre. The siting of the building close to the Park Terrace frontage also achieves a substantial separation to the existing dwellings fronting Mawson Road, thereby removing the potential for interface issues. In addition, the siting of the Store allows access for heavy vehicles from Park Terrace while also providing sufficient space for these vehicles to manoeuvre on site and reverse into the loading dock. This has resulted in the siting of the loading dock and associated back of house area at the rear of the Store. By necessity, the retail component of the ALDI Store will adjoin the back of house and associated loading dock to enable efficient operation. This has allowed the 'shop front' to be sited on Park Terrace with the car parking area located behind.

The siting of the buildings means that heavy vehicle movements will be managed safely and appropriately on-site with semi-trailers entering and exiting the land in a forward direction. More specifically, heavy vehicles will enter the site in a forward direction from Park Terrace. They will then undertake a reversing manoeuvre into the loading dock near the rear of the Store. Once the loading/unloading process has been completed, the vehicles will exit the site in a forward direction back to Park Terrace.

The ALDI Store will have a nett floor area of 1,728m², of which 1,187m² will be retail floor space, 460m² will be 'back of house' functions and 81m² will be for staff amenities.

A centralised 114 space car park will be established to service the ALDI Store. This will provide convenient parking relatively close to the entrance to the Store as well as ensuring that customers can safely access the site from both Park Terrace and Haigh Street.

The proposed development (including the ALDI Store) meets the definition of 'shop' in accordance with Schedule 1 of the *Development Regulations, 2008*:

shop means—

- (a) *premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or*

- (b) a restaurant; or
- (c) a bulky goods outlet or a retail showroom; or
- (d) a personal service establishment,

but does not include—

- (e) a hotel; or
- (f) a motor repair station; or
- (g) a petrol filling station; or
- (h) a plant nursery where there is no sale by retail; or
- (i) a timber yard; or
- (j) service trade premises; or
- (k) service industry;

4.1.1 Operational Aspects

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

- Predominately exclusive ALDI label branded products;
- ‘Hard discount’ food and grocery model;
- Simplified, consistent supply chain, building development, internal layout, merchandising, store operations and marketing;
- All delivery and logistics undertaken by ALDI employees, with only two 20 metre truck deliveries per 24 hours and one daily bakery delivery via a small rigid vehicle;
- Low swept exhaust delivery vehicles (ALDI trucks are to European standards with the exhaust discharge at wheel level on the Prime Mover, i.e. there is no exhaust discharge above the vehicle cabin);
- Regulated product range of approximately 1,300 items (compared with typical full-line supermarkets which offer between 20,000-30,000 items); and
- Considerably smaller retail floor plate of approximately 1,728m² (compared with full-time supermarkets which are typically between 3,000m² to 4,000m²).

Of particular note is that ALDI stores, of which there are in excess of 400 across Australia in Victoria, NSW, ACT, QLD, WA and SA successfully operate in close proximity to other major supermarket chains (i.e. Coles and Woolworths), with direct competition in approximately 80% of the existing locations.

Unlike most supermarket operations, ALDI own, operate and control all of its supply and logistics via its purpose-built distribution centre located in Regency Park. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors. Accordingly, a dedicated loading

bay will be situated on the southern side of the building which will provide for ALDI's dedicated delivery by 20 metre long semi-trailers.

The Salisbury ALDI Store is expected to employ 15 full-time equivalent (FTE) employees with 4-6 employees present on site at any one time.

4.2 Built Form and Site Works

The proposal seeks the staged construction of a single-storey building to be used as a supermarket (shop). A detailed description of each element of the proposed development is provided below.

4.2.1 Proposed ALDI Store

The proposed ALDI Store will be sited close to the corner of Park Terrace and Haigh Street. More specifically, the building will be setback approximately 2 metres from Park Terrace and a 2 metre wide canopy will protrude forward of the building to the site boundary. This canopy denotes the entrance to the building, offers an architectural 'frontage' to Park Terrace and provides shelter for customers. Further along the Park Terrace frontage, a 1 metre wide landscape strip will be established in combination with a range of architectural elements which acknowledge the site's prominent location as the southern gateway to the Salisbury City Centre.

Along Haigh Street, the building will be setback between 2 metres and 3.05 metres to allow for landscaping in the form of 4 Crepe Myrtles, medium sized shrubs and associated groundcovers. Additional architectural features such as large windows and sunshade screens are proposed along the Haigh Street frontage to provide articulation and visual interest.

The building will be setback approximately 56 metres from Mawson Road while the loading dock will be setback approximately 13 metres from the residential property located at 18 Mawson Road. Finally, the Store will be setback approximately 38 metres from Benson Radiology to the north-west.

The 'tower' element of the ALDI building will have a maximum height of 9.5 metres, measured from finished floor level. The remaining portions of the building will have a height of 6.275 metres above finished floor level. The tower element will be located on the north-east elevation of the building on the corner of Park Terrace and Haigh Street as further acknowledgement of this important gateway to the Salisbury City Centre. The tower element is a key design feature of ALDI Stores and is intended to create visual interest while also clearly identifying the frontage of the Store for customers. As noted on the elevations, the tower will feature durable, perforated steel cladding to create a highlighting element when viewed from Park Terrace and will incorporate signage which will, once again, assist to create visual interest.

The main entrance to the ALDI Store will be located on the western corner of the building while the main shop-front for the store will face Park Terrace and will 'wrap' around the northern corner of the building towards the entrance. A canopy with an approximate width of 2.5 metres will be provided above the shopfront to provide shelter for customers and create additional visual interest. The north-western elevation (facing the main car parking area), will feature glass automatic doors at the entrance to the Store.

As mentioned above, a series of architectural elements and treatments will be provided on the eastern elevation (Haigh Street) and northern elevation (Park Terrace). These include:

- A tower featuring durable perforated steel cladding to create a solid, albeit semi-transparent, element when viewed from Park Terrace. This element is to be suspended from the building, essentially to appear floating from the primary building mass when coupled with the corner glazed window directly under. The semi-transparent nature of the material provides a feathering effect into its immediate surrounds and is a high quality attractive material which is repeated to the canopies adjacent. The scale of this suspended element helps frame the development from adjacent structures and also provides a visually appealing entrance statement to the Salisbury City Centre while also effectively screening plant equipment (both acoustically and visually) from adjoining properties;
- A substantial canopy structure which will wrap across the entire western retail facade from the north leading into the primary shop entrance to the south. This element is designed to engage pedestrians in the area and invite passing traffic to enter the site;
- A series of attached screening panels which will project from the building's primary facade before earthing themselves adjacent the existing council footpath. When coupled with full height glazing located directly behind these screening structures, the effect visually breaks the predominant large form/mass into smaller forms;
- Alternating window treatments including high level windows followed by full height windows with obscure glazing to a height of approximately 2.5 metres;
- A horizontal strip at the same height and width of the canopy which will be painted Dulux 'drivetime' to contrast with the predominant Dulux 'fluorescent fire' colour of the walls;
- Precast walls which will directly engage with existing residential forms and will be painted Dulux 'Drivetime,' to soften their appearance;
- Screening trees in the form of four Crepe Myrtles will be placed within the larger landscape buffer proposed on Haigh Street to help blur the commercial forms of Park Terrace to the existing residential streetscape approaching Mawson Road; and
- A landscape strip along the Park Terrace frontage to provide a softer edge to the architectural elements which will comprise medium size shrubs alternating with low shrubs and groundcovers.

The loading dock and associated facilities will be located on the western side of the building to enable efficient transfer of goods from trucks to the Store. A 1.8 metre high powdercoated fence will be erected on the south-western side of the loading dock to restrict pedestrian access.

The proposed store will be primarily constructed of the following materials and colours:

- Precast concrete panel walls painted Dulux 'Fluorescent Fire' on retail component and Dulux 'Drivetime' on the back of house component;
- Locker 'Champagne' perforated mesh in Dulux 'Copper Kinetic' for the tower element;
- Fibre cement fascia painted Dulux 'Drive Time';

- Windows and shopfront featuring anodised aluminium frames in natural finish;
- Steel sunshade frames in Colorbond® 'Monument' with perforated powdercoated screens in Dulux 'Copper Kinetic';
- Colorbond® capping, coloured to match adjacent precast panel finish;
- Downpipes and gutters in 'Basalt Grey';
- Compactor door and frame in Dulux 'Olde Pewter';
- Panel lift door in Colorbond® 'Basalt'; and
- Powdercoated plant louvres and frame in Dulux 'Basalt'.

Solar panels will be installed on the roof of the ALDI Store and will be located behind the parapet. Consequently, the solar panels won't be visible from surrounding land.

Full details of the proposed external materials and finishes are contained on the elevation plans prepared by Nielsen Architects (**Appendix 2**).

3D Renders of the proposed Haigh Street and Park Terrace facades, which illustrated the various architectural treatments described above, are provided in the following figures.

Figure 4.1 3D Render – corner of Haigh Street and Park Terrace



Figure 4.2 3D Render – Park Terrace entrance to the Store



Figure 4.3 3D Render – Haigh Street frontage



4.3 Transport, Parking and Access

GTA Consultants have undertaken a detailed traffic and parking assessment to confirm that the proposed access/egress, vehicle manoeuvring and parking arrangements are feasible, safe and achieve the relevant Australian Standards (refer to **Appendix 3**). GTA's report sets out an assessment of the anticipated traffic implications of the proposed development, including:

- Existing traffic and parking conditions surrounding the site;
- Parking demand likely to be generated by the proposed development;
- Suitability of the proposed parking in terms of supply (quantum) and layout;
- Traffic generation characteristics of the proposed development;
- Proposed access arrangements for the site; and

- Traffic impact of the development proposal on the surrounding road network.

4.3.1 Access/Egress

Vehicular access to the site will occur via two access points as described below:

- The main entry and exit for passenger vehicles will be provided via an unrestricted two-way access to Park Terrace located approximately 55 metres north-west of the Haigh Street/Park Terrace intersection. This access will also cater for left in/left out movements for heavy vehicles up to a 20 metre long semi-trailer; and
- A second customer entry and exit will be provided via an unrestricted two-way access to Haigh Street located 40 metres south-west of the Park Terrace/Haigh Street intersection.

Semi-trailers of up to 20 metres in length will access the land by making a left turn from Park Terrace. Once they've turned into the site, the semi-trailers will reverse into ALDI's loading dock. Once unloading has occurred, the semi-trailers will exit the site in a forward direction turning left on to Park Terrace.

4.3.2 Park Terrace Median Treatment

GTA have recommended that a painted channelised right turn lane (CHR) be provided on Park Terrace. The CHR will provide a 10 metre taper and 16.5 metre storage lane which will accommodate up to three vehicles waiting to turn right into the site. According to SIDRA analysis, the 95th percentile storage capacity for right turn movements will not exceed one vehicle. Therefore, GTA considers that the proposed median treatment on Park Terrace is acceptable and will not interfere with turning movements associated with the existing fast food restaurants on the opposite side of Park Terrace. It is noted that previous advice from the Department of Planning, Transport and Infrastructure (DPTI) supported the proposed median treatment on Park Terrace.

4.3.3 Parking

A total of 114 car parking spaces are proposed for the site.

4.3.4 Deliveries

A loading area is proposed to be located at the western side of the ALDI Store. The ALDI loading dock will be provided in accordance with ALDI's standard requirements and seeks 24 hour delivery access with two main deliveries made per day by semi-trailers of up to 20 metres in length. These trucks will enter the site in a forward direction from Park Terrace, reverse into the loading dock and exit in a forward direction. A third delivery, via a small rigid vehicle, will deliver bakery products once a day, entering and exiting the site in a forward direction.

As mentioned, ALDI oversees and undertakes all its own deliveries and therefore has full control of the operations and logistics, which enables the business to minimise the impact of deliveries on customers and nearby residents. A copy of the ALDI Delivery and Loading procedures is located at **Appendix 4**.

GTA has assessed the movements associated with delivery vehicles entering and exiting the loading area and has concluded that they meet relevant standards and will allow vehicles to enter and exit the site in a forward direction.

4.3.5 Refuse Collection

Recycling and rubbish will be stored within a compactor and bin enclosure located in the loading dock which will be screened from view. The compactor and bins will be emptied regularly in accordance with ALDI’s standard operating procedures.

4.3.6 Pedestrian and Cyclist Accessibility

The subject land is well served by pedestrian infrastructure with footpaths located on Park Terrace, Haigh Street and Mawson Road. The subject land is also well serviced by public transport with buses travelling in both directions along Park Terrace and the Salisbury Interchange located approximately 300 metres to the west.

It is noted that, currently, there are no designated bike lanes on Park Terrace or on the nearby streets.

4.4 Landscaping

A variety of landscaping is proposed in association with the development. A landscape plan, prepared by Outerspace Landscape Architects, is included in **Appendix 5**. Specifically, 43 small and medium sized trees (Crepe Myrtles, Capital Pears and Claret Ash) will be planted within the car park. Four other small trees (Crepe Myrtles) will be located on the Haigh Street frontage of the Store.

In total 47 trees are proposed to be planted on the site and will be complemented by landscape beds located around the site which will be densely planted with a range of shrubs and groundcovers. In particular, landscaping strips will be established along the road frontages to soften the appearance of the built form and the car park. Existing trees along the Mawson Road frontage will be retained and reinforced by new plantings in a 5 metre wide landscape buffer which will effectively screen the proposed development from the dwellings on the southern side of Mawson Road (see Figure 4.4 below).

Figure 4.4 Existing vegetation along Mawson Road (to be retained in a 5m wide landscape buffer)



While the majority of street trees will be retained, one tree along Park Terrace and one tree along Haigh Street will need to be removed to allow for vehicular access. Neither of these trees are Regulated or Significant.

4.5 Regulated Trees

As outlined previously, the site includes two Regulated Trees as follows:

- *Brachychiton acerifolius* (Illawarra Flame Tree); and
- *Pinus halepensis* (Aleppo Pine)

The Illawarra Flame Tree is proposed to be removed while the Aleppo Pine will be retained.

Arborman Tree Solutions have prepared a Tree Management Report (**Appendix 8**) which identifies the location and status of the two trees. While both trees are noted to be in good health, neither tree is indigenous to the local area. Similarly, neither tree is listed as rare or endangered and neither tree represents an important habitat for native fauna. While the location of the Illawarra Flame Tree near the centre of the site means that it is not readily visible from surrounding land, the Aleppo Pine's location at the rear of the site near the road reserve is more prominent with views of the tree available along Mawson Road.

It is noted that, in some circumstances, an Aleppo Pine of this size (or greater) would be excluded from being a Regulated or Significant Tree given that the species is listed as a 'Declared Weed' under the *Natural Resources Management Act 2004*. However, it is understood that this exemption does not apply to individual trees that have been planted (as opposed to self-seeded) and maintained via pruning. While the origins and previous maintenance regime of the Aleppo Pine are unknown, it is possible that it was planted and maintained by the former property owners. Therefore, a cautious approach has been adopted and it has been assumed that this particular Aleppo Pine is a Regulated Tree.

4.6 Signage

The application proposes to erect one 6 metre high internally illuminated pylon sign near the main entrance to the site on Park Terrace which will have a main face of 3.0 metres by 3.6 with a smaller light box below measuring 0.45 metres by 3 metres.

Three 'gable' signs measuring 2 metres by 2.4 metres will be placed on the eastern, western and northern elevations of the tower element.

A digital display freestanding poster box measuring 2.2 metres in height and 0.95 metres in width will be located near the entrance to the ALDI Store.

Specific details of each proposed sign are outlined in the Nielsen Architects drawings located in **Appendix 2**.

4.7 Stormwater Management

Wallbridge Gilbert Aztec (WGA) has been engaged to prepare a Stormwater Management Report for the proposed development (refer to **Appendix 6**). The purpose of the report is to conceptually outline the stormwater management design for the proposed development and detail the stormwater management

methodology. A final detailed design and construction documentation will be prepared once Development Plan Consent has been issued.

WGA advise that very little formal stormwater drainage currently exists on the site. The exception is the stormwater from the existing dwelling fronting Park Terrace which is collected by an underground pipe and discharged to the Park Terrace kerb and gutter.

WGA has discussed the stormwater requirements of the proposal with the City of Salisbury who have confirmed that:

- An underground stormwater management system should be provided to cater for 10 year ARI post development flows;
- Stormwater generated from the 100 year ARI storm event should be captured and disposed of in a manner that does not put downstream properties at risk of inundation; and
- Stormwater quality improvement measures such as Water Sensitive Urban Design and gross pollutant traps (GPTs) are encouraged.

Based on discussions with the Council, WGA has proposed the following methodology for the management of stormwater:

The proposed finished floor level is RL33.400. This floor level is 300mm higher than the existing top of kerb level in Park Terrace at the north-eastern corner of the site, and is 600mm higher than the existing top of kerb level in Park Terrace at the north-western corner of the site. It is also approximately 800mm higher than the top of kerb levels in Mawson Road to the south.

In order to meet Council's requirements for the allowable peak flows discharging from the site, on-site detention is required, with an orifice plate installed within the stormwater pit just prior to the stormwater pipework leaving the site. The detention volume required is 217m³. Refer to Appendix E for a copy of the stormwater calculations. The detention storage will be provided in an underground tank using Humes StormTrap units (or similar) and an over-sized underground stormwater pipe. An orifice plate will be used to control the outflow to the pre-development rate prior to connection to the existing underground drainage system in Mawson Road.

The proposed connection to the existing SEP in Mawson Road will require a short length of 300mm dia RCP to be installed behind the Mawson Road northern kerb.

Downpipes from the new building will be connected to a new underground stormwater drainage system that will ultimately discharge into the detention storage. The car park runoff will also be collected by the new underground drainage system, with car park gradients maintained between 1 in 40 and 1 in 80 as per ALDI requirements.

The stormwater runoff from the loading dock area will be collected by a grated strip drain and also connected to the underground system.

The carpark runoff will be treated by a gross pollutant trap (GPT) installed prior to connection to the existing system in Mawson Road. The proposed GPT is the Rocla First Defence FD450 or similar approved. Given the nature of the development and the lack of available open space, the WSUD requirements of the site will be difficult to meet and as such elements such as grassed swales are not included in this proposal.

4.8 Waste Management

A Waste Management Plan has been prepared for the ALDI Store and has been included in **Appendix 10**. In summary, the Waste Management Plan ensures that:

- Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office based waste;
- Organic waste comprising fruit, vegetables and meat that are nearing the product's best before date are collected and re-distributed every day by ALDI's partner companies – Foodbank and SecondBite;
- Cardboard waste generated from used cardboard packaging is collected and stored in an onsite compactor within the back of house store area and collected and returned by ALDI transport to the Distribution Centre for recycling;
- Plastic wrapping is collected by ALDI transport and recycled at the ALDI distribution centre;
- The ALDI Store will have a single 1.5 cubic metre bin which will be equipped with a hinged lid and contained in the Bin Enclosure in the loading dock; and
- The collection of the bin is undertaken by a third party contractor who will attend the Store on average three times per week to collect the contents of the bin utilising a 10.5 metre front load truck.

5. Procedural Requirements

5.1 Relevant Authority

The relevant authority to determine the development application is the State Commission Assessment Panel (SCAP), with referral being made to the City of Salisbury. A request has been accepted by the State Coordinator General in accordance with Schedule 10, Part 20 of the *Development Regulations, 2008*.

5.2 Nature of Development

As outlined in Section 4.1, it is considered that the proposal is best described as the staged construction of a new supermarket (ALDI Store) with associated car parking, signage, earthworks and landscaping following the demolition of existing dwellings and structures as well as the removal of one Regulated Trees (*Brachychiton acerifolius*).

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

5.3 Public Notification

The 'procedural matters' section of the Urban Core (Salisbury) Zone states that a shop or group of shops is a Category 1 development except where it exceeds 500 square metres of gross leasable area within the Transition Area. Given that the proposed ALDI Store will have a gross leasable area greater than 500m² and given that the subject land is in the Transition Area of the Zone, the proposal is a Category 2 form of development.

5.4 Agency Referrals

Given that the State Commission Assessment Panel (SCAP) will be the relevant Planning Authority, it is understood that the proposal will be referred to the City of Salisbury for a period of 6 weeks. In addition, a 4 week referral period will be required to the Commissioner of Highways in accordance with clause 3 of the Table in Schedule 8 of the *Development Regulations* as the proposal will change the nature of movement through an existing access to an arterial road (Park Terrace).

6. Development Plan Assessment

6.1 Overview

The relevant Development Plan is the Salisbury Council Development Plan. **Figure 6.1** below identifies the Zoning of the land and locality.

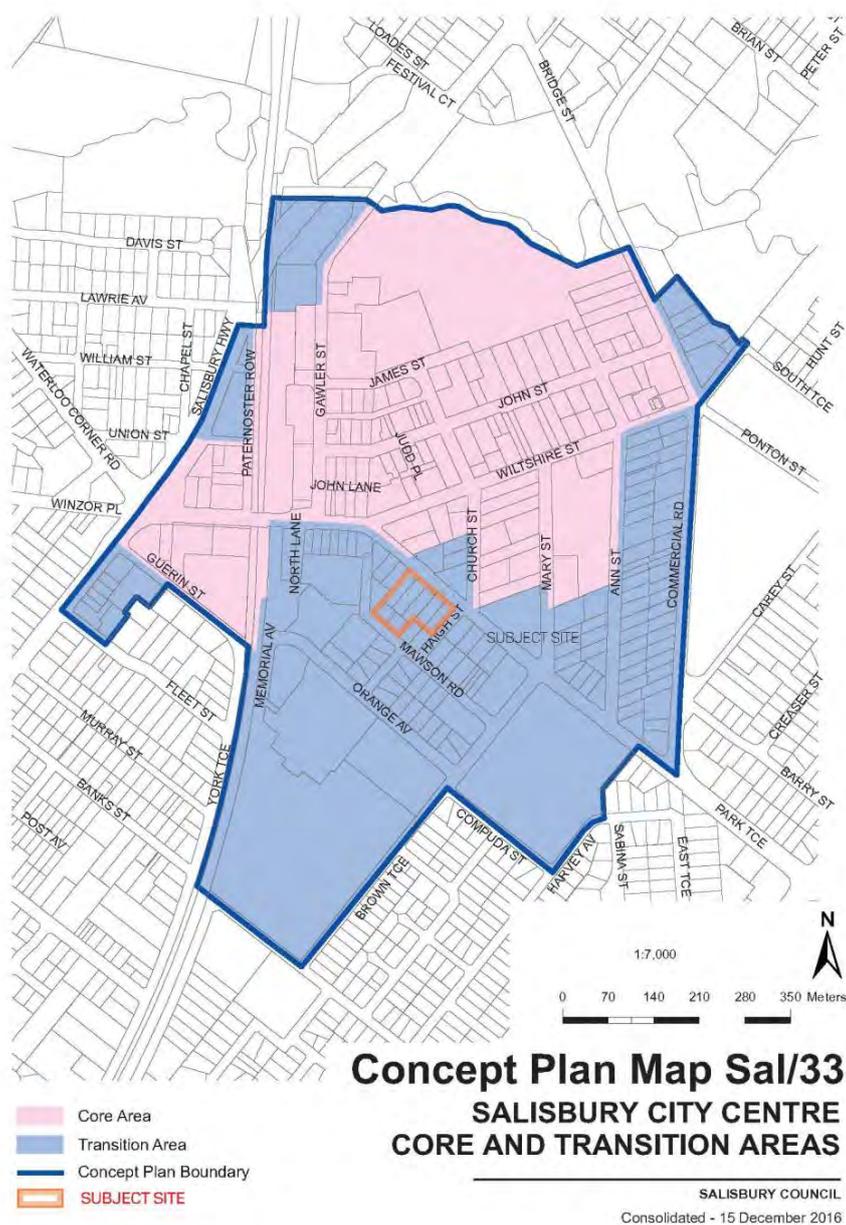
Figure 6.1 Zoning



While the Urban Core (Salisbury) Zone does not have any Policy Areas or Precincts, it does refer to 'Core' and 'Transition' areas. These areas are identified on Concept Plan Map Sal/33.

As can be noted on **Figure 6.2** below, the subject land is located immediately adjacent the southern edge of the Core Area which extends partway along Park Terrace and then proceeds in a 'saw-tooth' manner further to the east. Accordingly, the subject land is located in the 'Transition' area of the Urban Core (Salisbury) Zone.

Figure 6.2 Concept Plan Map Sal/33 Core and Transition Areas



6.2 Zone and Council Wide Provisions

The following section provides an assessment of the proposal against the Salisbury Council Development Plan (consolidated 15 December 2016). For convenience, this assessment has been grouped under a series of headings which reflect the key relevant planning ‘themes’ from the Development Plan. Emphasis (underlining) has been added to highlight specific provisions which are of particular relevance to the assessment of the proposal.

6.2.1 Land Use

As outlined previously in this report, the proposed development involves the construction of an ALDI Store which is formally defined as a ‘shop’ by the *Development Regulations 2008*. A ‘shop or group of shops’ is listed as an envisaged form of development by Principle of Development Control (PDC) 1 in the Urban Core (Salisbury) Zone (‘the Zone’). Similarly, Objective 1 and the Desired Character Statement encourages retail development within the Zone. The relevant ‘land use’ provisions of the Zone are set out below:

Obj 2: *A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.*

Desired Character (extract)

The zone is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition to a vibrant business hub and key transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:

- *diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses.*

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones.

Transition Area

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the

City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

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

- Shop or group of shops

PDC 6 *Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:*

(a) encourage walking to local shopping, community services and other activities

(b) do not detrimentally impact on the amenity of nearby residents.

PDC 8 *A shop can occur where it achieves one of the following:*

(a) it is located within the Core Area

(b) it is a bulky goods outlet

(c) it is located within the Transition Area and has a maximum floor area of 500 square metres.

Read as a whole, the Zone clearly seeks to facilitate the transformation and revitalisation of the Salisbury town centre. It does this by encouraging a wide range of land uses including higher density residential development which will be supported by the upgrade of the existing public transport interchange and the enhancement of existing sports and recreation facilities. Similarly, the diversification and intensification of retail development is promoted by the Zone to assist with the planned transition to a “... vibrant business hub and key transit oriented activity centre within Northern Adelaide.”

While the Zone promotes a broad range of land uses and an associated increase in density as part of the revitalisation process, it also seeks to focus the most intense aspects of this additional development in the Core Area of the Zone. This policy focus is reinforced by PDC 8 which seeks to direct the development of shops with a floor area of more than 500m² into the Core Area. Curiously, this policy doesn't apply to bulky goods outlets which are unconstrained by PDC 8's floor area 'cap'. On this basis, it is conceivable that a bulky goods outlet featuring a very similar design, layout, siting and car park arrangement as the proposed ALDI Store could be developed on the subject land without offending PDC 8's floor 'cap'. This could include retail facilities such as a hardware store or auto-parts store.

It also appears that PDC 8's floor cap contradicts the Desired Character for the Park Terrace portion of the Transition Area which identifies a:

... significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange.

The reference to 'passing traffic' would indicate that retail development is contemplated on land fronting Park Terrace. Also, the development of shops with a relatively modest floor area less than 500m² (as sought by PDC

8), would not achieve the significant redevelopment sought by the Desired Character for the Transition Area, nor are they likely to establish:

... landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

On this basis, while the subject site is outside the Core Area of the Zone, its location on Park Terrace presents a unique opportunity to establish a retail 'bookend' at the designated southern gateway to the City Centre. The ALDI Store will balance the much larger scale Parabanks Shopping Centre at the northern end of Church Street while also encouraging "... walking to local shopping, community services and other activities" in the Transition Area as sought by PDC 6.

Notwithstanding the above commentary, ALDI has for a number of years been attempting to secure a site within the Core Area of the Zone. However, as can be seen from Figure 6.3 below, the Core Area is fully developed and does not offer any obvious opportunities for the development of a supermarket or similar large floor plate retail use. More specifically, the Core Area features:

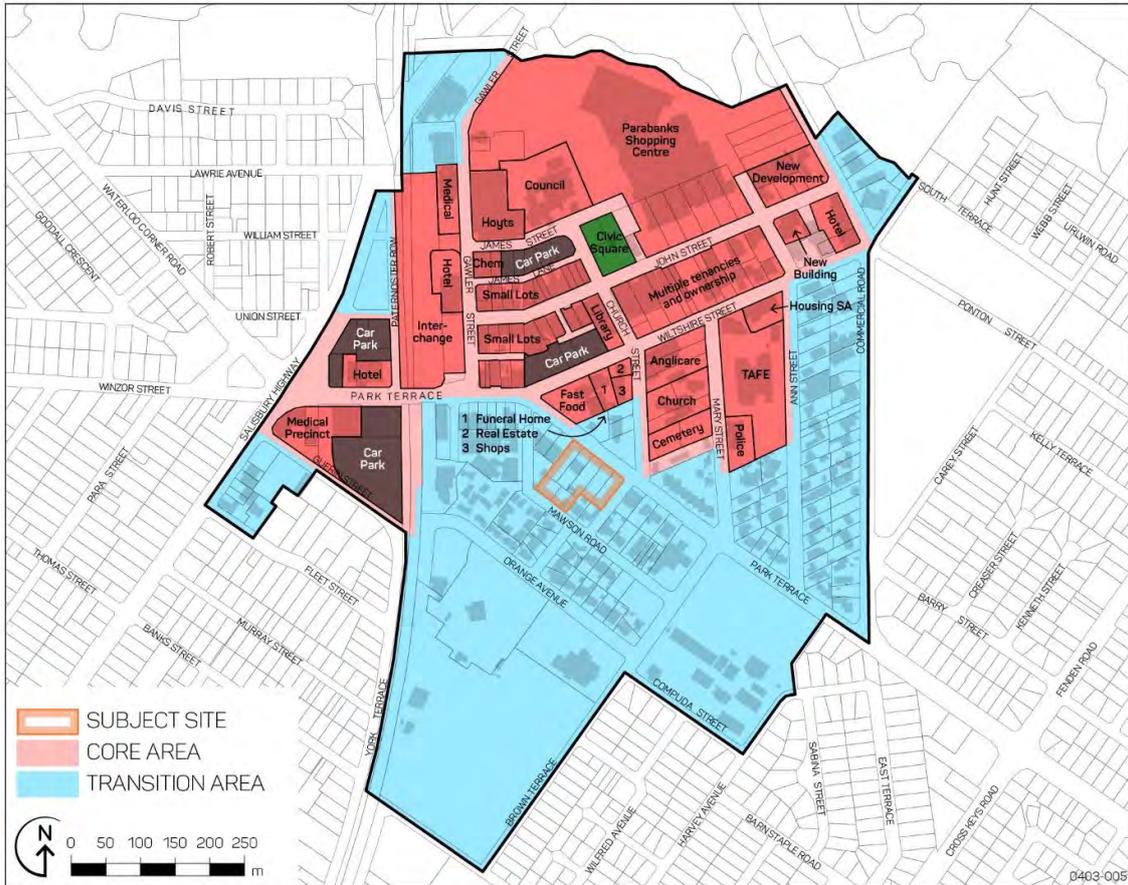
- A significant number of public and institutional uses on large parcels of land including:
 - » A TAFE Campus;
 - » The Anglican Church, cemetery (both State Heritage places) and community centre;
 - » Council office and separate library;
 - » Public transport interchange.
- Other significant existing developments within the Core Area which restrict the opportunity to establish an ALDI Store include:
 - » Parabanks Shopping Centre which already contains two supermarkets;
 - » Hoyts Cinemas;
 - » A medical precinct along Salisbury Highway; and
 - » A number of hotels.

Consideration has also been given to land in between John Street and Wiltshire Street. However, this land is fragmented into small allotments, contains numerous tenancies and is unlikely to be able to accommodate the heavy vehicle access required to service the ALDI Store.

For these reasons, ALDI has been unable to secure a site in the Core Area and has chosen a site on Park Terrace on the southern edge of the Core Area which capitalises on passing traffic, provides convenient access and parking for customers while also allowing heavy vehicles to safely manoeuvre on site without impacting on the adjoining road network.

On this basis, it is considered that the proposed land use is consistent with the intent of the Desired Character of the Zone even though the floor area of the shop will exceed the guideline contained in PDC 8.

Figure 6.3 Core Area Analysis



6.2.2 Design and Appearance

The Urban Core (Salisbury) Zone contains a number of provisions which seek to ensure that development is of a high architectural standard, complements the character of the locality and minimises any impacts on nearby existing development. The key provisions are set out below.

Obj 2: *A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.*

Desired Character (extract)

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity. The consolidation of existing land holdings to form larger

development sites is encouraged to facilitate the reduction of driveway crossovers and provide spaces for high quality multi-storey development that maximises the amenity of the surrounding public realm.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development and other sensitive uses will be addressed through the use of building envelopes to maximise solar access, consideration of building height transitions, considered design and location of windows, balconies and use of landscaping to maintain privacy. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

PDC 12 *In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.*

PDC 17 *Building setbacks should be consistent with or complement setback distances of adjoining development where possible.*

PDC 18 *Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following provisions:*

Designated area	Maximum building height
Core Area	6 storeys and 24.50 metres
Transition Area	4 storeys and up to 16.5 metres

In addition, the General Section of the Development Plan contains numerous provisions relating to the design and appearance of new development:

Obj 1 *Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.*

PDC 1 *The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.*

PDC 2 *Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.*

PDC 3 *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*

(a) articulation

(b) colour and detailing

(c) small vertical and horizontal components

(d) design and placing of windows

(e) variations to facades.

PDC 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

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

(b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.

PDC 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.

PDC 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.

PDC 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

PDC 10 Development should provide clearly recognisable links to adjoining areas and facilities.

PDC 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.

PDC 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

PDC 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.

PDC 15 Outdoor lighting should not result in light spillage on adjacent land.

The proposed development is of a high architectural standard which responds to the character of the locality – particularly the emerging non-residential character along Park Terrace. By necessity, it also represents a practical and functional design outcome which reflects the overarching retail nature of the development. This has resulted in a design which features:

- A building of a size and shape that enables the efficient display of products for sale;
- A dedicated loading dock and manoeuvring area for semi-trailers; and
- Substantial car parking areas conveniently located near the shopfront.

In addition, ALDI stores have specific design requirements in terms of the operation and function of their supermarkets which must be replicated wherever possible. That being said, the proposed development varies

significantly from a typical ALDI Store in terms of the siting and design of the building. In particular, the Store will be located on the Park Terrace frontage rather than further to the rear of the site. In addition, a range of architectural elements, building materials and colours will be introduced along the Park Terrace and Haigh Street frontages. Finally, the proposal includes substantial landscaping both within the car park and along all three road frontages.

More specifically, the proposed development responds to the 'Design and Appearance' provisions of the Zone and the General Section of the Development Plan in the following ways:

- Through the consolidation of seven existing allotments into one development site which has allowed for a reduction in the number of crossovers to Park Terrace;
- By assisting to establish a visually active frontage and interesting streetscape to Park Terrace and Haigh Street through a range of architectural elements, building materials, colours and landscaping;
- By taking advantage of the *"... significant potential for redevelopment of properties with frontage to Park Terrace ..."* in order to create *"... landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub"* and to capitalise on passing traffic and proximity to the public transport interchange;
- By siting the building away from the existing dwellings fronting Mawson Road, thereby removing the potential for any visual impact or overshadowing;
- By achieving a transition between the more intense development in the core and neighbouring lower intensity development to the south by siting the building to the front of the site;
- By ensuring that the building sits well under the 16.5 metre height limit sought for the Transition Area;
- Through the inclusion of a range of high quality design elements which prevent the presentation of blank walls exposed to public view and reduce visual bulk, including the use of:
 - » A number of rectangular steel frames which will project from the building and will feature perforated screen sunshade infills which will be powdercoated Dulux 'Copper Kinetic';
 - » Alternating window treatments including high level windows followed by full height windows with obscure glazing to a height of approximately 2.5 metres;
 - » A horizontal strip at the same height and width of the canopy which will be painted Dulux 'drivetime' to contrast with the predominant Dulux 'fluorescent fire' colour of the walls;
 - » Locker 'Champagne' perforated mesh in Dulux 'Copper Kinetic' for the tower element to provide additional texture and complement the screen sunshades; and
 - » Four Crepe Myrtles along the Haigh Street frontage followed by a number of medium shrubs which will alternate with low shrubs and groundcovers; and
 - » A landscape strip along the Park Terrace frontage which will include medium shrubs alternating with low shrubs and groundcovers;

- By incorporating design elements such as a variety of colours, verandas/canopies as well as the vertical element of the ALDI tower which contrasts with the horizontal element of the buildings to create visual interest and reduce massing;
- By assisting to achieve the desired character sought by the Urban Core (Salisbury) Zone;
- By avoiding highly reflective materials that could cause glare to neighbouring properties, drivers and cyclists;
- Through the incorporation of substantial landscaping around the proposed buildings and within the car-parking areas – including the planting of 47 small to medium sized trees;
- Through the integration of plant equipment within the overall design of the building;
- By locating the loading and service areas away from the main frontage of the buildings.

These design features are illustrated in the following figures from the architectural plans

Figure 6.4 Haigh Street elevation



Figure 6.5 3D Render – Haigh Street elevation



Setbacks from Road Boundaries

The General Section of the Development Plan provides the following provisions which guide the setback of buildings from road boundaries:

PDC 22 *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 streetscape character of the locality*
- (c) *not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.*

PDC 23 *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 adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below: <p style="text-align: center;"><small>When $b > a \geq 2$, setback of new dwelling = a or b</small></p>
Greater than 2 metres	At least the average setback of the adjacent buildings.

PDC 25 *Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.*

In terms of the setback to the primary frontage, the ALDI building will be sited closer to Park Terrace than the adjoining consulting rooms to the north-west (Benson Radiology which is setback approximately 21m) and slightly closer than the adjoining consulting room to the south-east (Park Terrace Specialist Clinic which is setback approximately 4.5m). Although not strictly in accordance with the average setback of the adjacent buildings (as sought by PDC 23), the 2 metre setback of the ALDI Store responds to the Desired Character of the Transition Area which seeks the redevelopment of properties on Park Terrace to achieve:

... landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

While the Desired Character does not specify the nature or scale of the 'landmark building' that it is seeking, it is assumed that such a building is likely to be sited close to the Park Terrace and Haigh Street intersection to provide visual presence at this key gateway to the Core Area of the City Centre.

In terms of setbacks to Mawson Road, the proposal includes a 5 metre wide landscaped buffer which includes the existing trees as well as four new medium sized trees (Claret Ash) and a range of low shrubs and groundcovers. This landscaped buffer will further assist the proposal to achieve a transition from intensive

development in the Core to less intensive development in the south while also providing an attractive outlook for dwellings fronting Mawson Road.

In summary, the proposed development is consistent with the relevant Design and Appearance provisions of the Development Plan and represents a high quality built form outcome for this gateway site.

6.2.3 Transport, Access and Parking

The Development Plan contains numerous provisions which seek to ensure that traffic can move efficiently and safely while also ensuring that an appropriate amount of car parking is provided to meet the demands generated by the development. Given the number of ‘traffic and parking’ related provisions within the Development Plan, only the provisions of particular relevance to the proposed development have been reproduced below.

Urban Core (Salisbury) Zone

Desired Character (extract)

Off-street parking will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport. On-site parking areas will be consolidated and shared, and driveway entrances minimised to maximise opportunities for on-street parking. Provision of consolidated multi-deck car parking is encouraged, with longer term/all day car parking preferably located on the perimeter of the centre. Provision of safe and well-designed walkways to link car parking areas to destinations is vital.

General Section – Transportation and Access

OBJ 2 *Development that:*

- (a) *provides safe and efficient movement for all motorised and non-motorised 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.*

PDC 5 *Land uses that generate large numbers of visitors such as shopping centres and areas, 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 networks and encourage walking and cycling.*

PDC 6 *Development generating high levels of traffic, such as schools, shopping centres and other retail areas, 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.

- PDC 11** Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- PDC 12** Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- PDC 13** Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.
- PDC 22** Development should have direct access from an all-weather public road.
- PDC 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.
- PDC 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.
- PDC 28** 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.
- PDC 32** Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements or Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area, Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area and Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area

- (b) *it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.*

PDC 33 *Development should be consistent with Australian Standard AS: 2890 - Parking facilities.*

PDC 34 *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.*

PDC 37 *Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.*

PDC 38 *Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.*

PDC 39 *To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.*

PDC 40 *Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.*

GTA Consultants have assessed the proposed development against the relevant provisions of the Development Plan, as well as the applicable Australian Standards. In particular, the parking layout has been reviewed by GTA

who have confirmed that it has been designed in accordance with the relevant Australian Standards. This includes:

- The dimensions of the parking spaces (2.6m wide by 5.5m long);
- The widths of the aisles (6.6m increasing to 9m to accommodate truck movements);
- The provision of two parking spaces for people with a disability; and
- The grades within the parking area.

GTA has also undertaken an assessment of the car parking requirements of the proposed development. This assessment has included a review of the standards for off-street vehicle parking contained in *Table Sal/2A – Off Street Vehicle Parking Requirements for Designated Areas* of the Salisbury Council Development Plan. Given that the land is located in the Urban Core (Salisbury) and is located within 400 metres of a railway station, it meets the criteria of a ‘Designated Area’. Therefore, Table Sal/2A indicates that, within this area, a minimum of 3 spaces per 100m² and a maximum of 6 spaces per 100m² is required for non-residential development (excluding tourist accommodation). This would equate to a minimum of 52 spaces and a maximum of 104 spaces.

Given that the proposal provides 114 spaces, the proposed development exceeds the maximum guideline provided in Table Sal/2A. While it would be possible to reduce the extent of parking down to the 104 spaces sought by Table Sal/2A, it is unlikely that this would provide any tangible benefit to the proposed development or other development in the locality. Rather, the provision of additional car parks may assist to relieve any perception from neighbouring residents that the ALDI Store will result in an increase in on-street parking. For this reason, the proposal's exceedance of the maximum car parking requirements will not result in a detrimental outcome for the development or the locality.

GTA’s assessment, which is provided in full in **Appendix 3**, concludes that:

- *The proposed development will comprise an ALDI Store with 1,728 square metres Gross Leasable Floor Space.*
- *The proposed supply of 114 spaces will more than accommodate for the anticipated demand.*
- *The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).*
- *GTA considers the provision of four (4) bicycle parking spaces suitable in meeting anticipated demand.*
- *A painted median treatment is proposed on Park Terrace to facilitate a back to back right turn lane for the proposed ALDI Access and KFC Access. This has been designed in accordance with DPTI’s Standard Drawing S-4069.*
- *Sight distance at each access point will exceed the required of the Austroads Guidelines for Safe Intersection Sight Distance and Minimum Gap Sight Distance.*
- *The loading dock will facilitate 19 metre Semi Trailers. Notwithstanding, the site has been future proofed to accommodate vehicles up to a 20 metre Semi Trailer.*

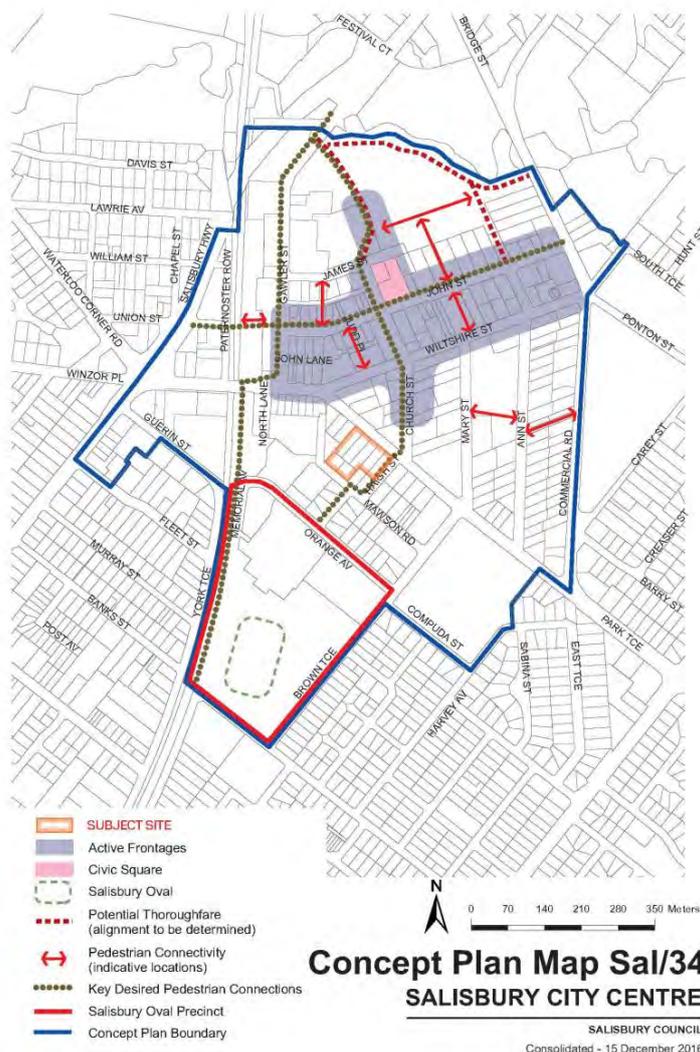
- The proposed development is predicted to generate up to 265 two-way vehicle movements per hour during the peak period and 2,264 vehicles per day.
- An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent road network.

Based on GTA's assessment and conclusions, the proposed development satisfies the relevant provisions of the Development Plan relating to movement, transport and car parking.

Pedestrian Access

Concept Plan Map Sal/34 (see **Figure 6.6**) proposes the creation of Key Desired Pedestrian Connections – one of which will proceed along Haigh Street on the south-eastern boundary of the site. It is noted that the desired pedestrian connection will follow existing footpaths and appears to be designed to encourage pedestrians to walk between the Salisbury Oval Precinct in the south through the heart of the town centre.

Figure 6.6 Concept Plan Sal/34 Salisbury City Centre



The proposed retail development will complement the desired pedestrian connection by providing an attractive frontage along Haigh Street which will feature landscaping in the form of small trees (Crepe Myrtles) and medium shrubs as well as visually interesting architectural elements such as obscure glazing, high level windows, a variety of building materials and steel sunshade frames which will protrude from the wall of the building. Therefore, the proposed development is consistent with Concept Plan Map Sal/34.

6.2.4 Landscaping

The Development Plan provisions that follow are considered directly relevant to the provision of landscaping:

General Section – Landscaping, Fences and Walls

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

PDC 1 Development should incorporate open space and landscaping and minimise hard paved surfaces 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, outdoor storage areas, processing facilities and operational areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter
- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation

PDC 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.

PDC 3 *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*
- (c) *introduce pest plants*
- (d) *increase the risk of bushfire*
- (e) *remove opportunities for passive surveillance*
- (f) *increase leave fall in waterways*
- (g) *increase the risk of weed invasion.*
- (h) *obscure driver sight lines*
- (i) *create a hazard for train or tram drivers by obscuring sight lines at crossovers.*

In order to address these provisions, Outerspace Landscape Architects has prepared a Landscape Plan (**Appendix 5**). This Landscape Plan proposes a range of plants which have been selected to give a strong identity to ALDI Stores within Metropolitan Adelaide, with each species serving a specific function. More specifically, landscaping is proposed along the road frontages to soften the appearance of the buildings and car park. In total, 47 small to medium sized trees will be located within the car park and along the road frontages.

Of particular note, a 5 metre wide landscape strip will be provided along the Mawson Road frontage of the site. Within this strip, the existing trees (see Figure 6.7) will be retained and additional plantings will be established to provide an attractive vista for the residential properties on the south-western side of Mawson Road which face towards the subject land. In order to protect the vegetation in the landscaped strip from uncontrolled pedestrian access, a 1.8 m black tubular fence will be installed along the Mawson Road frontage.

Figure 6.7 Existing Vegetation on Mawson Rd to be retained and reinforced with additional plantings



It is noted that two existing street trees will need to be removed to accommodate the new crossovers on Park Terrace and Haigh Street. However, the remaining five street trees on Park Terrace will be retained as will the remaining street tree on Haigh Street. The removal of two street trees will be more than compensated by the planting of 47 trees on the subject land, together with complementary shrubs and groundcovers.

For these reasons, the proposed development and the associated landscaping satisfies the relevant provisions of the Development Plan.

6.2.5 Regulated Trees

The proposed development seeks the removal of one Regulated Tree (Illawarra Flame Tree) which is located near the centre of the subject land. The Development Plan contains the following key provisions relating to Regulated Trees.

Obj 1 *The conservation of regulated trees that provide important aesthetic and/or environmental benefit.*

Obj 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.

PDC 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.

These provisions seek the preservation of Regulated Trees where they provide an important aesthetic or environmental benefit. In addition, the provisions indicate that Regulated Trees should only be removed under certain circumstances. Therefore, the Development Plan establishes two tests against which the proposed removal of the Regulated Tree should be assessed.

The first test relates to the tree's value from an aesthetic and environmental perspective. Based on the Arborman Report, the Illawarra Flame Tree is not indigenous to the locality nor is it a rare or endangered

species. Also, the tree does not provide an important habitat for native fauna. On this basis, the tree does not demonstrate sufficient environmental value to warrant its protection.

In terms of the aesthetic value of the tree, it is noted that the Illawarra Flame Tree is located near the centre of the subject land and is not readily visible from surrounding land or streets. Therefore, it does not contribute significantly to the character or visual amenity of the locality.

In terms of the second test, it is noted that PDC 2 provides criterion which, if satisfied, may allow for the removal of a Regulated Tree. Based on the Arborman Report, it is clear that the tree is healthy, does not represent a risk to public safety and is not causing damage to a building. However, the retention of the tree would restrict the development potential of the subject land given the need to establish a Tree Protection Zone around the tree which could impact on the parking and access arrangements for the Store. Accordingly, the removal of the tree is supported by clause (d) of PDC 2 in that development that is reasonable and expected would be impacted if the tree was retained.

In summary, the Illawarra Flame Tree has limited environmental value and is not a noticeable visual element in the locality. Finally, if retained, the tree would restrict the development of the ALDI Store which is a use (shop or group of shops) that is envisaged in the Urban Core (Salisbury) Zone. Therefore, the removal of the tree is consistent with the Regulated Trees provisions of the Development Plan.

6.2.6 Signage

The Development Plan contains a number of provisions which seek to ensure that advertising signage is sensitively designed and is integrated with the associated building design while avoiding visual clutter. In addition, the Development Plan seeks to ensure that advertisements do not distract drivers from the task of driving or obstruct a driver's view of other vehicles.

The General Section of the Development Plan contains the following provisions that are considered directly relevant to the issue of signage:

Obj 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PDC 1 *The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:*

- (a) *consistent with the predominant character of the urban landscape*
- (b) *in harmony with any buildings or sites of historic significance or heritage value in the area*
- (c) *co-ordinated with and complement the architectural form and design of the building they are to be located on.*

PDC 2 *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*

- (a) *clutter*

- (b) disorder
- (c) untidiness of buildings and their surrounds
- (d) driver distraction.

PDC 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.

PDC 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.

PDC 5 Advertisements and/or advertising hoardings should:

- (a) be completely contained within the boundaries of the subject allotment
- (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
- (c) not obscure views to vistas or objects of high amenity value.

PDC 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building, unless the advertisement or advertising hoarding is appropriately designed to form an integrated and complementary extension of the existing building.

PDC 10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.

PDC 13 Advertisements and/or advertising hoardings should not create a hazard by:

- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
- (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).

PDC 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

PDC 15 Free standing advertisements and/or advertising hoardings should be:

- (a) limited to only one primary advertisement per site or complex
- (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.

PDC 16 *Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:*

- (a) *incorporate the name or nature of each business or activity within the site or complex in a single advertisement*
- (b) *be integrally designed and mounted below the more predominant main complex or site identity advertisement.*

PDC 18 *Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:*

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone Precinct 8 Retail Core (within the Ingle Farm Policy Area 2) Core area within the Urban Core (Salisbury) Zone Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4) Bulky Goods Zone Precinct 23 Greenfields Commercial (within the Commercial Zone)	8
Industry Zone Neighbourhood Centre Zone Precinct 21 Para Hills West Commercial (within the Commercial Zone) Precinct 24 Pooraka Commercial (within the Commercial Zone)	6
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial) Precinct 5 Education (within the Ingle Farm Policy Area 2) Precinct 7 Recreation (within the Ingle Farm Policy Area 2) Local Centre Zone Precinct 15 Community (within the Salisbury Downs Policy Area 4) Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4) Transition area within the Urban Core (Salisbury) Zone	4
In all other locations	3

Of particular relevance to the proposed development is PDC 18 which indicates that freestanding signs should have a maximum height of 4 metres in the Transition Area of the Urban Core (Salisbury) Zone. This contrasts with a desired maximum height of 8 metres in the Core Area of the Zone.

Given that the proposed pylon sign along Park Terrace will be 6 metres in height, it does not meet the guideline contained in PDC 18. However, it is noted that the proposed height of the signs is compatible with the height of the ALDI Store (6.275 metres rising to 9.5 metres) as sought by PDC 15. It is also compatible with other signs in the Park Terrace locality as also sought by PDC 15. This includes the KFC sign (8 metres) and the McDonalds sign (6 metres) on the opposite side of the road (see **Figures 6.8** and **6.9**). In addition, it is noted that Park Terrace is an arterial road and the subject land is on the edge of the Core Area of the Zone and forms part of the gateway

to the retail centre of Salisbury. Therefore, in this case, a departure from PDC 18's surprisingly strict height guideline is considered appropriate.

Figure 6.8 Existing McDonalds sign adjacent the subject land (6m high)



Figure 6.9 KFC sign on the corner of Park Terrace and Wiltshire Street (8m high)



In terms of the proposal’s consistency with the other relevant signage provisions within the Development Plan, it is noted that:

- The location, siting, design, materials and shape of the proposed signs are coordinated with, and complimentary to, the architectural form and design of the proposed building;
- The content of the advertising displays will be limited to information relating to the legitimate use of the subject land;
- Advertising displays are contained within the boundaries of the subject land;
- The advertising displays are coordinated in appearance, proportionate to the scale of the associated buildings and form integral architectural elements and features of the building;
- The advertising displays are designated to clearly identify the retail activity to passing traffic and clearly identify the access points into the site to facilitate safe traffic movements, without any flashing or animations; and
- The illuminated advertising displays will not cause discomfort to an approaching driver or create difficulty in the driver’s perception of the road or persons or objects on the road due to their location and height above ground level.

For these reasons, the signage associated with the proposed development generally satisfies the relevant provisions of the Development Plan.

6.2.7 Stormwater

The Development Plan also seeks to ensure that stormwater is managed appropriately to improve the quality of stormwater, minimise pollutant transfer to receiving waters, protect downstream receiving waters from high levels of flow or flooding and minimise the concentrated discharge of stormwater from the site.

The Development Plan provisions that follow are considered directly relevant to the issue of stormwater:

Urban Core (Salisbury) Zone

Desired Character (extract)

The centre will explore a range of opportunities to conserve resources, minimise energy use and promote Water Sensitive Urban Design. These opportunities may include the harvest, treatment, storage and reuse of stormwater, green roofs and walls, renewable energy features and innovative waste practices at a neighbourhood, street, site and individual building level where appropriate.

General Section – Natural Resources

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

PDC 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.*

PDC 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.*

DC 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.*

PDC 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.*

PDC 14 *Stormwater management systems should:*

- (a) *maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source*
- (b) *utilise, but not be limited to, one or more of the following harvesting methods:*
 - (i) *the collection of roof water in tanks*
 - (ii) *the discharge to open space, landscaping or garden areas, including strips adjacent to car parks*
 - (iii) *the incorporation of detention and retention facilities*
 - (iv) *aquifer recharge.*

PDC 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.*

As outlined in Section 4.6, Wallbridge Gilbert Aztec (WGA) have been engaged to prepare a Stormwater Management Report for the proposed development (refer to **Appendix 6**). As part of this report, WGA have provided advice on the management of stormwater and have prepared a management plan with supporting documentation which responds to the Council's requirements, while also ensuring that stormwater is managed effectively and efficiently.

In essence, WGA have recommended the installation of a 209m³ detention tank within the car park. Downpipes from the new building will be connected to a new underground stormwater drainage system that will discharge into the detention storage tank and then flow through an orifice plate to the existing underground drainage system in Mawson Road.

A Gross Pollutant Trap is proposed to be installed to ensure that stormwater is free of gross pollutants prior to its entry into the detention tank and then into Council's stormwater management system.

On this basis, the proposed development satisfies the relevant provisions of the Development Plan in relation to the provision of infrastructure to manage stormwater.

6.2.8 Crime Prevention

The General section of the Development Plan contains a number of provisions which seek to ensure that development provides a safe environment where the risk of crime is minimised. The relevant provisions are reproduced below:

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

PDC 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.

PDC 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

PDC 3 Development should provide a robust environment that is resistant to vandalism and graffiti.

PDC 4 Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas 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.

PDC 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

PDC 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 2 metres from footpaths to reduce concealment opportunities.

PDC 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.

PDC 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).

The proposed development will front Park Terrace which will activate this frontage and will encourage casual surveillance of the customer car park.

The risk of vandalism and graffiti will be minimised through the use of a variety of building materials and colours and through the opportunities for casual surveillance which have been built in to the design of the development.

The car parking area will include lighting to Australian Standards and signage will be provided to assist with wayfinding and to highlight the entrances and pathways to and within the site.

In terms of landscaping, it is noted that the proposed landscaping will maintain view-lines to entrances and exits as well as allowing clear views to areas where people may gather. In this way, potential entrapment spots will be avoided and a number of choices will remain available to pedestrians to avoid movement predictors.

The articulation of the building combined with clearly defined entrances will assist residents and visitors to orient themselves and gain an understanding of their surroundings.

For the reasons outlined above, the proposed development satisfies the relevant Crime Prevention provisions of the Development Plan.

6.2.9 Interface between Land Uses

There are a number of relevant provisions in the Development Plan which seek to address potential negative impacts such as noise. For example, PDC 7 in the General Section (Interface Between Land Uses) requires that development should achieve the relevant *Environment Protection (Noise) Policy* criteria. This direction provided by PDC 7 is reinforced by the following provisions of the Zone:

Urban Employment Zone

Obj 2 *Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.*

Desired Character (extract)

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques.

General Section – Interface Between Land Uses

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

PDC 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.*

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

PDC 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.*

In order to confirm that the proposed development satisfies the requirements of the Development Plan, Sonus have prepared an Environmental Noise Assessment (**Appendix 10**). Sonus have reviewed the proposal against the Environment Protection (Noise) Policy 2007 and have considered potential noise generating activities on the site including noise from rubbish collection, car park activity and vehicle movements, the mechanical plant and deliveries. Sonus have advised that, subject to the following acoustic treatments, the proposed development will satisfy the requirements of the Environment Protection (Noise) Policy 2007:

- Restrict the hours of rubbish collection from the site to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day;
- Locate all mechanical plant on the roof of the ALDI Store within the tower element near the corner of Park Terrace and Haigh Street;
- Construct a new 1.8m high “Colorbond” fence along the north-western (side) boundary of the dwelling at 16 Mawson Road that it is sealed airtight at all junctions, including joins to the building, ground and other fences; and
- Construct a new 2.4m high “Colorbond” fence along the north-eastern (rear) boundaries of the dwellings at 16 and 18 Mawson Road that it is sealed airtight at all junctions, including joins to the building, ground and other fences.

The new fences recommended by Sonus will replace the existing boundary fences shown in the figures on the following page. As can be seen, the potential transfer of noise is further restricted by the existing sheds, enclosed car port and other domestic structures that are located in the rear and side yards of the adjoining dwellings. These structures will also further reduce the potential for the spillage of light from cars or from the development to detrimentally affect the amenity of the adjoining residential properties. In any event, the lighting will be installed in accordance with relevant Australian Standards which will ensure that any impacts are kept to a minimum.

Figure 6.10 Side boundary of 16 Mawson Rd – note enclosed carport and shed



Figure 6.11 Rear fence of 18 and 16 Mawson Rd – note existing sheds in the backyard



In addition to the potential transfer of noise, consideration has been given to the potential for overshadowing of the adjacent residential properties fronting Mawson Road. Accordingly, reference has been made to PDC 19 in the General Section under the heading 'Design and Appearance':

PDC 19 *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).*

Given that the ALDI Store will be setback approximately 13 metres from the rear fence of the dwellings fronting Mawson Road, any shadows cast by the single storey building will not detrimentally affect the adjoining dwellings. More specifically, the proposed development will ensure that direct winter sunlight continues to be available to the private open space and windows of the habitable rooms of the adjoining dwellings as required by PDC 19.

In addition, it is noted that the adjoining dwellings are also located in the Urban Core (Salisbury) Zone which, as mentioned previously, is seeking the transformation and revitalisation of the Salisbury town centre by encouraging a wide range of land uses. With this in mind, the adjoining dwellings should not expect to retain the same level of amenity that may be enjoyed in a Residential Zone. In essence, the Urban Core (Salisbury) Zone is seeking to facilitate a significant change to the built form within the locality in terms of land use, height, scale and intensity. Inevitably, these changes will alter the character of the locality and may also affect the existing residential amenity.

7. Conclusion

This development application seeks to construct an ALDI Store within the Urban Core (Salisbury) Zone of the Salisbury Council Development Plan. Given the subject land's location on an arterial road on the edge of 'Core Area' of the Zone, the site is well suited for its intended use for retail development.

Following an inspection of the subject land and locality, as well as a detailed assessment of the proposed development against the relevant provisions of the Salisbury Council Development Plan, we have formed the opinion that the proposed development represents appropriate and orderly development that deserves favourable consideration for approval. More specifically:

- The proposal is consistent with the land uses sought by the Urban Core (Salisbury) Zone;
- The proposed responds to the objective of the Zone (including the 'Core' and 'Transition' areas) to revitalise the Salisbury Town Centre by encouraging "... *diversification and intensification of retail, commercial activities and supporting land uses ...*";

- The subject site is located on the edge of the 'Core Area' on Park Terrace where the Desired Character indicates there is "*... significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange*";
- With a relatively modest gross leasable floor area (compared with other supermarkets) and a height that is well under the potential 4 storey (16.5m) guideline, the scale of the proposal is consistent with the intent of the 'Transition Area' to "*... provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development*"; and
- The siting of the building on the corner of Park Terrace and Haigh Street will provide an attractive frontage to this intersection and responds to the Development Plan's desire to achieve "*... landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub*";
- The siting of the building close to Park Terrace will provide a substantial separation to the adjoining dwellings to the south which will also help to achieve the desired transition between the Core area to the north and lower intensity development to the south;
- The building features a contemporary design which, combined with the proposed materials and finishes, appropriately responds to the Desired Character of the locality which promotes the establishment of a "*... key gateway into the core area of the City Centre ...*";
- A number of innovative architectural features are proposed along the Park Terrace and Haigh Street elevations to provide visual interest;
- The proposed landscaping will improve the amenity of the locality and soften views of the building from surrounding streets and adjacent properties – particularly from the south-western side of Mawson Road where residential properties will benefit from the establishment of a 5 metre wide landscape strip which retains the existing vegetation (including the Regulated Tree) and provides additional plantings in the form of medium sized trees, shrubs and groundcovers;
- Projected traffic generation and distribution will not adversely impact on the function and/or capacity of the adjacent road networks;
- Vehicle access, egress and circulation movements will be appropriately managed through the provision of dedicated loading docks for delivery trucks;
- The supply of car parking spaces will satisfy the anticipated demand generated by the proposed development and will exceed the standards set out in the Development Plan; and
- The proposed advertising signage will clearly and concisely identify the intended use, while also achieving consistency with the architectural style of the building and complementing the character of the broader Urban Core (Salisbury) Zone; and
- The ALDI Store will provide a range of groceries and other shopping products which will serve the needs of the local and broader community while also providing competition to other supermarkets which will help to drive down prices.

The proposed development is aligned with the most relevant provisions of the Development Plan and warrants Development Plan Consent, subject to reasonable and relevant conditions.



Proposed ALDI Store 45 Park Terrace, Salisbury Transport Impact Assessment

Client // ALDI Australia
Office // SA
Reference // S121211
Date // 19/10/18

Proposed ALDI Store
45 Park Terrace, Salisbury
Transport Impact Assessment

Issue: A 19/10/18

Client: ALDI Australia
Reference: S121211
GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	19/10/18	Final	Richard Frimpong	Paul Morris	Paul Morris	

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A: SIDRA INTERSECTION Results

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1. Introduction

1.1 Background

Development Consent is currently being sought for a proposed ALDI Store at 45 Park Terrace in Salisbury on the corner of Park Terrace and Haigh Street. GTA Consultants (GTA) has been engaged to undertake a transport impact assessment for the proposed development.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i existing traffic and parking conditions surrounding the site
- ii parking demand likely to be generated by the proposed development
- iii suitability of the proposed parking in terms of supply (quantum) and layout
- iv traffic generation characteristics of the proposed development
- v proposed access arrangements for the site
- vi transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- o City of Salisbury Development Plan (consolidated 15 December 2016)
- o Australian Standard/New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard/New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development prepared by Nielsen Architects
- o traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- o various technical data as referenced in this report
- o an inspection of the site and its surrounds
- o other documents as nominated.

2. Existing Conditions

2.1 Subject Site

The subject site is located in Salisbury on Park Terrace to the west of Haigh Street, and extends to Mawson Road to the south. The site of approximately 7,326 sq. m has frontages of approximately 92 metres to Park Terrace, 54 metres to Haigh Street and 57 metres to Mawson Street.

The site is located within an Urban Core zone and is currently occupied by residential dwellings. The surrounding properties include a mix of residential and commercial land uses.

The location of the subject site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

2.2 Road Network

2.2.1 Adjoining Roads

Park Terrace

Park Terrace is a two-way arterial road managed and maintained by the Department for Planning, Transport and Infrastructure (DPTI). The road is aligned in an approximately northwest to southeast direction and is configured with one (1) vehicle lane in each direction. The carriageway is approximately 12 metres wide set within a 19.5-metre-wide road reserve.

Park Terrace carries approximately 16,200 vehicles per day¹ and has a posted speed limit of 60km/h

Haigh Street

Haigh Street is a two-way local street managed and maintained by the City of Salisbury. The road is aligned in an approximate northeast to southwest direction and is configured with one (1) vehicle lane in each direction. The carriageway is approximately 7.2 metres wide and set within a 17.5-metre-wide road reserve. There are locations within the street which are restricted by ¼ hour parking between 8:00am – 6:00pm, Monday to Friday

Haigh Street carries approximately 500 vehicles per day² and has a general urban speed limit of 50km/h.

Mawson Road

Mawson Road is a two-way local street managed and maintained by the City of Salisbury. The road is aligned in an approximate northwest to southeast direction, with a carriageway width of 7 metres set within a 15.5-metre-wide road reserve.

Mawson Road carries less than 500 vehicles per day based on on-site observations² and has a general urban speed limit of 50km/h.

2.2.2 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Park Terrace/Haigh Street (unsignalised)
- Park Terrace/Church Street (unsignalised)
- Haigh Street/Mawson Street (unsignalised).

2.2.3 Traffic Volumes

GTA Consultants undertook traffic movement counts at the following intersections on 15 February 2018 between 4:30pm and 6:00pm.

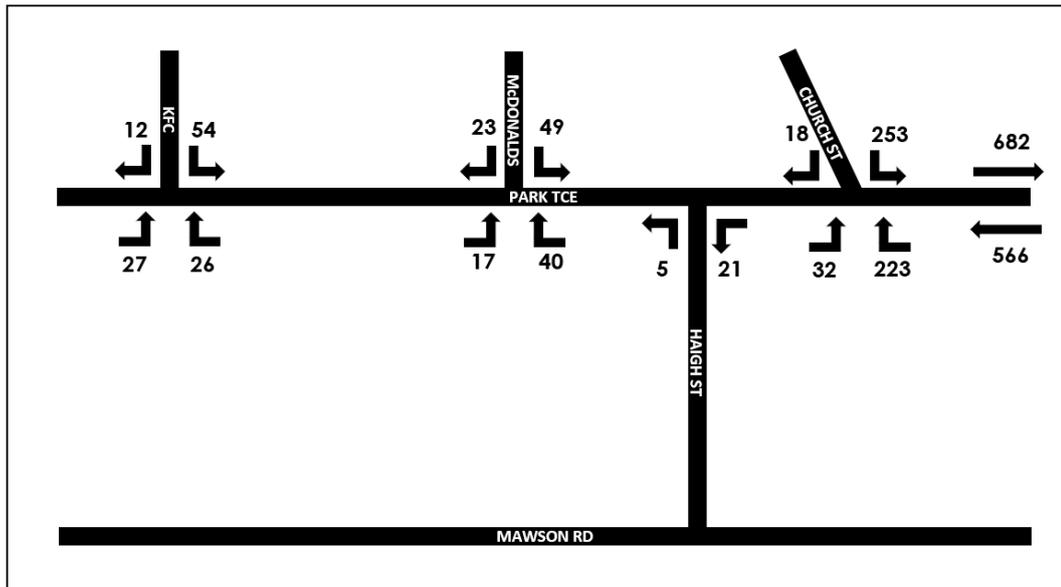
- Park Terrace/Church Street
- Park Terrace/Haigh Street
- Park Terrace/McDonalds Access
- Park Terrace/KFC Access

5:00pm – 6:00pm was identified as the PM Peak Hour, with existing volumes shown in Figure 2.2.

¹ Based on data collected by the Department of Planning, Transport and Infrastructure (DPTI).

² Based on the peak hour traffic counts undertaken by GTA on 15 February 2018 and assuming a peak-to-daily ratio of 10 %.

Figure 2.2: Existing PM Peak Hour Traffic Volumes



2.2.4 Intersection Operation

The operation of the following intersections has been assessed using *SIDRA INTERSECTION*³, a computer-based modelling package which calculates intersection performance:

- Park Terrace/Church Street – Table 2.1
- Park Terrace/Haigh Street – Table 2.2
- Park Terrace/McDonalds Access – Table 2.3
- Park Terrace/KFC Access – Table 2.4

Table 2.1: Park Terrace/Church Street Intersection –Existing Conditions

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Through	0.311	A	0.0	0.0
	Right	0.293	A	8.9	8.8
Church Street (north)	Left	0.457	A	9.8	18.3
	Right	0.457	E	35.2	18.3
Park Terrace (north-west)	Left	0.362	A	6.5	0.0
	Through	0.362	A	0.0	0.0

Based on the above, the Park Terrace/Church Street Intersection operates with minimal queueing or delays. The Degree of Saturation of 0.457 indicates the intersection operates below capacity.

³ Program used under license from Akcelik & Associates Pty Ltd.

Table 2.2: Park Terrace/Haigh Street Intersection – Existing Conditions

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Left	0.295	A	5.6	0.0
	Through	0.295	A	0.0	0.0
Park Terrace (north-west)	Through	0.343	A	0.0	0.0
Haigh Street (south-west)	Left	0.006	A	6.9	0.2

Based on the above, the Park Terrace/Haigh Street Intersection operates with minimal queuing or delays. The Degree of Saturation of 0.343 indicates the intersection operates below capacity.

Table 2.3: Park Terrace/McDonalds Access – Existing Conditions

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Through	0.281	A	0.0	0.0
	Right	0.051	A	9.2	1.5
Maccas Access (north-east)	Left	0.228	A	4.1	5.5
	Right	0.228	D	25.5	5.5
Park Terrace (north-west)	Left	0.347	A	5.6	0.0
	Through	0.347	A	0.0	0.0

Based on the above, the Park Terrace/McDonalds Access Intersection operates with minimal queuing or delays during peak periods. The Degree of Saturation of 0.347 indicates the intersection operates below capacity.

Table 2.4: Park Terrace/KFC Access – Existing Conditions

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Through	0.307	A	0.0	0.0
	Right	0.036	A	9.2	1.0
KFC Access (north-east)	Left	0.159	A	3.6	3.8
	Right	0.159	C	24.4	3.8
Park Terrace (north-west)	Left	0.352	A	5.6	0.0
	Through	0.352	A	0.0	0.0

Based on the above, the Park Terrace/KFC Access Intersection operates with minimal queuing or delays during peak periods. The Degree of Saturation of 0.352 indicates the intersection operates below capacity.

2.2.5 Crash Statistics

A review of the reported accident casualty history for the roads and intersections adjoining the subject site has been sourced from the DPTI between 2012 and 2016. A summary of the accidents for the last available five-year period is presented in Table 2.5.

Table 2.5: Crash Statistic Summary

Location	No. of Crashes	Type of Crash
Church Street/Park Terrace (Intersection)	8	1x Head On 1x Hit Fixed Object 1x Hit Pedestrian 2x Rear End 3x Right Turn
Haigh Street/Park Terrace (Intersection)	2	2x Right Turn
McDonalds Access/Park Terrace (Intersection)	5	3x Right Angle 2x Rear End
KFC Access/Park Terrace (Intersection)	7	3x Right Angle 1x Rear End 2x Right Turn
Park Terrace midblock (between Church Street and KFC Access)	4	2x Rear End 1x Side Swipe 1x Hit Fixed Object

Based on the above, GTA notes the most common crashes were right angle at the intersections and rear end crashes along the mid-block section.

2.3 Sustainable Transport Infrastructure

2.3.1 Public Transport

The subject site is serviced by public transport with a bus stop located 130 metres east of the site with services between Salisbury Interchange, Ingle Farm, Tea Tree Plaza, and the City via the O-Bahn passing the site. The Salisbury Bus/Rail Interchange is located just over 300 metres to the west of the site, which provides access to train services between Gawler and the City in addition to other bus services for travel within and throughout Salisbury. Table 2.6 lists all services within the vicinity of the site.

Table 2.6: Road Based Public Transport Provision

Service	Route Number	Route Description	Distance to Nearest Stop
Bus	500	Elizabeth Interchange to the City (via Ingle Farm & O-Bahn)	130m
	502	Salisbury Interchange to the City (via Ingle Farm & O-Bahn)	130m
	560	Elizabeth Interchange to Tea Tree Plaza Interchange	130m
	224	Elizabeth Interchange to the City	310m
	225	Salisbury Interchange to Gepps Cross	310m
	400	Elizabeth Interchange to Salisbury North	310m
	401	Salisbury Interchange to Paralowie	310m
	403	Salisbury Interchange to Salisbury North	310m
	404	Salisbury Interchange to Paralowie	310m
	405	Salisbury Interchange to Paralowie	310m
	411	Salisbury Interchange to Mawson Interchange	310m
	415	Salisbury Interchange to Greenwith	310m
	421	Salisbury Interchange to Edinburgh	310m
	430	Elizabeth Interchange to Salisbury Interchange	310m
900	Elizabeth Interchange to Salisbury Interchange via Virginia	310m	
Train (Salisbury Station)	-	City to Gawler Line	330m

2.3.2 Pedestrian Infrastructure

Pedestrian footpaths are located on both sides of Park Terrace, Haigh Street and Mawson Road. In addition, there are two (2) signalised crossing locations with 200 metres of the subject site located on Park Terrace.

2.3.3 Cycle Infrastructure

There are no bicycle lanes within the vicinity of the site.

3. Development Proposal

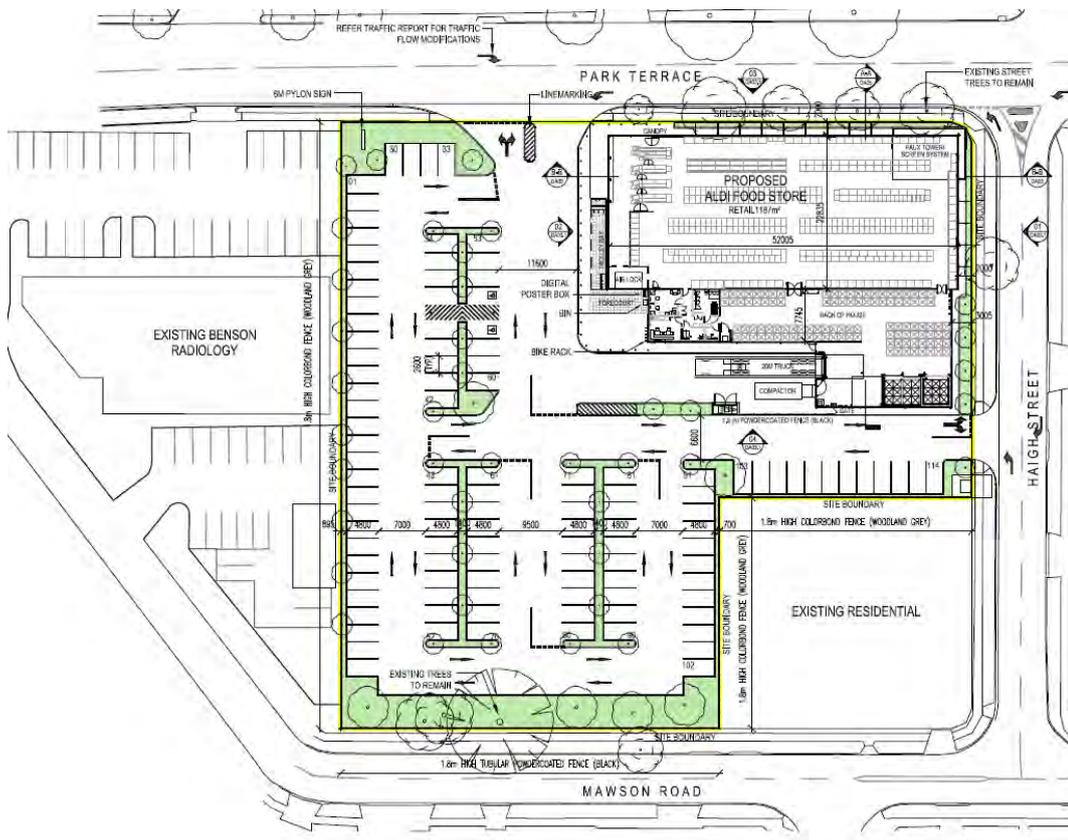
3.1 Land Uses

The proposed development includes;

- ALDI Supermarket of approximately 1,728 sq. m gross leasable floor area (GLFA)
- Car parking for 114 vehicles within the site.
- Access points located on Park Terrace and Haigh Street.
- Loading facilities for the proposed ALDI Store.

Figure 3.1 presents the proposed site layout.

Figure 3.1: Proposed Layout Plan



4. Car Parking

4.1 Development Plan Car Parking Requirements

Car parking rates are set out in Table Sal/2A of the Salisbury Development Plan. As the site is located within an Urban Core zone and is located within 400 metres of a bus/rail interchange, it satisfies the conditions to be a Designated Area.

Table Sal/2A contains the following minimum and maximum car parking rates for a Designated Area:

Minimum Parking Requirement: 3 spaces per 100 sq. m GLFA

Maximum Parking Requirement: 6 spaces per 100 sq. m GLFA

Based on the rate contained in Table Sal/2A, the proposed ALDI store with a GLFA of 1,728 sq. m would generate a minimum and maximum requirement of 52 and 104 spaces respectively.

4.2 Adequacy of Parking Supply

Therefore, the provision of 114 car parking spaces which will suitably accommodate for the anticipated parking demands.

5. Parking Layout, Access & Sight Distance

5.1 Vehicle Access

Two vehicle access points are proposed:

Park Terrace Access

The Park Terrace access point will be located 70 metres to the west of Haigh Street/Park Terrace intersection. This access point will serve as an unrestricted access for light vehicles and cater for left in/left out for heavy vehicles up to a 20.0 metre Semi Trailer.

Haigh Street Access

The Haigh Street access point will be located 25 metres south of the Park Terrace/Haigh Street Intersection and will provide unrestricted entry and exit movements for light vehicles.

5.2 Access Sight Distance

In order to provide fundamental safety at the access points, adequate sight distances must be provided. Two categories of sight distances are:

- Safe Intersection Sight Distance (SISD) – sight distance of vehicle on approach to the intersection to observe obstruction in the road (i.e. stalled car), decide on course of action and react.
- Minimum Gap Sight Distance (MGSD) – sight distance of vehicles exiting the site to observe oncoming vehicles on the major road.

It should be noted that 'Guide to Road Design-Part 4A: Unsignalised and Signalised Intersections' (Austroads, 2017, henceforth referred to as Austroads Guide) indicates that MGSD is the minimum requirement for property access points. However, GTA has also assessed SISD.

The sight distances above are influenced by the speed of vehicles along the Park Terrace. A standard principle in road design is the use of a design speed which is 10km/h higher than the speed limit of a road to allow for vehicles travelling slightly higher than the speed limit. The 60km/h speed limit on Park Terrace therefore requires an assessment of a 70km/h design speed.

Based upon the formula provided within the Austroads Guides and assuming a critical gap and driver reaction of 5 seconds, the following sight distances are required as per Table 5.1:

Table 5.1: SISD & MGSD Requirements for the Park Terrace access point

Design Speed (km/h)	Safe Intersection Sight Distance (m)	Minimum Gap Sight Distance (m)
70	151	97

From on-site observations, there is more than sufficient sight distance provided from the Park Terrace access along the south-east approach. From the north-west approach, there is 153 metres SISD and 135 metres MGSD. Therefore, sight distance is appropriate based on the proposed access location.

The sight distance for the Haigh Street access has also been considered. Vehicles at the access will have visibility along the full length of Haigh Street between Park Terrace and Mawson Terrace, which will be acceptable in a low speed environment.

5.3 Car Park Layout

The car parking layout has been designed in accordance with AS/NZS2890.1:2004. The parking spaces are suitable for User Class 3A, short term, high turnover car parking. As such, parking spaces will be 2.6 metres wide and 5.5 metres long.

The car parking aisles will be at least 6.6 metres wide, with widths up to 9.0 metres provided within the car park to accommodate truck movements. These dimensions will meet or exceed the minimum requirements of AS/NZS2890.1:2004.

Two (2) x Disabled parking spaces are located along the store frontages and meet the dimensions of 'Australian / New Zealand Standards for Off-Street Parking Facilities for People with Disabilities' (2009, henceforth referred to as AS/NZS2890.6).

Further to the above, the grades within the parking area will conform to the following requirements (as per AS/NZS2890.6 and AS2890.2):

- Maximum grade of 1 in 20 (5%) across nature strip
- Maximum grade of 1 in 40 (2.5%) across any footpath
- Maximum grade of 1 in 20 (5%) for 15 metres into the site (where commercial vehicles use the driveway, i.e. northern driveway)
- A maximum grade of 1 in 6.5 (15.4%) along commercial vehicles circulation roads, the maximum grade shall be 1 in 8 (12.5%) where reverse manoeuvres are required
- A maximum grade of 1 in 20 (5%) measured parallel to the angle of parking
- Maximum grade of 1 in 16 (6.25%) measured in any other direction to the angle of parking.

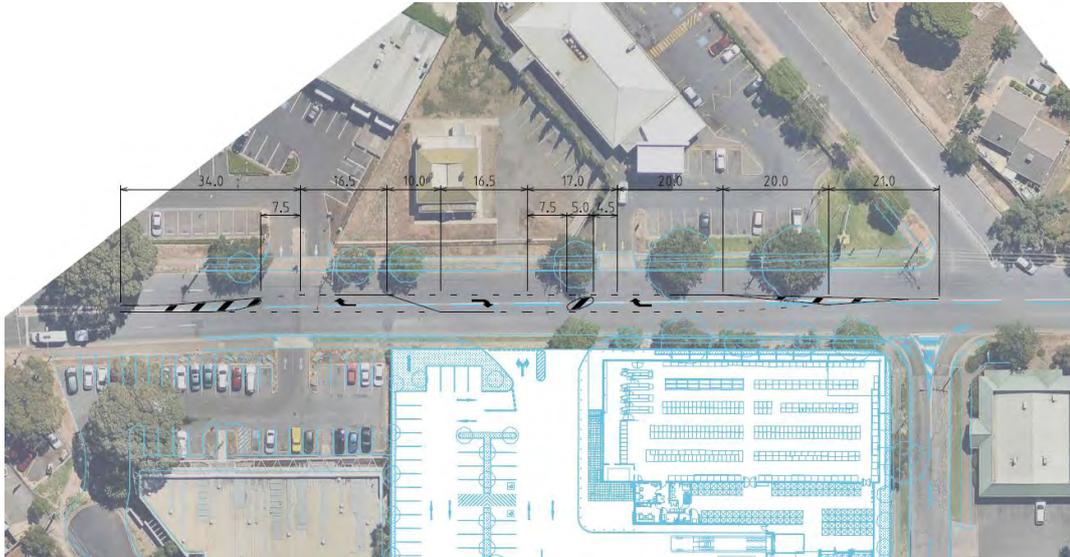
5.3.1 Median Treatment

The Guide to Road Design Part 4: Intersections and Crossings – General (Austroads, 2017) provides information regarding warrants for the provision of turning treatments at intersections. Figure A.10 (in that Guide) considers the warrants for turn treatments on the major road at unsignalised intersections. It is noted that this figure refers to intersections and is not relevant to access points and driveways.

Notwithstanding, based on Figure A.10 and the traffic volumes at the access in Section A, a channelised right turn lane (CHR) is required. However, the location of the proposed ALDI access has been positioned to maximise separation from the KFC access while negating conflict with the McDonalds access. A full channelised right turn lane cannot be provided without restricting access to the KFC site. An alternate back-to-back right turn lane has been proposed in Figure 5.1, which facilitates channelised right turns for both ALDI and KFC. This is an improvement compared to the existing situation.

The channelised right turn lane will provide a 10-metre taper and 16.5 metre storage lane, facilitating up to three (3) vehicles. This has been designed in accordance with the DPTI Road Design Standard S-4069 'Typical Median Opening Treatment'. Based on the SIDRA Analysis shown provided in Section 8, the 95th percentile storage capacity for right turn movements into the site will not exceed one (1) vehicle. Therefore, the proposed treatment is considered acceptable.

Figure 5.1: Proposed Intersection Treatment



6. Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

Bicycle parking rates are set out in the Table Sal/3 of the Development Plan. The applicable rates for the proposed development are as follows:

Shop	Employee	1 space for every 300 sq. m GLFA
	Shopper	1 space for every 600 sq. m GLFA

Based on 1,728 sq. m GLFA, the proposed development will generate a statutory bicycle parking requirement of nine (9) spaces, including six (6) spaces for employees and three (3) spaces for visitors.

Based on the above, the development plan bicycle parking requirement is nine (9) spaces. This rate is considered high given customers generally don't cycle to shopping centres. GTA consider that four (4) bicycle parking spaces will be sufficient, which can be provided at the front of the store.

6.2 Pedestrian Facilities

Pedestrians will be able to access the store from external locations via the existing footpath network around the site which will link to the main entry of the building.

Pedestrians will be able to cross Park Terrace at the Wiltshire Street traffic signals less than 80 metres to the west, or traffic signals at the Brown Terrace intersection 150 metres to the east. Given the likely travel routes of pedestrians from the east or west on Park Terrace, the existing traffic signals will provide opportunity to cross the road before approaching the site.

6.3 Public Transport

The site is accessible by public transport as discussed in Section 2.3.1.

7. Loading Facilities

7.1 Development Plan Requirements

Principle of Development Control (PDC) 13 in the 'Transportation and Access' section of the Salisbury Council Development Plan sets out the requirements for loading applicable to the proposed development. PDC 13 is as follows:

13 "Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated."

7.2 Proposed Loading Arrangements

A loading area is proposed at the western corner of the site. Access will via a left turn in and left turn out to/from Park Terrace. The loading dock will be provided in accordance with ALDI's standard detail. A bin store and compactor will also be located in the loading dock area.

The loading dock will also provide access for other vehicles including waste collection, compactor collection and bread deliveries. These are all carried out by vehicles up to Heavy Rigid Vehicle class, typically 10.5 metres or less in length.

A swept path analysis has been carried out to assess the adequacy of the proposed loading arrangements for a semi-trailer. Swept Path assessments are shown in Figure 7.1 and Figure 7.2 below. Whilst 19.0 metre vehicles will be used for deliveries, swept path assessments for 20.0 metre Semi Trailers have been used for future proofing of the site if these vehicles are approved for use in the future.

Figure 7.1: 20m Semi Trailer – Entry

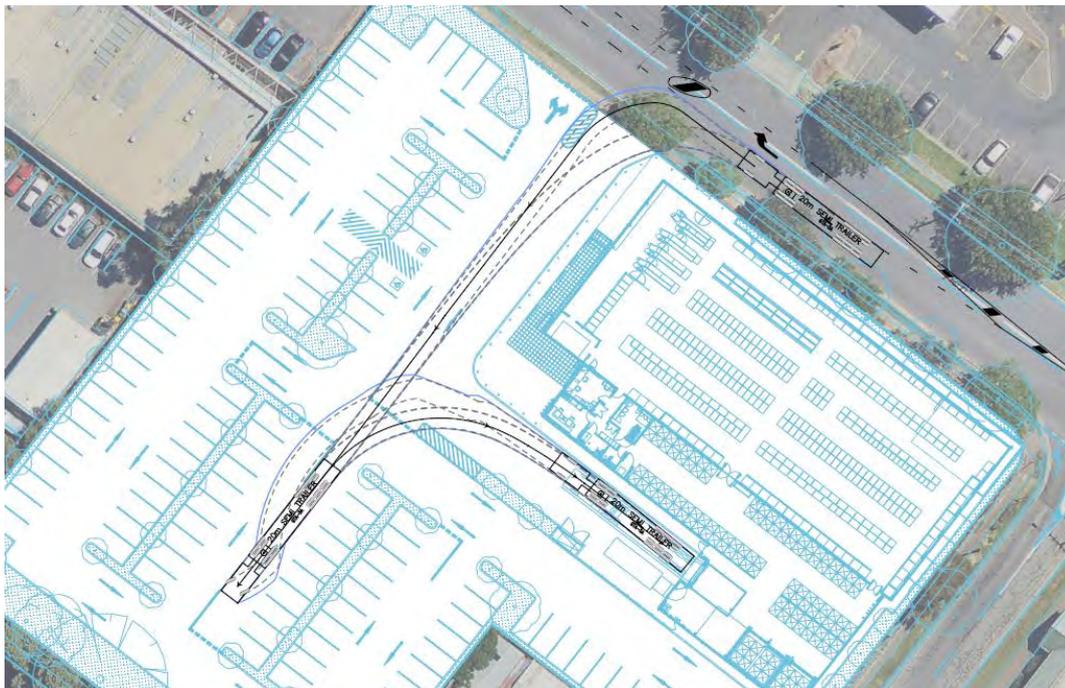
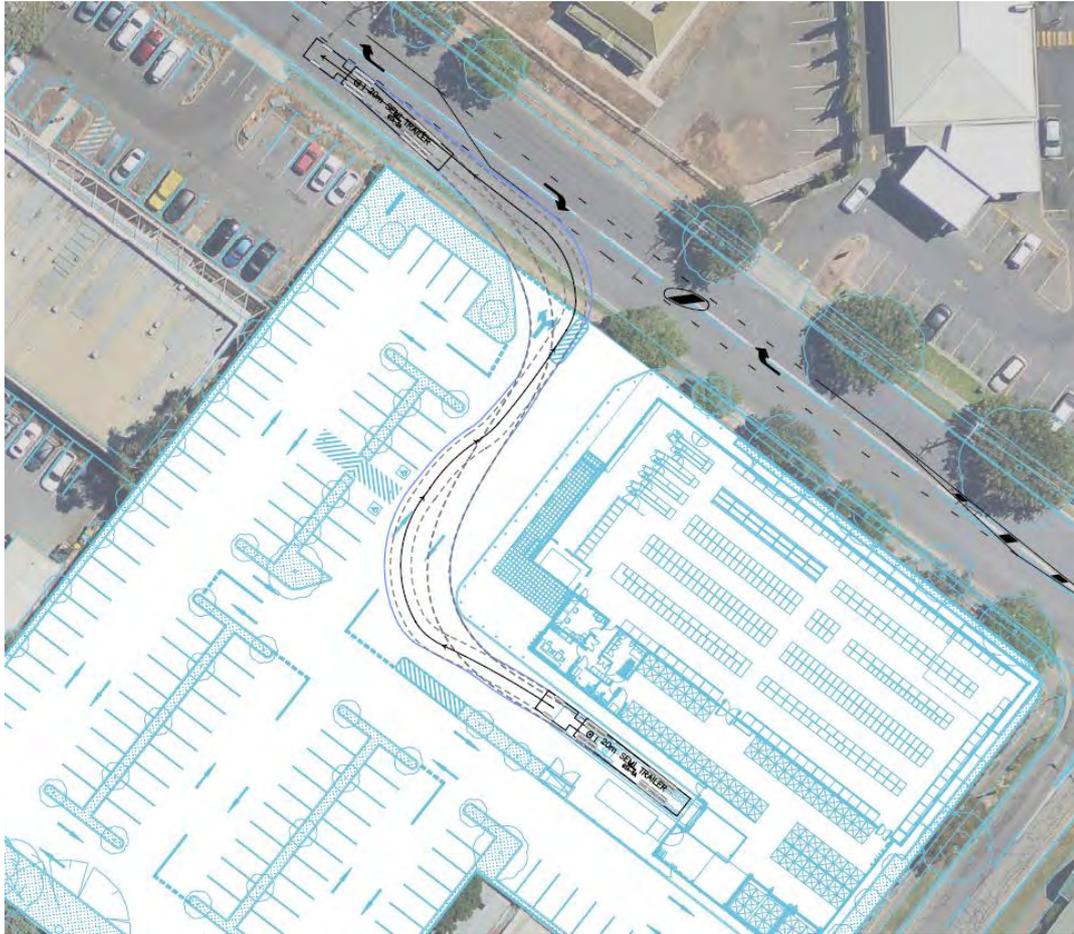


Figure 7.2: 20m Semi Trailer – Exit



8. Traffic Impact Assessment

8.1 Empirical Traffic Rates

The traffic assessment is based on consideration of empirical (or observed) traffic generation rates for ALDI stores in Victoria and South Australia.

8.1.1 ALDI Store

Table 8.1 presents the results of traffic generation surveys undertaken by GTA at standalone ALDI stores.

Table 8.1: Traffic Generation Surveys – ALDI Stores

Location	Gross Leasable Floor Area (sq.m)	Date	Traffic Generation (trips per 100sq.m)	
			Daily	PM Peak Hour
Sunbury	1,274	17/02/2006	136.5	13.5
Hampton Park	1,291	17/02/2006	126.2	14.6
Carrum Downs	1,284	24/02/2006	-	13.2
Rosebud	1,454	24/02/2006	-	10.7
Ferntree Gully	1,274	15&31/07/2010	-	27.5
Pakenham	1,382	15&31/07/2010	-	12.0
AVERAGE			131.0	15.3

Based on the traffic generation survey results the following traffic generation rates have been adopted:

Weekday (Daily): 131 trips per 100sq.m gross leasable floor area
 Weekday (PM Peak Hour): 15.3 trips per 100sq.m gross leasable floor area

Given the above, the proposed ALDI store of 1,728 sq. m gross leasable floor area would generate approximately 265 and 2,264 vehicle trips in the PM peak hour and daily periods respectively.

Link Trip Discount

GTA undertook 162 questionnaire surveys at six existing ALDI stores located in Victoria. The survey questions involved travel patterns including mode of travel, typical origin and destination and linking of trips. The results of the questionnaire survey with regards to passing trade from linked trips are presented in Table 8.2.

Table 8.2: ALDI Travel Patterns Questionnaire Survey – Link Trips

Site	Customer Surveys		
	Passing Trade	Total	Percentage
Belmont	7	30	23%
Carrum Downs	8	26	31%
Ferntree Gully	12	40	30%
Hampton Park	16	38	42%
Rosebud	2	5	40%
Sunbury	2	23	9%
AVERAGE	47	162	29%

The results of the table above indicate approximately 30% of all customers surveyed were identified as passing trade.

Based on the results of the questionnaire surveys a 30% discount factor for passing trade is considered reasonable for the development. Application of this discount factor results in an overall trip generation for the site of 186 and 1,585 new vehicle trips onto the road network in the PM peak and daily periods respectively.

The concept of linked trips is also supported by *Austrroads Guide to Traffic Management Part 12* where it is recognised that traffic generated by (or attracted to) a development will be composed of the following:

- new trips that will not be made on the network if the development does not proceed
- existing trips between an origin and destination that divert a significant distance to visit the development
- existing trips that use the roads immediately abutting the development and break the journey to use the development.

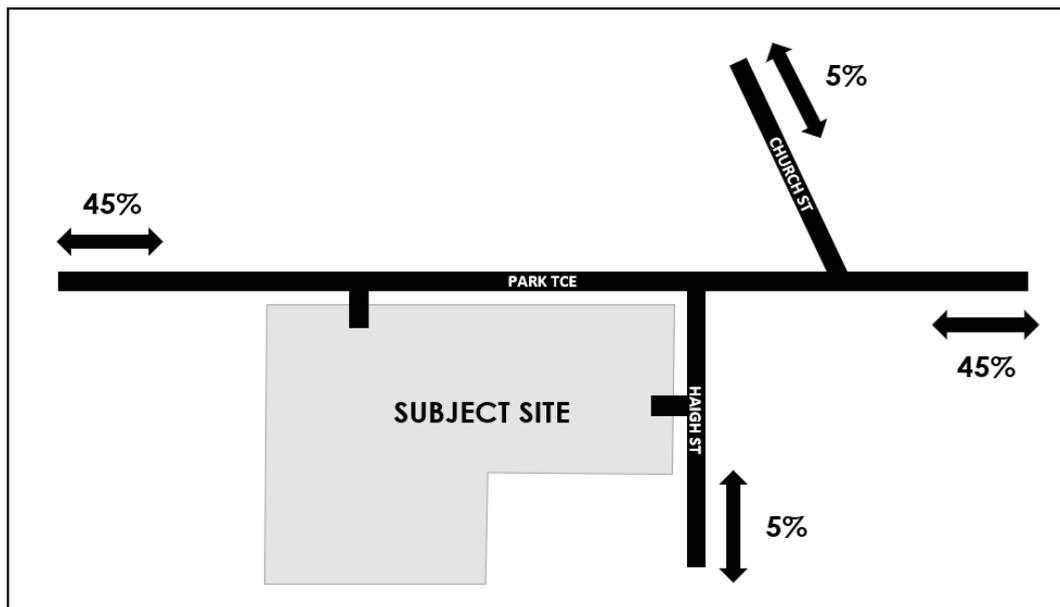
8.1.2 Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- configuration of the road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- distribution of households in the vicinity of the site
- likely distribution of employee's residences in relation to the site
- configuration of access points to the site.

Having consideration to the above, the directional distributions shown in Figure 8.1 have been assumed.

Figure 8.1: Estimated Directional Distribution



It is noted that the distribution has a low proportion on Church Street which does provide a link to Parabanks Shopping Centre. This is based on an assumption that people travelling to and from Parabanks Shopping Centre would use Wiltshire Street/Gawler Street as people can turn left onto Park Terrace much easier than turning right from Church Street to park Terrace during peak periods. It would be vice versa for people travelling to Parabanks SC from the ALDI site, with a left turn to Park Terrace and then right turn to Gawler Street. Both of the intersections are controlled by traffic signals which will assist turning movements as available.

Figure 8.2 has been prepared to show the marginal increase in traffic volume for the network and the site. Figure 8.3 considers the anticipated traffic volume post development.

Figure 8.2: PM Peak Hour Additional Volume

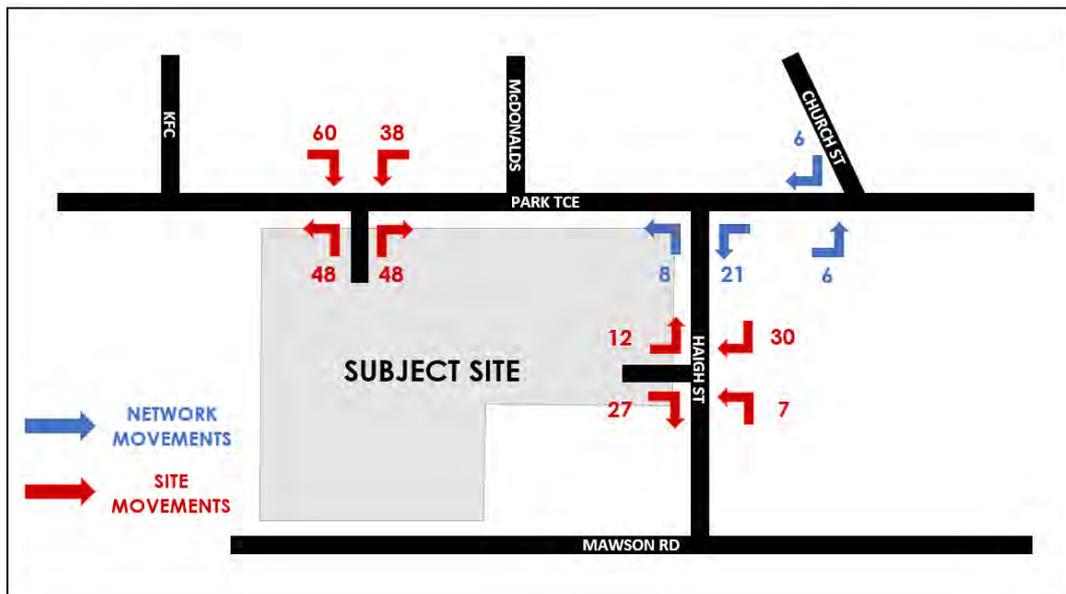
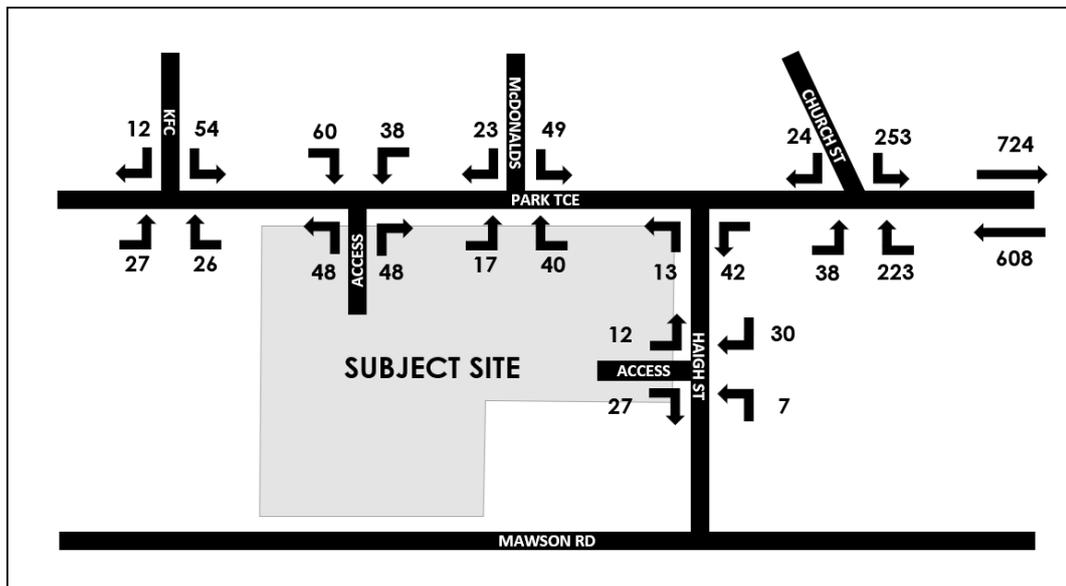


Figure 8.3: PM Peak Hour Post Development Traffic Volume



8.2 SIDRA Intersection Analysis

The operation of the following intersections has been assessed using SIDRA INTERSECTION, a computer-based modelling package which calculates intersection performance. All movement summaries have been shown in Appendix A.

- Park Terrace/Church Street Intersection – Table 8.3
- Park Terrace Haigh Street Intersection – Table 8.4
- Park Terrace/Proposed Site Intersection – Table 8.5
- Haigh Street/Proposed Site Intersection – Table 8.6

Park Terrace/Church Street Intersection

The results of the SIDRA analysis on the intersection of Park Terrace and Church Street is summarised in Table 8.3 in the PM Peak Hour for post development conditions.

Table 8.3: Park Terrace/Church Street Intersection –Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Through	0.334	A	0.0	0.0
	Right	0.316	A	9.6	9.7
Church Street (north)	Left	0.545	B	11.8	23.2
	Right	0.545	E	42.6	23.2
Park Terrace (north-west)	Left	0.387	A	6.5	0.0
	Through	0.387	A	0.0	0.0

Based on the above, the intersection will continue to operate satisfactorily post development with a marginal increase in the queuing and delays. GTA notes that the right turn out of Church Street will operate at a LOS of E. Notwithstanding, this is not dissimilar to other local street/major road intersections during peak hour.

Park Terrace/Haigh Street Intersection

The results of the SIDRA analysis on the intersection of Park Terrace and Haigh Street is summarised in Table 8.4 in the PM Peak Hour for post development conditions.

Table 8.4: Park Terrace/Haigh Street Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Left	0.327	A	5.6	0.0
	Through	0.327	A	0.0	0.0
Park Terrace (north-west)	Through	0.364	A	0.0	0.0
Haigh Street (south-west)	Left	0.015	A	7.2	0.4

Based on the analysis presented above, the Park Terrace/Haigh Street Intersection will continue to operate with minimal queuing and delays, retaining a LOS of A.

Proposed Access to Park Terrace

The results for the proposed access to Park Terrace has been modelled in SIDRA and shown in Table 8.5

Table 8.5: Park Terrace/Proposed Access Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Park Terrace (south-east)	Left	0.333	A	5.6	0.0
	Through	0.333	A	0.0	0.0
Park Terrace (north-west)	Through	0.375	A	0.0	0.0
	Right	0.071	A	8.7	1.8
ALDI Access (south-west)	Left	0.344	A	5.4	9.8
	Right	0.344	C	25.0	9.8

Based on the above, the Park Terrace/ALDI Access will operate without significant queuing and delays.

Proposed Access to Haigh Street

The results for the proposed access to Haigh Street has been modelled in SIDRA and shown in Table 8.6.

Table 8.6: Haigh Street/Proposed Access Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 th Percentile Queue (m)
Haigh Street (north-east)	Through	0.029	A	2.9	0.9
	Right	0.029	A	2.6	0.9
ALDI Access	Left	0.031	A	0.0	0.7
	Right	0.031	A	0.8	0.7
Proposed Access (south-east)	Left	0.007	A	2.4	0.0
	Through	0.007	A	0.0	0.0

Based on the above, the Haigh Street/ALDI Access Intersection will operate with no notable queuing or delays, maintaining a LOS of A.

8.3 Traffic Impact

Based on the marginal increase in traffic volume and proposed improvements to Park Terrace with a painted median, GTA considers the proposed development will have a minor impact on the surrounding road network. SIDRA results indicated that the intersection of Park Terrace, Church Street and Haigh Street will continue to operate at a LOS of A typically.

9. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The proposed development will comprise an ALDI Store with 1,728 square metres Gross Leasable Floor Space.
- ii The proposed supply of 114 spaces will more than accommodate for the anticipated demand.
- iii The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- iv GTA considers the provision of four (4) bicycle parking spaces suitable in meeting anticipated demand.
- v A painted median treatment is proposed on Park Terrace to facilitate a back to back right turn lane for the proposed ALDI Access and KFC Access. This has been designed in accordance with DPTI's Standard Drawing S-4069.
- vi Sight distance at each access point will exceed the required of the Austroads Guidelines for Safe Intersection Sight Distance and Minimum Gap Sight Distance.
- vii The loading dock will facilitate 19 metre Semi Trailers. Notwithstanding, the site has been future proofed to accommodate vehicles up to a 20 metre Semi Trailer.
- viii The proposed development is predicted to generate up to 265 two-way vehicle movements per hour during the peak period and 2,264 vehicles per day.
- ix An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent road network.

Appendix A

SIDRA INTERSECTION Results

Existing Conditions

MOVEMENT SUMMARY

Site: 101 [Park Terrace_Church Street Intersection_Existing Conditions]

PM Peak - Existing Conditions
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	DD Mov	Demand Flows Total Veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
22	T1	596	1.9	0.311	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
23a	R1	235	0.0	0.292	8.9	LOS A	1.3	8.8	0.64	0.83	48.4
Approach		831	1.4	0.311	2.5	NA	1.3	8.8	0.18	0.24	56.1
North: Church Terrace											
7a	L1	266	0.0	0.457	9.8	LOS A	2.6	18.3	0.70	0.98	45.4
9b	R3	19	0.0	0.457	35.5	LOS E	2.6	18.3	0.70	0.98	45.7
Approach		285	0.0	0.457	11.5	LOS B	2.6	18.3	0.70	0.98	45.4
NorthWest: Park Terrace											
27b	L3	34	0.0	0.362	6.5	LOS A	0.0	0.0	0.00	0.03	58.5
28	T1	718	2.2	0.362	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		752	2.1	0.362	0.3	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		1867	1.5	0.457	3.0	NA	2.6	18.3	0.19	0.27	55.4

MOVEMENT SUMMARY

Site: 101 [Park Terrace_Haigh Street Intersection - Existing Conditions]

Existing Conditions - PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	DD Mov	Demand Flows Total veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
21	L2	22	0.0	0.295	5.6	LOS A	0.0	0.0	0.00	0.02	57.1
22	T1	596	1.9	0.295	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		618	1.8	0.295	0.2	NA	0.0	0.0	0.00	0.02	59.7
NorthWest: Park Terrace											
28	T1	718	2.2	0.343	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		718	2.2	0.343	0.0	NA	0.0	0.0	0.00	0.00	59.9
SouthWest: Haigh Street											
30	L2	5	0.0	0.006	6.9	LOS A	0.0	0.2	0.51	0.58	42.9
Approach		5	0.0	0.006	6.9	LOS A	0.0	0.2	0.51	0.58	42.9
All Vehicles		1341	2.0	0.343	0.2	NA	0.0	0.2	0.00	0.01	59.7

MOVEMENT SUMMARY

Site: 101 [Park Terrace/McDonalds Access - Existing Conditions]

PM Peak - Existing Conditions
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flw %	Dep. Satn w/c	Average Delay sec	Level of Service	85% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East Park Terrace											
11	T1	596	0.0	0.281	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
12	R2	42	0.0	0.054	9.2	LOS A	0.2	1.5	0.60	0.77	28.1
Approach		638	0.0	0.281	0.6	NA	0.2	1.5	0.04	0.05	55.7
North McDonalds Access											
1	L2	52	0.0	0.228	4.1	LOS A	0.8	5.5	0.77	0.81	27.0
3	R2	24	0.0	0.228	25.5	LOS D	0.8	5.5	0.77	0.81	27.0
Approach		76	0.0	0.228	11.0	LOS B	0.8	5.5	0.77	0.81	27.0
West Park Terrace											
4	L2	18	0.0	0.347	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
5	T1	718	0.0	0.347	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		736	0.0	0.347	0.2	NA	0.0	0.0	0.00	0.01	59.7
All Vehicles		1449	0.0	0.347	0.9	NA	0.8	5.5	0.06	0.07	54.5

MOVEMENT SUMMARY

Site: 101 [Park Terrace/KFC Access - Existing Conditions]

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flw %	Dep. Satn w/c	Average Delay sec	Level of Service	85% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East Park Terrace											
11	T1	596	0.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
12	R2	27	0.0	0.036	9.2	LOS A	0.1	1.0	0.60	0.75	28.1
Approach		623	0.0	0.307	0.4	NA	0.1	1.0	0.03	0.03	57.1
North KFC Access											
1	L2	57	0.0	0.159	3.6	LOS A	0.5	3.8	0.70	0.70	27.7
3	R2	13	0.0	0.159	24.4	LOS C	0.5	3.8	0.70	0.70	27.7
Approach		69	0.0	0.159	7.4	LOS A	0.5	3.8	0.70	0.70	27.7
West Park Terrace											
4	L2	28	0.0	0.352	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
5	T1	718	0.0	0.352	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		746	0.0	0.352	0.3	NA	0.0	0.0	0.00	0.02	59.6
All Vehicles		1439	0.0	0.352	0.7	NA	0.5	3.8	0.05	0.06	55.5

Post Development Conditions

MOVEMENT SUMMARY

Site: 101 [Park Terrace_Church Street Intersection_Post Development]

PM Peak - Post Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
22	T1	640	1.9	0.334	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
23a	R1	235	0.0	0.316	9.6	LOS A	1.4	9.7	0.67	0.86	48.0
Approach		875	1.4	0.334	2.8	NA	1.4	9.7	0.18	0.23	56.1
North: Church Terrace											
7a	L1	266	0.0	0.545	11.8	LOS B	3.3	23.2	0.76	1.08	43.8
9b	R3	25	0.0	0.545	42.6	LOS E	3.3	23.2	0.76	1.08	44.1
Approach		292	0.0	0.545	14.5	LOS B	3.3	23.2	0.76	1.08	43.8
NorthWest: Park Terrace											
27b	L3	40	0.0	0.387	6.5	LOS A	0.0	0.0	0.00	0.03	58.4
28	T1	762	2.2	0.387	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		802	2.1	0.387	0.4	NA	0.0	0.0	0.00	0.03	59.5
All Vehicles		1968	1.5	0.545	3.5	NA	3.3	23.2	0.19	0.28	55.1

MOVEMENT SUMMARY

Site: 101 [Park Terrace_Haigh Street Intersection - Post Development]

Existing Conditions - PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
21	L2	44	0.0	0.327	5.6	LOS A	0.0	0.0	0.00	0.04	56.8
22	T1	640	1.9	0.327	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		684	1.8	0.327	0.4	NA	0.0	0.0	0.00	0.04	59.5
NorthWest: Park Terrace											
28	T1	762	2.2	0.364	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		762	2.2	0.364	0.0	NA	0.0	0.0	0.00	0.00	59.9
SouthWest: Haigh Street											
30	L2	14	0.0	0.015	7.2	LOS A	0.1	0.4	0.53	0.62	42.6
Approach		14	0.0	0.015	7.2	LOS A	0.1	0.4	0.53	0.62	42.6
All Vehicles		1460	2.0	0.364	0.3	NA	0.1	0.4	0.00	0.02	59.6

MOVEMENT SUMMARY

Site: 101 [Park Terrace_ALDI Access_Intersection_Post Development]

Post Development - PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
21	L2	40	0.0	0.333	5.6	LOS A	0.0	0.0	0.00	0.04	30.3
22	T1	640	1.9	0.333	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		680	1.8	0.333	0.4	NA	0.0	0.0	0.00	0.04	57.8
NorthWest: Park Terrace											
28	T1	762	2.2	0.373	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
29	R2	63	0.0	0.071	8.7	LOS A	0.3	1.8	0.52	0.72	42.7
Approach		825	2.0	0.373	0.7	NA	0.3	1.8	0.04	0.05	58.9
SouthWest: ALDI Access											
30	L2	51	0.0	0.344	5.4	LOS A	1.4	9.8	0.79	0.94	35.1
32	R2	51	0.0	0.344	25.0	LOS C	1.4	9.8	0.79	0.94	35.1
Approach		101	0.0	0.344	15.2	LOS C	1.4	9.8	0.79	0.94	35.1
All Vehicles		1606	1.8	0.373	1.5	NA	1.4	9.8	0.07	0.10	57.0

MOVEMENT SUMMARY

Site: 101 [Haigh Street_ALDI Access_Intersection - Post Development]

PM Peak - Post Development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
NorthEast: Haigh Street											
25	T1	22	0.0	0.029	2.9	LOS A	0.1	0.9	0.05	0.62	31.3
26	R2	32	0.0	0.029	2.6	LOS A	0.1	0.9	0.05	0.62	27.4
Approach		54	0.0	0.029	2.7	NA	0.1	0.9	0.05	0.62	28.9
NorthWest: ALDI Access											
27	L2	13	0.0	0.031	0.0	LOS A	0.1	0.7	0.04	0.10	24.1
29	R2	28	0.0	0.031	0.8	LOS A	0.1	0.7	0.04	0.10	23.8
Approach		41	0.0	0.031	0.5	LOS A	0.1	0.7	0.04	0.10	23.9
SouthWest: Haigh Street											
30	L2	7	0.0	0.007	2.4	LOS A	0.0	0.0	0.00	0.22	32.0
31	T1	5	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.22	29.7
Approach		13	0.0	0.007	1.4	NA	0.0	0.0	0.00	0.22	31.0
All Vehicles		107	0.0	0.031	1.7	NA	0.1	0.9	0.04	0.37	26.9

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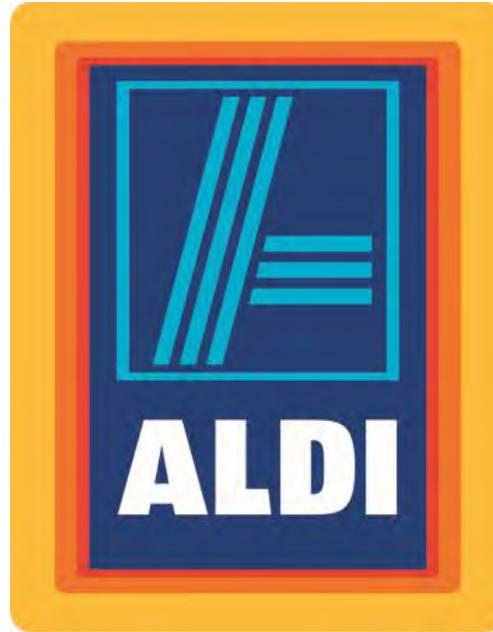
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ALDI SOUTH AUSTRALIA



DELIVERY & LOADING PROCEDURES

ALDI DELIVERY & LOADING PROCEDURES

- ALDI own, operate and control all of its supply and logistics via its purpose built Distribution Centre. South Australia's Distribution Centre has been constructed in Regency Park.
- ALDI's supply chain and logistics operates on a palletised system. All products are delivered to our Distribution Centre on pallets. The same product is then loaded onto delivery trucks; delivered to the store and in many cases the same pallet is then located on the retail floor. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors.
- With all ALDI supplies delivered directly to our Distribution Centre, ALDI then undertake consolidated store deliveries to each store via its own fleet of trucks/trailers and ALDI employed drivers.
- Deliveries can be undertaken throughout a full 24 hour period to any store given the Distribution Centre operates 24/7 and our own truck and drivers are able to access and unload to a store without the store being open or trading.
- With the dedicated ALDI supply chain direct from our Distribution Centre to a store, only a maximum of two ALDI deliveries are undertaken within a 24 period to each store. The only exception is one bread delivery from a bakery supplier, which is undertaken in a small rigid truck, once per day.
- The ALDI truck movement, on any site, typically takes between 1 to 2 minutes, with the truck moving onto the site, stopping, reversing and engaging with the purpose built loading dock.
- The prime mover is always turned off during unloading.
- Given the palletised system and dedicated dock connection the total delivery period is on average 30 minutes from the moment the truck is docked. The unloading is undertaken by only one person being the ALDI truck driver.
- All products are unloaded from within the trailer directly inside the building using a manually operated pallet jack. (No forklifts are used and no external activity occurs outside the truck). The trailers are sealed and connected to the building via a dedicated dock leveller and dock curtain.
- The ALDI prime movers and trailers are purpose built to ALDI specifications.
 - All trailers are built with a reversing camera which is connected to a driver display in the cabin of the prime mover.
 - All trailers are also able to be controlled from within the cabin to turn-off the reversing beepers (if required) and the refrigeration units (if required).
- All ALDI loading docks are fitted with motion sensors and automatic lighting to ensure that night time deliveries benefit from appropriate surveillance including safe reversing manoeuvres without reversing beepers (where required).
- All drivers are briefed and aware of each site and any site specific circumstances or restrictions that are applicable for that store.
- If an acoustic assessment requires any specific noise management then either or both the refrigeration and reversing beepers can be turned off including any requirement to do so whilst transiting past any noise sensitive areas.
- As a result of the above, where other retailers cannot, ALDI consistently can comply with any prescribed operational or acoustic requirements of either the Environmental Protection Authority and any relevant local statutory requirements when performing night time deliveries.
- Coupled with the above where additional on-site acoustic mitigation measures are required/recommended ALDI will construct these to further alleviate and mitigate any potential noise interface issues i.e. Acoustic screens, fences and/or gates.

ALDI DELIVERY & LOADING PROCEDURES



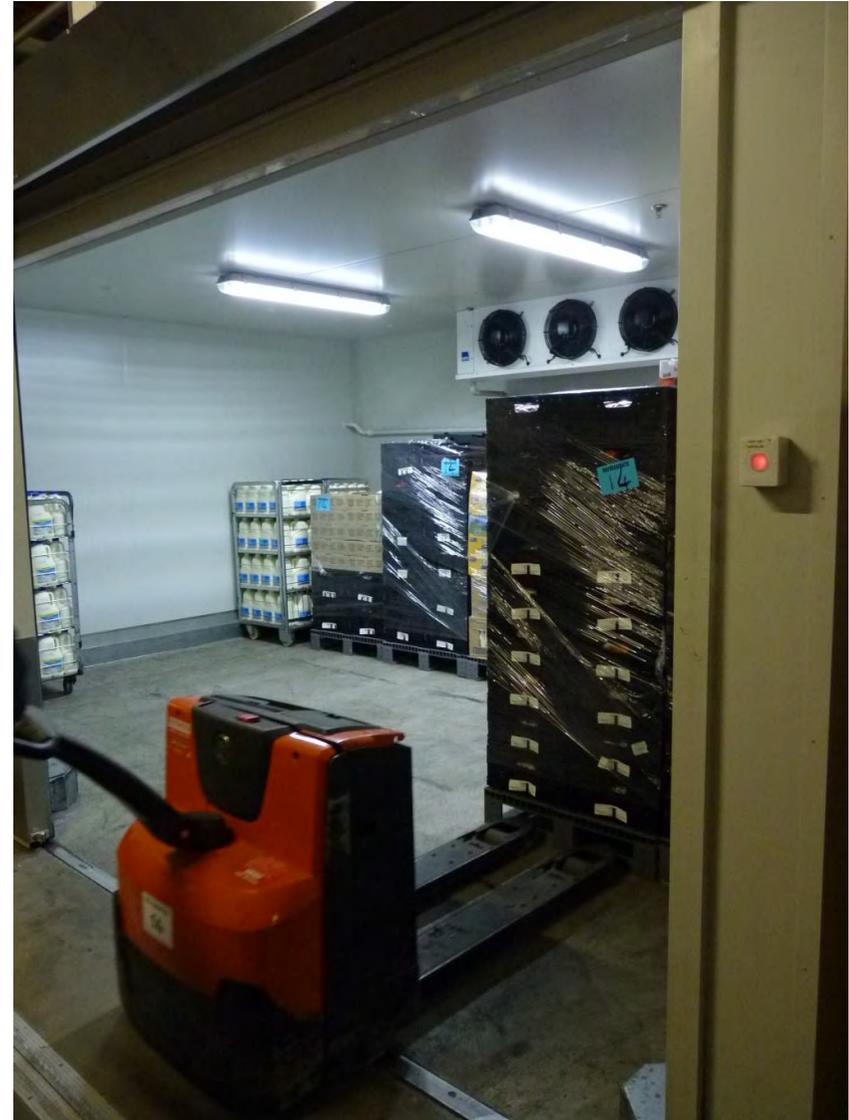
ALDI DELIVERY & LOADING PROCEDURES



ALDI DELIVERY & LOADING PROCEDURES



ALDI DELIVERY & LOADING PROCEDURES





Nielsen Architects Pty Ltd

Aldi Salisbury

**STORMWATER MANAGEMENT
PLAN**

Job No. WAD171770 / Rev. D
16 October 2018



Revision History

Rev	Date	Issue	Originator	Checker	Approver
A	4 May 18	Feasibility Report Issue	CH	CH	
B	8 May 18	Council Planning	CH	CH	ADW
C	10 Aug 18	Revised Planning	CH	CH	CH
D	16 Oct 18	Revised Site Plan	CH	CH	

CONTENTS

1 Introduction.....	1
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1.2 Scope of the Assessment	1
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2.2 Catchment Description.....	2
2.3 Existing Stormwater Drainage	2
2.4 Council Requirements.....	2
2.5 Stormwater Management Methodology	4
2.6 Summary.....	4

Appendices

Appendix A Preliminary Site Plan

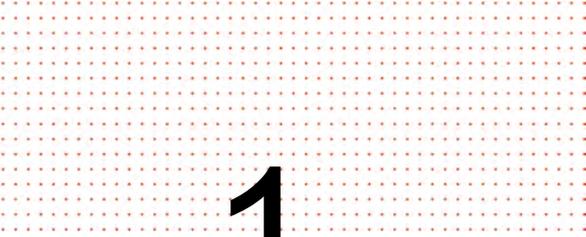
Appendix B Aerial Photograph

Appendix C Engineering Survey

Appendix D Council Stormwater Information

Appendix E Stormwater Calculations

Appendix F Preliminary Stormwater Management Plan



1

INTRODUCTION

1.1 BACKGROUND

WGA has been engaged by ALDI Stores to prepare a Stormwater Management Plan for the proposed ALDI store located on Park Tce, Salisbury.

This report is intended to conceptually outline the stormwater management design for the proposed 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 considered to be beyond the scope of this report.

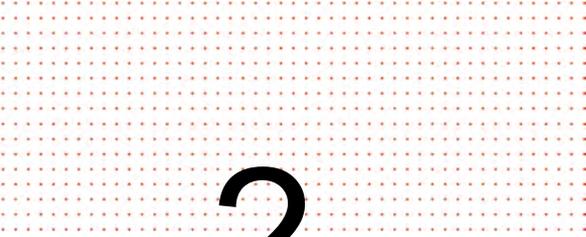
1.2 SCOPE OF THE ASSESSMENT

The preparation of the plan comprises the scope of services listed below:

- Site visit
- Liaise with the City of Salisbury (Council) to determine appropriate stormwater requirements for the site
- Prepare a Stormwater Management Plan detailing the proposed method of collection and the disposal of site generated stormwater runoff
- Prepare a preliminary sketch plan showing possible site drainage infrastructure and nominal design pavement levels based on Council and ALDI requirements

1.2.1 Documentation

The client has provided a preliminary Architectural site plan for the development and an engineering survey.



2 DETAILED REPORT

2.1 DEVELOPMENT DESCRIPTION

The proposed ALDI development is located at 45 Park Terrace, Salisbury. The site is on the southern side of Park Terrace, approximately 60m west of the intersection with Haigh Street and extends south to Mawson Road. The development involves the construction of an ALDI Store and a car park with 114 parking spaces. Refer to Appendix A for Nielsen Architect's site plan for the proposed development.

2.2 CATCHMENT DESCRIPTION

The proposed site covers a total area of 7,326 m² and is currently occupied by a seven large separate residential allotments. Each allotment is predominantly undeveloped with little impervious area apart from the two dwellings and the associated outbuildings. A current aerial photograph is shown in Appendix B.

The site has slight fall from north to south with approximately 0.5m fall over 90m. There is also slight fall from east to west with approximately 0.4m fall over 95m. A copy of the current engineering survey is attached in Appendix C.

2.3 EXISTING STORMWATER DRAINAGE

There is very little formal stormwater drainage system within the site. The stormwater runoff from the roof of the dwelling fronting Park Terrace is collected by an underground pipe which discharges to the Park Terrace kerb and gutter. It is unclear if there is any existing underground stormwater drainage associated with the separate dwelling on Mawson Road. All existing stormwater drains within the site will be removed as part of the proposed development.

Council have provided details of the existing underground drainage system in the surrounding streets. A copy of this is shown in Appendix D.

The Council drawings indicate that there are two underground pipes in Park Terrace, both on the northern side of the road – a 525mm dia and a 1050mm dia RCP. There is also a 300mm dia RCP located on the northern side of Mawson Road which is further east of the proposed development site.

2.4 COUNCIL REQUIREMENTS

A meeting was held with Sam Kenny and Rene Basse of the City of Salisbury (Council) on 18th April 2018 to discuss Council's requirements. The following is a summary of correspondence received confirming the storm water requirements with respect to this site:

- 1) Design and construction of internal underground stormwater systems to cater for 10yr ARI post development stormwater. No stormwater to discharge onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition and no runoff into neighbouring property during the major storm event (100yr ARI).

- 2) Stormwater generated from the 100yr ARI storm event is to be captured and disposed of in a manner that does not put downstream properties at risk of inundation. Discharge to the existing underground stormwater system shall not exceed the pre-developed minor storm flows (10yr ARI) and for events exceeding 10yr ARI, combined underground and overland discharge from the site is not to exceed pre-development flows for the respective storm event (ie combined 100yr ARI event post-development to be limited to 100yr ARI pre-development flows).
- 3) Consideration of a landscaped swale along Mawson Road is highly encouraged to provide additional stormwater detention as well as a transition buffer between the residential area and the built elements of this development. Shaping of the carpark areas and oversized underground stormwater pipes may be expected to provide the bulk of the onsite storage stormwater capacity. All sumps within the car park shall be higher than the Mawson Road watertable.
- 4) Whilst incorporation of WSUD methods are encouraged, a suitable GPT with oil and grease separation capability sized to cater for 3month flows with high flow bypass for events up to the 100yr ARI is to be provided.
- 5) Flows generated from events exceeding the 10yr ARI event are to be safely disposed to Mawson Road. One option would be for the whole of the swale to act as a weir with unconcentrated water discharging across the verge but you would need to show how this could be done safely and without damage to the verge or footpath on Mawson Road.
- 6) An overland flow path should also be provided in case of system blockage within the site.

The typical requirements for FFL are a minimum of:

- 300mm above the highest point of roadside kerb immediately adjacent the building site, or
- 150mm above the Q100 flood level adjacent the building (ie in the carparking areas).

2.5 STORMWATER MANAGEMENT METHODOLOGY

Based on discussions with Council, the following stormwater management methodology is proposed.

The proposed finished floor level is RL33.400. This floor level is 300mm higher than the existing top of kerb level in Park Terrace at the north-eastern corner of the site, and is 600mm higher than the existing top of kerb level in Park Terrace at the north-western corner of the site. It is also approximately 800mm higher than the top of kerb levels in Mawson Road to the south.

In order to meet Council's requirements for the allowable peak flows discharging from the site, on-site detention is required, with an orifice plate installed within the stormwater pit just prior to the stormwater pipework leaving the site. The detention volume required is 217m³. Refer to Appendix E for a copy of the stormwater calculations. The detention storage will be provided in an underground tank using Humes StormTrap units (or similar) and an over-sized underground stormwater pipe. An orifice plate will be used to control the outflow to the pre-development rate prior to connection to the existing underground drainage system in Mawson Road.

The proposed connection to the existing SEP in Mawson Road will require a short length of 300mm dia RCP to be installed behind the Mawson Road northern kerb.

Downpipes from the new building will be connected to a new underground stormwater drainage system that will ultimately discharge into the detention storage. The car park runoff will also be collected by the new underground drainage system, with car park gradients maintained between 1 in 40 and 1 in 80 as per ALDI requirements.

The stormwater runoff from the loading dock area will be collected by a grated strip drain and also connected to the underground system.

The carpark runoff will be treated by a gross pollutant trap (GPT) installed prior to connection to the existing system in Mawson Road. The proposed GPT is the Rocla First Defence FD450 or similar approved. Given the nature of the development and the lack of available open space, the WSUD requirements of the site will be difficult to meet and as such elements such as grassed swales are not included in this proposal.

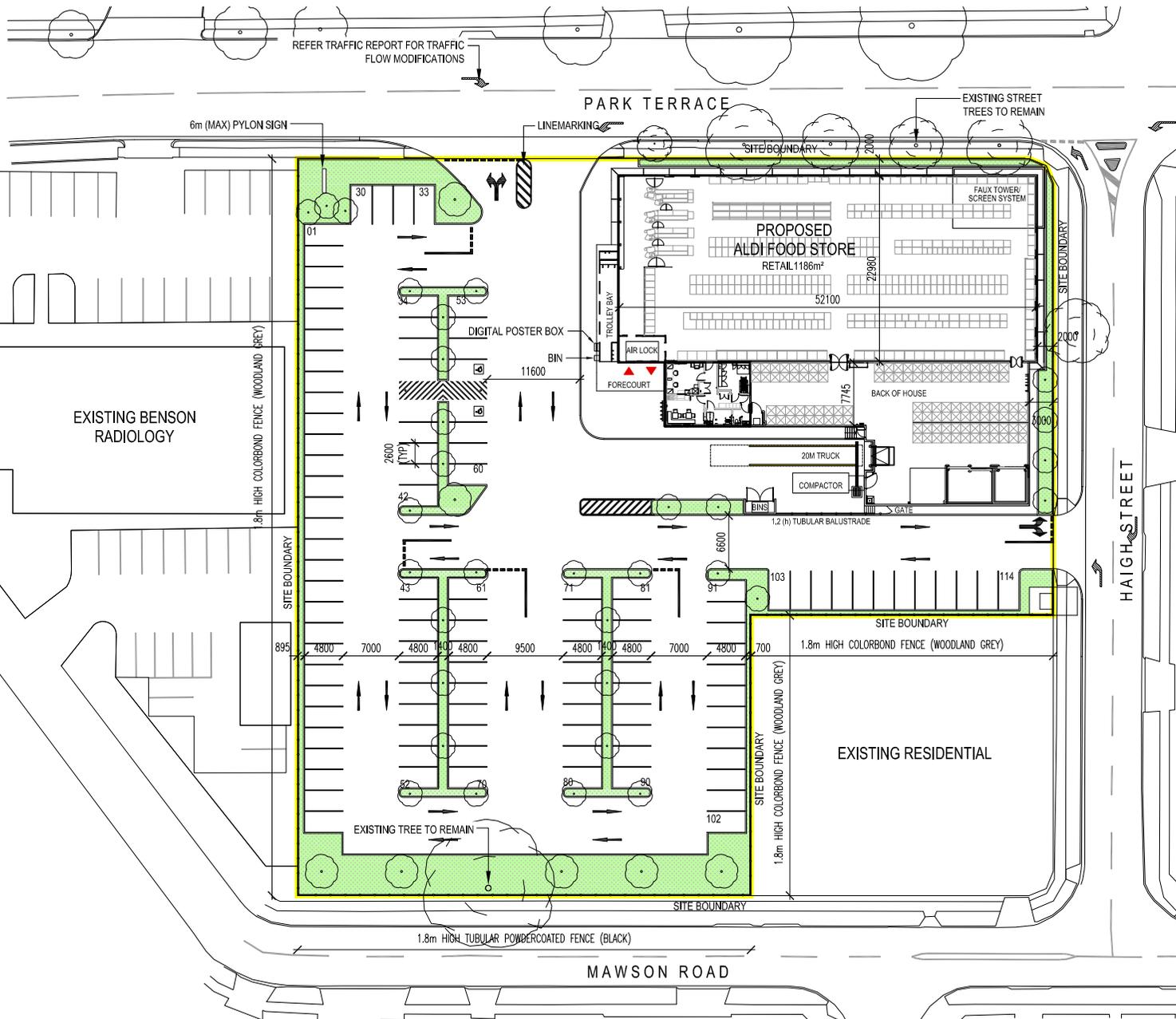
Refer to Appendix F for a preliminary Stormwater Management Plan.

2.6 SUMMARY

The preliminary sketch plan contained within this report has been prepared to demonstrate the philosophy behind the proposed treatment of the stormwater runoff from this development. The information provided is preliminary and will be subject to detailed design and documentation.

APPENDIX A

PRELIMINARY SITE PLAN



PROPOSED SITE PLAN
1:500

NOTES ORIGINAL A3

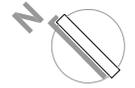
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REV	DATE	DESCRIPTION	DRN	CHKD
A	08.10.18	FOR APPROVAL	LT	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m ²

ALDI DESCRIPTION	
ALDI GROSS AREA	1785m ²
ALDI NETT AREA	1728m ²
RETAIL NETT AREA	1186m ²
BOH NETT AREA	462m ²
AMENITIES NETT AREA	80m ²
REMAINING NETT AREA	542m ²
BOH PALLETS	110
CHILLER LENGTH	43.75m
SIZE OF TRUCK	20m

CARPARKING	
TOTAL NUMBER OF CARS	114



CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

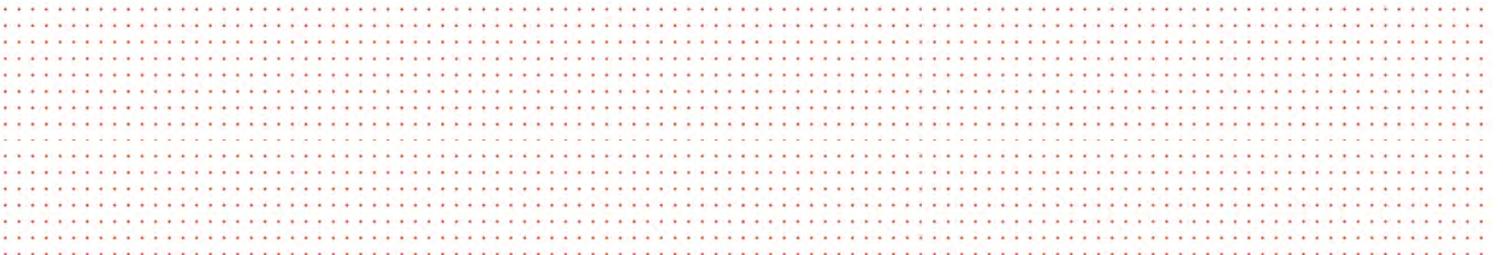
DRAWING
PROPOSED SITE PLAN

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SCALE	DATE	DRAWN	CHECKED
1:500	OCT 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA02.3	DA	A

APPENDIX B

AERIAL PHOTOGRAPH





Aerial Photo - 2018

APPENDIX C

ENGINEERING SURVEY



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



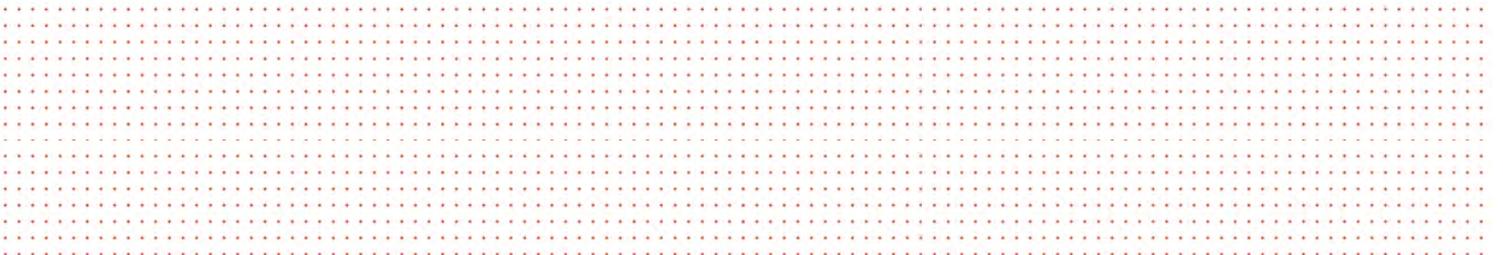
A	17/03/2018	RECALCULATED TREE REMOVAL	BT
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LEGEND

	ASPHALT PAVEMENT		CONCRETE PAVEMENT
	BITUMEN CARPARK		GRASSED AREA
	DRIVE THRU		TREE
	BUILDING FOOTPRINT		BOUNDARY
	ROAD CENTERLINE		UTILITY
	ROAD EDGE		FENCE
	ROAD SHOULDER		WALL
	ROAD RESERVE		GATE
	ROAD RIGHT-OF-WAY		SIGN
	ROAD CONSTRUCTION		LIGHT
	ROAD MAINTENANCE		POLE
	ROAD DRAINAGE		POST
	ROAD EROSION		MARKER
	ROAD SURFACE		STAKE
	ROAD STRUCTURE		NAIL
	ROAD FOUNDATION		BOLT
	ROAD SUBGRADE		NUT
	ROAD BASE		WASHER
	ROAD SUB-BASE		SPACER
	ROAD FILLER		CAP
	ROAD SAND		PLUG
	ROAD GRAVEL		SEALANT
	ROAD ASPHALT		PRIMER
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APPENDIX D

COUNCIL STORMWATER INFORMATION



TITLE

- Council Facility**
- Business Centre
 - Cemetery
 - Community Centre
 - Council Depot
 - Information Centre
 - Library
 - Municipal Office
 - Public Hall
 - Recreation Facility
 - Seniors Centre
 - Youth Centre

- Roundabouts**
- CoS Pipe Data**
- CoS Pit Data**
- < call all values >
 - Drainage - Grated Inlet
 - Drainage - Headwall
 - Drainage - Junction Box
 - Drainage - Side Entry P
 - Drainage - Gross Polluti
 - GIS Only

- Suburb**
- Roads**
- Reserves (Council ow
 - Plantations
 - House Numbers
 - LGA
 - Other Councils
 - CITY OF SALISBURY

- Train Station**
- Train Line**
- Airports
 - Roads
 - Council Walkways
 - Cadastral
 - Private Roads
 - Rivers
 - Water Bodies
 - Reserve
 - Plantations



APPENDIX E

STORMWATER CALCULATIONS



Salisbury Aldi - Stormwater Drainage

- Council require that on-site detention storage is provided to limit the peak flow rate from the developed site (in a 1 in 100yr storm event) to the peak flow rate from the undeveloped site (in a 1 in 10yr storm event)

- Pre-development: Catchment area = 7326
 - roof / paving = 1235 m² (noting allowance for demolished house on corner of Park Ter / Haigh St)
 - remainder = 6091 m²

$$\text{Runoff coeff, } C = \begin{matrix} 0.90 & \text{roof/paving} \\ 0.20 & \text{remainder} \end{matrix}$$

$$\text{Equiv. impervious area} = 0.90 \times 1235 + 0.20 \times 6091 = 2330 \text{ m}^2$$

$$\text{Time of conc., } t_c = 15 \text{ mins} \\ \rightarrow I_{10} = 59 \text{ mm/hr}$$

$$\therefore Q_{10} = 2.78 \times 59 \times 0.2330 = 38.2 \text{ l/s}$$

- Post-development: Runoff coeff, $C = 0.85$ (with allowance for minor landscaping)
 $t_c = 10 \text{ mins}$

$$\therefore \text{Detention volume required} = 217 \text{ m}^3 \text{ (refer attached spreadsheet)}$$

Wallbridge and Gilbert
 60 Wyatt Street
 Adelaide SA 5000

Basic Stormwater Detention Assessment

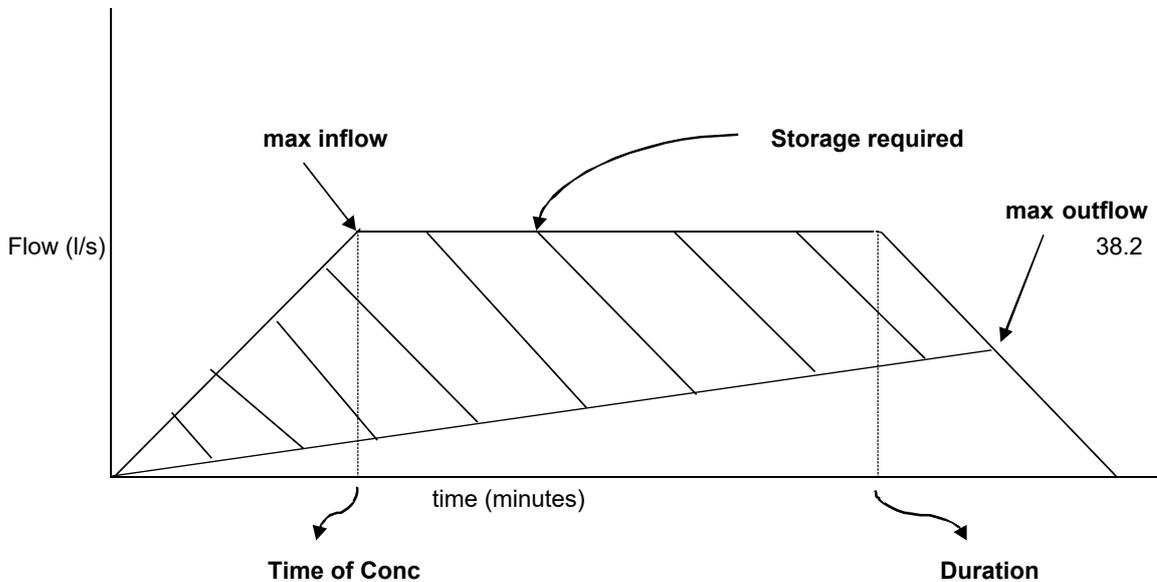
Title: Salisbury Aldi

Date: 02/05/18

Job No: ADL171770

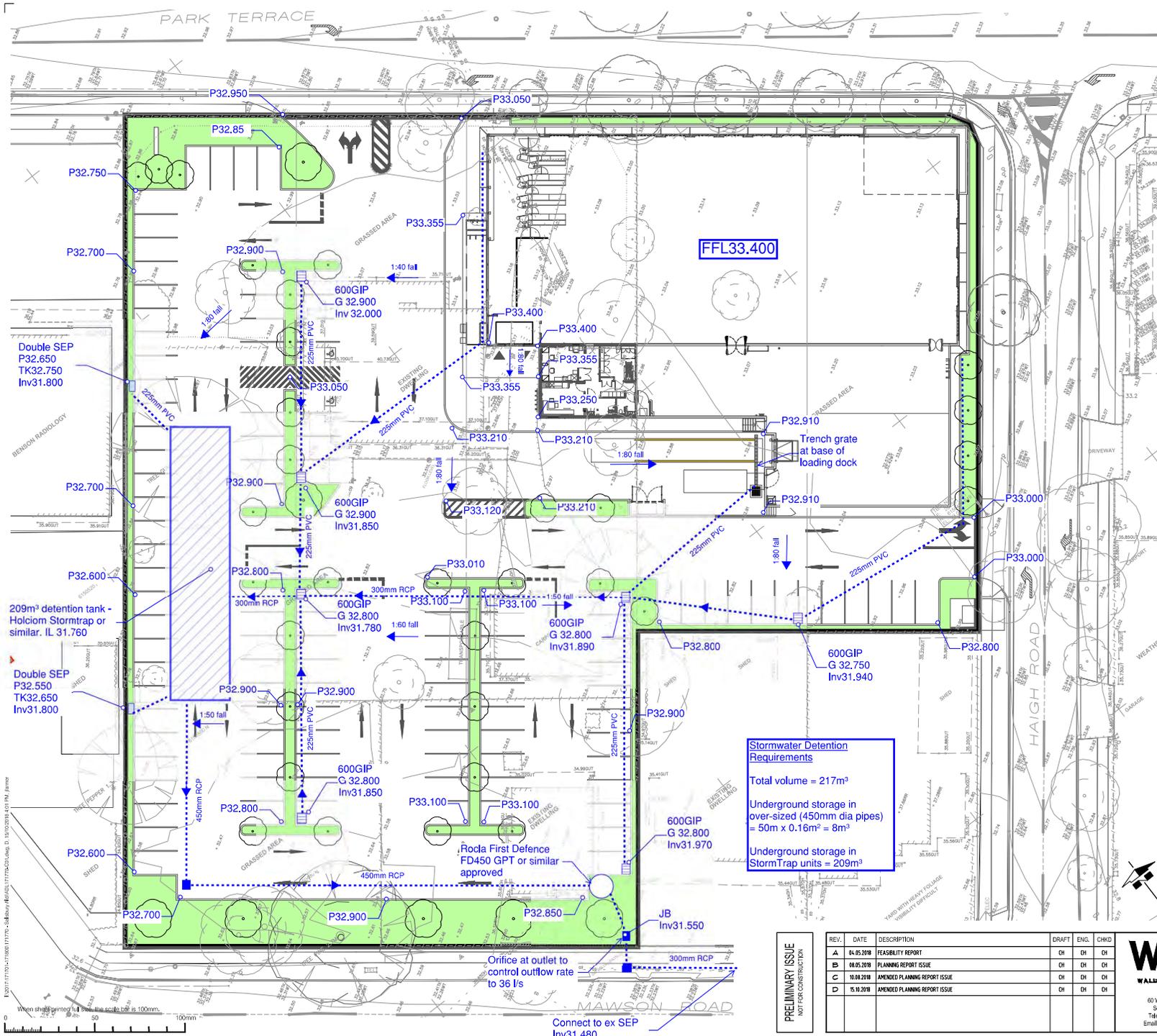
Area	7326	m ²
Coeff Permeability	0.85	
Time of conc.	10	min
ARI Storm	100 Year	▼
Max Outflow Qp	38.2	l/sec

Duration min	Intensity mm/hr	Inflow rate Ip l/sec	Inflow Vol Vi m3	Max Storage Smax m3
10	136	235.2	141.15	118.23
15	110	190.3	171.25	142.60
20	94	162.6	195.12	160.74
30	74	128.0	230.40	184.56
40	62	107.2	257.39	200.09
50	53	91.7	275.03	206.27
60	46.7	80.8	290.81	210.59
70	42.1	72.8	305.85	214.17
80	38.5	66.6	319.66	216.52
90	35.5	61.4	331.59	216.99
105	32	55.4	348.72	216.93
120	29.2	50.5	363.66	214.68
135	26.9	46.5	376.90	210.73
150	25	43.2	389.19	205.83
180	22	38.1	410.99	193.25



APPENDIX F

PRELIMINARY STORMWATER MANAGEMENT PLAN



- Legend**
- P33.05 Finished pavement level
 - Inv31.780 Stormwater invert level
 - L32.850 Landscaping level
 - 600 x 600 grated inlet pit
 - 600 x 600 junction pit
 - Direction of fall

[FFL33.400]

Stormwater Detention Requirements

Total volume = 217m³

Underground storage in over-sized (450mm dia pipes) = 50m x 0.16m² = 8m³

Underground storage in StormTrap units = 209m³

Rocla First Defence FD450 GPT or similar approved

Orifice at outlet to control outflow rate to 36 l/s

Connect to ex SEP Inv31.480

When shaded green fall from the scale bar is 100mm.



PRELIMINARY ISSUE
 NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHD.
A	04.05.2018	FEASIBILITY REPORT	CH	CH	CH
B	06.05.2018	PLANNING REPORT ISSUE	CH	CH	CH
C	10.08.2018	AMENDED PLANNING REPORT ISSUE	CH	CH	CH
D	16.10.2018	AMENDED PLANNING REPORT ISSUE	CH	CH	CH

WGA
 WALLINGBOROUGH GROUP
 ACTIVE

60 Wyatt Street, Adelaide
 South Australia 5000
 Telephone 08 8223 7433
 Email aldsalisbury@wga.com.au

ALDI SALISBURY
 45 PARK TERRACE, SALISBURY S.A.

CIVIL WORKS PLAN

Design	Drawn	Project Number	Sheet No.	Rev.
CH	JPF	ADL171770	C01	D



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CIVIL ENGINEER

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Whyalla SA 5600

Phone: 08 8644 0432

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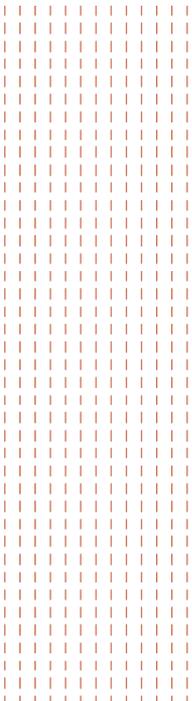




PHOTO 1



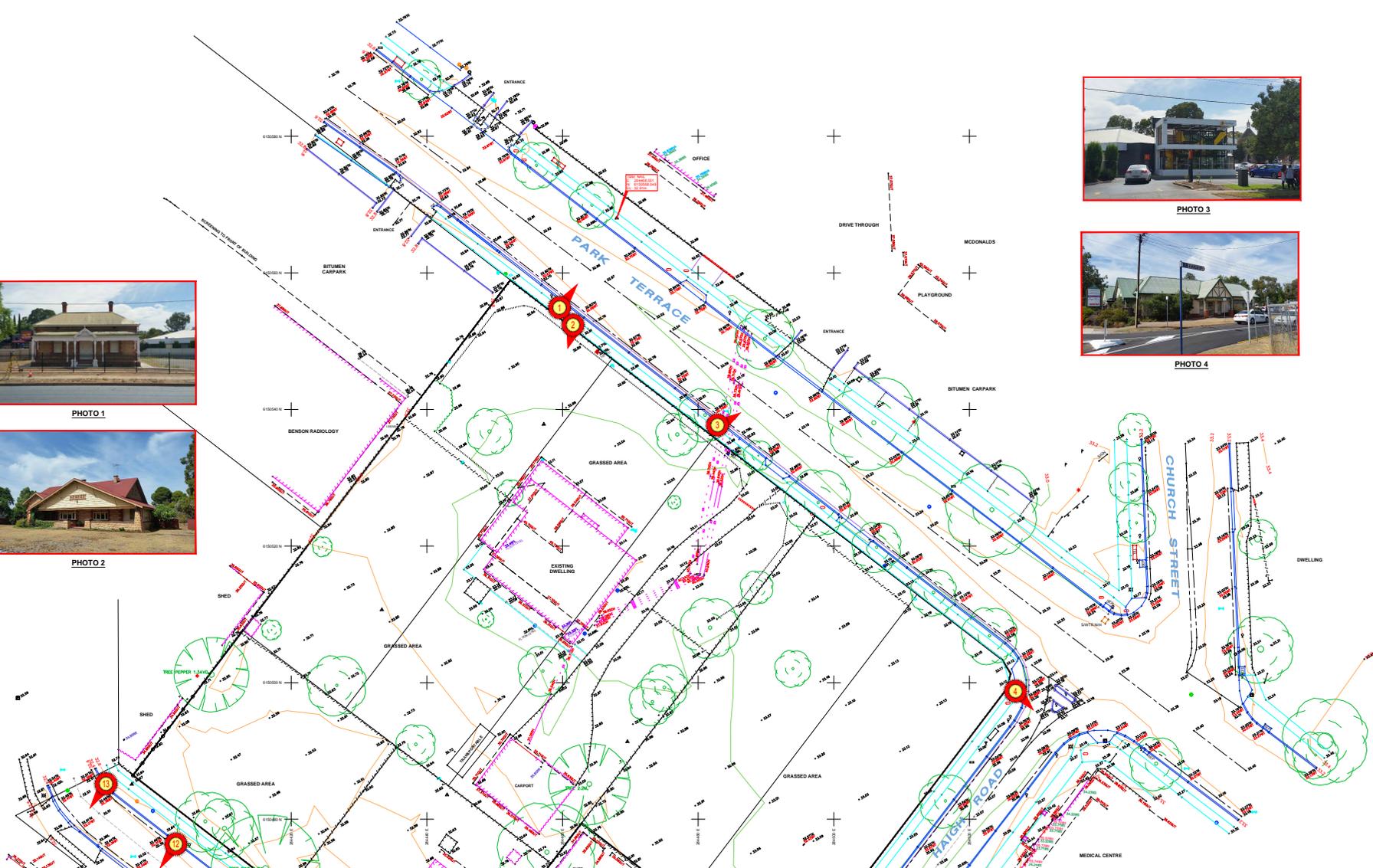
PHOTO 2



PHOTO 3



PHOTO 4



A	01/05/2018	REGULATED TREES REMOVED	BT
DL	DVS	DESIGN	AC
APPROVALS AND APPROVALS		DATE	BY

LEGEND	
	REGULATED TREE REMOVED
	EXISTING DWELLING
	SHED
	GRASSED AREA
	BITUMEN CARPARK
	PLAYGROUND
	DRIVE THROUGH
	OFFICE
	MEDICAL CENTRE
	DWELLING
	BENSON RADIOLOGY
	THATCH ROAD
	CHURCH STREET
	PARK TERRACE

COORDINATE SYSTEM	
HORIZONTAL: TORQUE ORIENTED	
VERTICAL: TORQUE ORIENTED	
SCALE: 1:1000	
DATE: 22/02/2018	
DRAWN BY: BT	
CHECKED BY: BT	

ALEXANDER & SYMONDS PTY. LTD.	
1200	
ORIGINAL SHEET SIZE (A)	
DATE: 22/02/2018	
DRAWN BY: BT	
CHECKED BY: BT	

ALEXANDER & SYMONDS PTY. LTD.	
1200	
ORIGINAL SHEET SIZE (A)	
DATE: 22/02/2018	
DRAWN BY: BT	
CHECKED BY: BT	

Alexander Symonds
CONSULTANTS

**DETAIL & LEVEL SURVEY
45 PARK TERRACE
SALISBURY**

DRAWING NO: A136017 SALISBURY DETAIL(A)

SHEET 1 OF 1

REVISION: A



arborman®
tree solutions
PROFESSIONALS IN ARBORICULTURE

Tree Management Report

Site: 45 Park Terrace, Salisbury

Date: Wednesday, 9 May 2018
ATS4877-45ParTceTMR

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Report Reference Number: ATS4877-45ParTceTMR

Report prepared for

Ashley Greiner, Property Manager, Aldi Stores (A Limited Partnership)

Author

Peter Oates, Consulting Arborist, Arborman Tree Solutions Pty Ltd

Brief

Arborman Tree Solutions was engaged to assess two trees located within and adjacent to 45 Park Terrace, Salisbury and provide information in relation to the following points: -

- Assess the health and structure of the subject trees.
- Assess the trees against the *Development Act 1993* relating to Regulated Trees.
- Recommend management for the trees potentially including crown and root zone treatments and management principles.
- Provide any additional relevant information.

Documents and Information Provided

Site Plan- 2180_ALDI Salisbury_Planning Pack_RevB

Executive Summary

Arborman Tree Solutions undertook an assessment of two trees (Tree 1 and Tree 2) to determine their suitability within a future development as multiple allotments are being considered for redevelopment.

Both Tree 1 and 2 identify as Regulated Trees as defined in the *Development Act 1993* and presented good overall condition. However as they are in direct conflict with the proposal they are deemed to be '*preventing reasonable and expected development*', their removal is required to achieve the development.

Assessment

Observations Tree 1

Tree 1 is identified as *Brachychiton acerifolius* (Illawarra Flame Tree) and its status is as follows:-

Assessment Date:
12 February 2018

Height:
9 metres

Spread:
10 metres

Age:
Mature

Useful Life Expectancy:
>10 years

Health:
Good

Structure:
Good

Circumference:
2.12 metres

Legislative Control Status:
Regulated



- Tree 1 is located in the rear garden as per the attached plan (see Appendix A).
- The tree consists of a single trunk to approximately three metres where it divides to form a wide spreading crown which is typical of the species.
- The root zone consists of a garage, driveway and fence to the south. No recent soil disturbances were noted.
- Health is good as indicated by normal foliage colour and density. No acute levels of pest or diseases were noted.
- Structure is good as indicated by good trunk taper and buttress formation. No structural defects or unstable unions were noted.

Development Plan Objectives and Principles of Development Control

The subject tree attains a “Regulated” trunk circumference measurement and is required to be assessed against the Objectives and Principles of Development Control within the City of Salisbury Development Plan as follows:-

- a) The tree does not make a significant contribution to the visual amenity of the local area and the tree is inconspicuous from the carriageway.
- b) The species is not indigenous to the local area.
- c) The species is not listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- d) The tree does not represent important habitat for native fauna; no nesting sites were noted within the crown and it is not linked to a wildlife corridor.

In the case of tree-damaging activity, the following points are also considered:-

A Regulated Tree should not be removed or damaged other than where it can be demonstrated that one or more of the Principles of Development Control within the City of Salisbury Development Plan apply. These Principles of Development Control are discussed below:

- a) The tree is not diseased nor does it have a short life expectancy.
- b) The tree does not represent a material risk to public or private safety.
- c) The tree is not causing damage to a building.
- d) The tree is preventing development that is understood to be otherwise reasonable and expected. The tree is in direct conflict with the proposal which is unachievable if the tree is retained.

Observations Tree 2

Tree 2 is identified as *Pinus halepensis* (Aleppo Pine) and its status is as follows:-

Assessment Date:

12 February 2018

Height:

16 metres

Spread:

15 metres

Age:

Mature

Useful Life Expectancy:

>10 years

Health:

Good

Structure:

Good

Circumference:

2.70 metres

Legislative

Status:

Regulated

Retention Rating:

- Tree 2 is located on the attached plan (see Appendix A).
- The tree consists of a single trunk to approximately two metres above ground level where first order branches emerge to form a wide spreading crown which is typical of this species and maturity.
- The root zone consists of a pavement to the south and lawn area to the north. No recent soil disturbances were noted.
- Health is good as indicated by normal foliage colour and density. No acute levels of pest or disease were noted within the crown.
- Structure is good as indicated by good trunk taper and buttrees formation. No unstable unions or structural defects were observed.



Development Plan Objectives and Principles of Development Control

The subject tree attains a “Regulated” trunk circumference measurement and is required to be assessed against the Objectives and Principles of Development Control within the City of Salisbury Development Plan as follows:-

- a) The tree makes a significant contribution to the visual amenity of the local area, however it is not consistent with the character of the area.
- b) The species is not indigenous to the local area.
- c) The species is not listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- d) The tree does not represent important habitat for native fauna; no nesting sites were noted within the crown and it is not linked to a wildlife corridor.

In the case of tree-damaging activity, the following points are also considered:-

A Regulated Tree should not be removed or damaged other than where it can be demonstrated that one or more of the Principles of Development Control within the City of Salisbury Development Plan apply. These Principles of Development Control are discussed below:

- a) The tree is not diseased nor does it have a short life expectancy.
- b) The tree does not represent a material risk to public or private safety.
- c) The tree is not causing damage to a building.
- d) The tree is preventing development that is understood to be otherwise reasonable and expected. The tree is in direct conflict with the proposal which is unachievable if the tree is retained.

Discussion

Arborman Tree Solutions undertook an assessment of two trees (Tree 1 and Tree 2) to determine their suitability within a future development as multiple allotments are being considered for redevelopment.

Tree 1 identified as a mature specimen of *Brachychiton acerifolius* (Illawarra Flame Tree) and identified as a Regulated Tree as defined in the *Development Act 1993*. Overall Tree 1 displayed good health and structure however the short height and small crown indicate the limited amenity the tree provides to the community, the tree is inconspicuous from the carriageway and as such does not achieve criteria that indicate it should be protected.

Tree 2 identified as a mature specimen of *Pinus halepensis* (Aleppo Pine) and identified as a Regulated Tree as defined in the *Development Act 1993*. Tree 2 also presented good health and structure. Whilst the tree provides amenity to the locality (due to its height) it is not consistent with the character of the local area.

Arboriculturally Tree 1 and Tree 2 display attributes worthy of their retention however as both are in direct conflict with the proposal they are deemed to be '*preventing reasonable and expected development*', their removal is required to achieve the development.

In summary; this assessment supports the development application to remove the Regulated Trees as both Tree 1 and 2 meet the criteria for removal under the *Development Act 1993* and City of Salisbury Development Plan as;

- Tree 1 does not make a significant contribution to the visual amenity (due to its small and squat crown) of the local area, furthermore it is inconspicuous from the carriageway and public footpath.
- Tree 1 is not indigenous to the local area. It is indigenous to the eastern states (NSW).
- Tree 2 is not indigenous to the local area nor is it consistent with the character of the area.
- Tree 1 and 2 are not listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- Tree 1 and 2 do not represent important habitat for native fauna; no nesting sites were noted within the crown and it is not linked to a wildlife corridor.
- Tree 1 and 2 are preventing development that is understood to be reasonable and expected. The trees are in direct conflict with the proposal and is unachievable if the trees are retained.

Recommendation

1. The subject trees are required to be removed to achieve the proposal.
2. The removal of the subject trees is the best management option as the proposal is unachievable if the trees are retained. Furthermore they are restricting an otherwise reasonable and expected development.

Thank you for the opportunity to provide this report. Should you have any questions or require further information, please contact me and I will be happy to be of assistance.

Yours sincerely



PETER OATES
Consulting Arboriculturist
Diploma of Arboriculture



Glossary

Size:	approximate height and width of tree in metres.
Age:	identification of the maturity of the subject tree.
Useful Life Expectancy:	expected number of the years that the subject specimen will remain alive and sound in its current location and/or continues to achieve the relevant <i>Principles of Development Control</i> .
Health:	visual assessment of tree health.
Structure:	visual assessment of tree structure.
Circumference:	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> .
Root Buttressing:	area of root development as it joins to the trunk base.
Bifurcation:	a stem union supporting ascending stems and potentially containing included bark.

References

Australian Standard AS4373–2007 **Pruning of amenity trees**: Standards Australia.

Appendix A – Tree Location





ALDI Stores

(A Limited Partnership)
ABN 90 196 365 019

84 Gallipoli Drive, Regency Park SA 5010

SOUTH AUSTRALIA

Friday, 4 May 2018

PO Box 82
Enfield Plaza SA 5085
Tel: (08) 8249 8000
Fax: (08) 8249 8053

Mr Kieron Barnes
Senior Associate
ekistics
PO Box 32
Goodwood, SA 5034

Dear Kieron,

Re: ALDI Food Stores - Waste Management Overview & Management - proposed Salisbury Store

ALDI Stores (ALDI) is committed to improving sustainability. ALDI strives to sustain its local and global environment, organisational health and ability to create a positive, viable future. ALDI includes environmental sustainability principles and targets in all aspects of its decision-making.

In order to plan sustainable and effective waste and recycling programs, ALDI receives data on current recycling services from our appointed waste and recycling contractors, these include audits of quantities from different waste streams, rates of contamination and weights of each collection. Analysis of this data results in improvements being communicated and implemented to further improve ongoing initiatives and develop others as required.

ALDI's in store operation is considerably different when compared with other supermarkets. All products ALDI retails are delivered pre-packaged. ALDI do not undertake the preparation of food for sale on site, we do not have an in store delicatessen, butcher, bakery or green grocer. This results in the waste streams and quantities of waste generated being a small proportion of that generated by a conventional supermarket.

The waste generated by an ALDI store is limited to four key areas and is managed and disposed as outlined further below;

General: Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office based waste. All the waste is collected in and disposed in sealed/tied heavy duty plastic rubbish bags prior to being placed in the external bin for collection

Organic: Organic waste which is generated by fruit/vegetables and meat that does not meet the strict quality controls that ALDI require and/or are nearing/past the products best before date. This waste stream is very minimal. In line with our corporate responsibly policy we have partnered with two companies, Foodbank and SecondBite. SecondBite collect from each of our stores every day, they collect 99% of the organic waste referred to above. Foodbank collect from our distribution centre

- Cardboard:** Cardboard waste is generated from used cardboard packaging - waste cardboard is to be collected and stored in an onsite compactor within our back of house store area and collected and returned by ALDI transport to our Distribution Centre for recycling
- Plastic:** Plastic wrapping is collected by ALDI transport and recycled at the ALDI distribution centre.
- Bin size:** Each store is supplied with a single 1.5 cubic metre bin. The bins are fully contained and equipped with a hinged lid and contained in the Bin Enclosure in the loading dock.
- Bin location:** Each store bin is located within a secure enclosure, as per the attached photos of our Victor Harbor store.
- Collection frequency:** The collection of the bin is undertaken by a third party contractor. The contractor will attend the store on average three times per week to collect the contents of the bin. The collection will be managed at ALDI's request at specified times and coordinated to avoid any conflict with ALDI Transport deliveries.
- Collection duration:** The third party contractor will be on site for approximately 3 minutes.
- Truck size:** 10.5m front load truck

Please refer to the included pictures for your reference and reassurance.

Should you require any further information or seek to clarify the contents of this please contact me

Yours sincerely,
ALDI Stores



Nigel Uren
Property Director



Example of standard bin enclosure (ALDI Victor Harbor)



Example of 10.5m front load truck

ALDI Salisbury

Environmental Noise Assessment

October 2018

S4217.24C7

sonus.

Chris Turnbull
Principal
Email: ct@sonus.com.au
www.sonus.com.au

Document Title : ALDI Salisbury
Environmental Noise Assessment

Document Reference : S4217.24C7

Date : October 2018

Prepared By : Chris Turnbull, MAAS

Reviewed By : Jason Turner, MAAS

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INTRODUCTION

An environmental noise assessment has been made of the proposed ALDI supermarket on 45 Park Terrace, Salisbury.

The closest noise sensitive receivers to the proposed ALDI Supermarket are the residences located immediately adjacent to the south of the subject site. There are also noise sensitive residences on the opposite side of Mawson Road, Haigh Street, and Park Terrace, as shown in Appendix A.

The overall development is well considered from an environmental noise perspective with the ALDI store located between the closest residences and the carpark and delivery area. This provides shielding between the existing residences and the noise sources with the highest potential for an adverse impact. The locations of the closest residences and the proposed development are shown in Appendix A.

The assessment considers noise levels at noise sensitive locations from activity at the proposed facility. Specifically, the following noise sources have been considered:

- General car park activity and vehicle movements;
- Delivery activity;
- Operation of mechanical plant servicing the facility; and,
- Rubbish collection.

The assessment has been based on the following:

- *Nielsen Architects* drawings "DA02.4A", "DA03.1A", and "DA05A" with project number "2180", dated October 2018;
- Implementation of all measures described in the ALDI SA, "Delivery & Loading Procedures" (Appendix C) to minimise noise. The procedure includes measures such as turning off the refrigeration and reversing beepers prior to entering the site, minimising truck movements on site, and turning off the truck during unloading; and
- The understanding that:
 - Trade will not occur at the site before 7:00am or after 10:00pm;
 - Delivery trucks will access the ALDI site at any time during the day or night;

- All delivery trucks accessing the ALDI site will have down swept (low level discharge) exhausts, attenuated compressed air release and a noise level equivalent to that measured at the ALDI Derrimut distribution centre (Victoria, 2014); and,
- The ALDI store's refrigeration units will operate at all times during the day and night, however air conditioning, fans and the compactor will not operate before 7:00am or after 10:00pm.

This assessment summarises the prediction of noise from the proposed ALDI, compares the predictions with the relevant criteria, and provides recommendations for acoustic treatment to ensure that the noise from the proposal does not detrimentally affect the amenity of the locality.

CRITERIA

Development Plan

The proposed site and all surrounding residences are located within an Urban Core (Salisbury) Zone of the Salisbury Council Development Plan (the Development Plan). The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

General Section – 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:
....
(b) Noise
....*
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.
....*
- 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 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.*

Environment Protection (Noise) Policy 2007

Principle of Development Control 7 from the Development Plan references the Environment Protection (Noise) Policy 2007, which provides goal noise levels to be achieved at residences from general activity at a site and specific provisions for other activity such as rubbish collection.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses and the “development” nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

- An average (L_{eq}) noise level of 52 dB(A) during the daytime (7am to 10pm); and,
- An average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the goal noise levels of the Policy, penalties may be applied for each characteristic of tone, impulse, low frequency and modulation of the noise source, however this must be considered within the context the existing acoustic environment. The application of penalties is discussed further in the Assessment section of this report.

Noise from Rubbish Collection

The Policy deals with rubbish collection by limiting the collection hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sunday or public holiday, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

ASSESSMENT

General Activity

Carpark Activity and Vehicle Movements

The noise from car park activity and vehicle movements on the site has been predicted at the nearby residences, based on noise measurements conducted at similar sites. These measurements account for the noise associated with:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and,
- typical vehicle movement through a carpark.

Mechanical Plant

As is typical at the development application stage, the proposed cool room and air conditioning plant units have not yet been designed or selected. The assessment of the mechanical plant has therefore been based on previous noise measurements and procured data at similar facilities. The subsequent overall sound power level data for the following mechanical plant components are summarised in Appendix B:

- 3 x Daikin RX(Y)Q12TY1A air conditioning units;
- 1 x Daikin RX(Y)Q18TY1A air conditioning units;
- 1 x Daikin RX(Y)Q20TY1A air conditioning units; and,
- 1 x condenser unit;

The noise level and any acoustic treatment associated with mechanical plant should be reviewed during the detailed design phase, should the final equipment selections have different sound power levels or should a different number of units be proposed to those specified within this report.

Deliveries

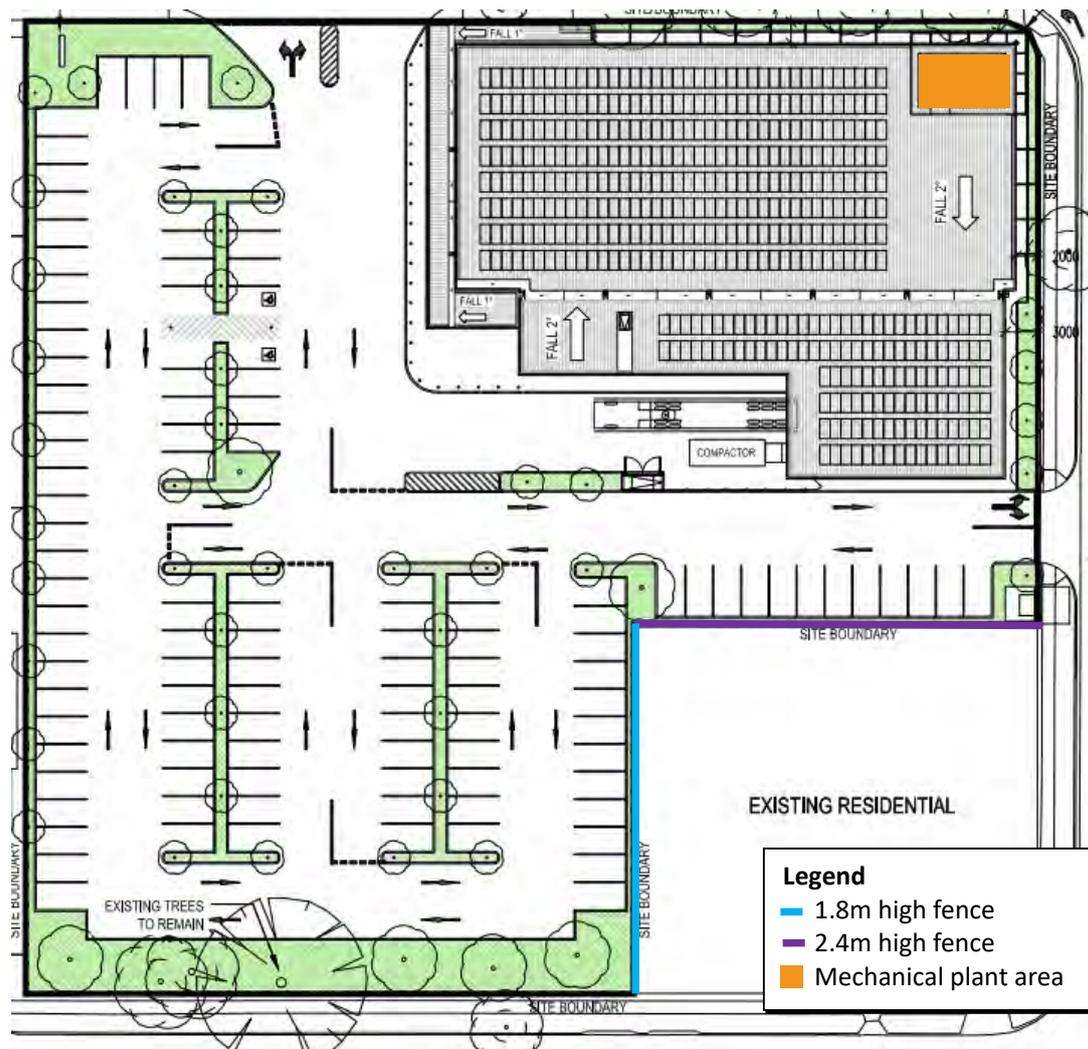
The noise from deliveries to the ALDI supermarket has been predicted based on specific noise measurements of ALDI trucks for each of the following processes, conducted in accordance with the ALDI SA "Delivery & Loading Procedures" (refer Appendix C) which include turning off the truck refrigeration equipment and reversing beepers:

- driving into a site;
- reversing into a loading dock and stopping the engine;

- unloading, and;
- starting the engine, accelerating and driving out of the site.

The predictions of noise from deliveries have been based on a single delivery in any 15-minute period of the day or night.

Figure 1: Site plan and recommended acoustic treatments.



Compactor

The noise from compactor operation has been determined at the receivers based on predictions provided in the Marshall Day Acoustics report "LT001 2010139 addendum ALDI Geelong West revised site plan" prepared for ALDI Geelong West.

Recommended Treatments

Based on the above, the goal noise levels of the Policy will be achieved with the following acoustic treatments:

- Construct 1.8m and 2.4m high fences for the extents shown in Figure 1 as BLUE as PURPLE, respectively. The barriers should be constructed from a solid material such as sheet steel “Colorbond” or similar, and be sealed airtight at all junctions including joins to the building, ground, and other fences;
- Locate all mechanical plant on the roof of the ALDI building within the designated area indicated in ORANGE in Figure 1; and,
- To ensure there is not unreasonable interference from noise from rubbish collection, it is recommended that the hours of rubbish collection from the site be restricted to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

Combined Noise Levels

The predicted noise level from general activity at the facility operating concurrently has been determined and with the inclusion of the acoustic treatments detailed in this report will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* during the day and night. The predicted noise levels at the closest residences will be no more than 50 dB(A) and 44 dB(A), including any relevant penalties, during the day and night periods respectively.

During the daytime, a penalty for modulating noise character from vehicles on the site is considered to be unwarranted given the proximity of the affected residences to an existing car park and traffic on Park Terrace. The predicted noise from vehicles on the site is expected to be below that from traffic on public roads during the hours of operation, and therefore will not be dominant within the acoustic environment.

A 5 dB(A) penalty has been conservatively applied to the noise from delivery truck movements at night. It is expected that noise from existing traffic on Park Terrace will be significantly lower during the night such that the truck noise may be considered dominant at some locations.

CONCLUSION

An environmental noise assessment has been made of the proposed ALDI supermarket on 45 Park Terrace, Salisbury.

The assessment considers noise at nearby residences from car park activity, vehicle movements, delivery activity, mechanical plant, and rubbish collection within the context of the surrounding acoustic environment to ensure the proposal does not adversely impact on the amenity of the locality.

The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising;

- Specific fence heights and constructions;
- Specific location of mechanical plant; and,
- Restricting the times for rubbish collection and compactor operation.

It is therefore considered that the facility has been designed to *minimise adverse impact and conflict between land uses, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: Site Plan & Residences

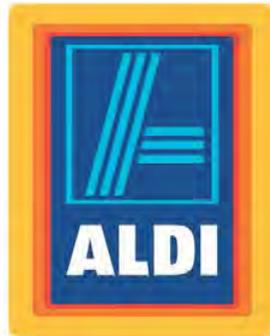


APPENDIX B: Noise Source Sound Power Level Data

Equipment/Activity		Sound Power Level
Carpark Activity and Vehicle Movements	Car movement	82 dB(A)
	General carpark activity	77 dB(A)
Mechanical Plant	Condenser	86 dB(A)
	Daikin RX(Y)Q12TY1A	68 dB(A)
	Daikin RX(Y)Q18TY1A	70 dB(A)
	Daikin RX(Y)Q20TY1A	71 dB(A)
Deliveries	Truck forward	98 dB(A)
	Truck reverse	97 dB(A)
Compactor	Compactor	92 dB(A)

APPENDIX C: ALDI Delivery & Loading Procedures

ALDI SOUTH AUSTRALIA



DELIVERY & LOADING PROCEDURES

ALDI DELIVERY & LOADING PROCEDURES

- ALDI own, operate and control all of its supply and logistics via its purpose built Distribution Centre. South Australia's Distribution Centre is under construction in Regency Park.
- ALDI's supply chain and logistics operates on a palletised system. All products are delivered to our Distribution Centre on pallets. The same product is then loaded onto delivery trucks; delivered to the store and in many cases the same pallet is then located on the retail floor. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors.
- With all ALDI supplies delivered directly to our Distribution Centre, ALDI then undertake consolidated store deliveries to each store via its own fleet of trucks/trailers and ALDI employed drivers.
- ALDI Stores do not undertake "night fill" or store replenishment outside retail trading hours therefore the stores close and staff leave very shortly after retail close. Deliveries are however enabled to be undertaken throughout a full 24 hour period to any store given the Distribution Centre operates 24/7 and our own truck and drivers are able to access and unload to a store without the store being open or trading.
- With the dedicated ALDI supply chain direct from our Distribution Centre to a store, only a maximum of two ALDI deliveries are undertaken within a 24 period to each store. The only exception is one bread delivery from a bakery supplier, which is undertaken in a small rigid truck, once per day.
- The ALDI truck movement, on any site, typically takes between 1 to 2 minutes, with the truck moving onto the site, stopping, reversing and engaging with the purpose built loading dock.
- The prime mover is always turned off during unloading.
- Given the palletised system and dedicated dock connection the total delivery period is on average 15 minutes from the moment the truck is docked. The unloading is undertaken by only one person being the ALDI truck driver.
- All products are unloaded from within the trailer directly inside the building using a manually operated pallet jack. (No forklifts are used and no external activity occurs outside the truck). The trailers are sealed and connected to the building via a dedicated dock leveller and dock curtain.
- The ALDI prime movers and trailers are purpose built to ALDI specifications.
 - All trailers are built with a reversing camera which is connected to a driver display in the cabin of the prime mover.
 - All trailers are also able to be controlled from within the cabin to turn-off the reversing beepers (if required) and the refrigeration units (if required).
- All ALDI loading docks are fitted with motion sensors and automatic lighting to ensure that night time deliveries benefit from appropriate surveillance including safe reversing manoeuvres without reversing beepers (where required).
- All drivers are briefed and aware of each site and any site specific circumstances or restrictions that are applicable for that store.
- If an acoustic assessment requires any specific noise management then either or both the refrigeration and reversing beepers can be turned off including any requirement to do so whilst transiting past any noise sensitive areas.
- As a result of the above, where other retailers cannot, ALDI consistently can comply with any prescribed operational or acoustic requirements of either the Environmental Protection Authority and any relevant local statutory requirements when performing night time deliveries.
- Coupled with the above where additional on-site acoustic mitigation measures are required/recommended ALDI will construct these to further alleviate and mitigate any potential noise interface issues i.e. Acoustic screens, fences and/or gates.

PROPOSED ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SOUTH AUSTRALIA



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PROPOSED ALDI SALISBURY

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REV	DATE	DESCRIPTION	DRN	CHKD
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LEGEND	
BOUNDARY	
ALDI STORE	

01 LOCATION PLAN
1:1500



CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
LOCATION PLAN
PROPOSED

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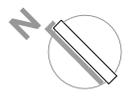
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PROJECT No 2180A	DRAWING No DA01	STATUS DA	REV A



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CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
CONTRACT TITLES
EXISTING

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NOV 2018

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PROJECT No
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DRAWING No
DA01.1

STATUS
DA

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A

LEGEND	
EXISTING BOUNDARIES	

01 CONTRACT TITLES - EXISTING
1:500 PROPOSED



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LEGEND

ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	



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ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
CONTRACT TITLES
PROPOSED

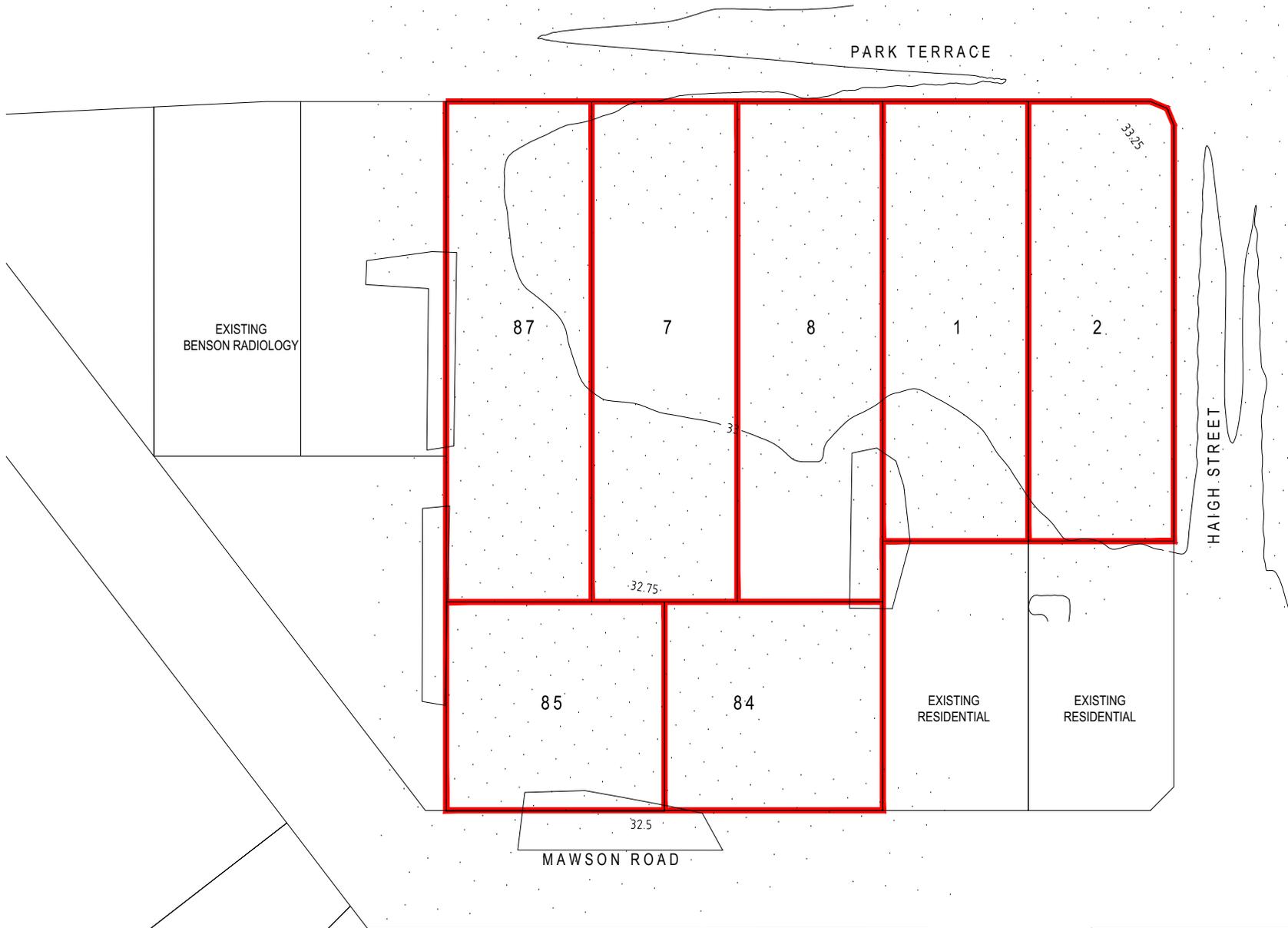
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01 CONTRACT TITLES - PROPOSED
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LEGEND	
EXISTING BOUNDARY	
EXISTING CONTOUR	0.00
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00



CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
EXISTING SITE PLAN

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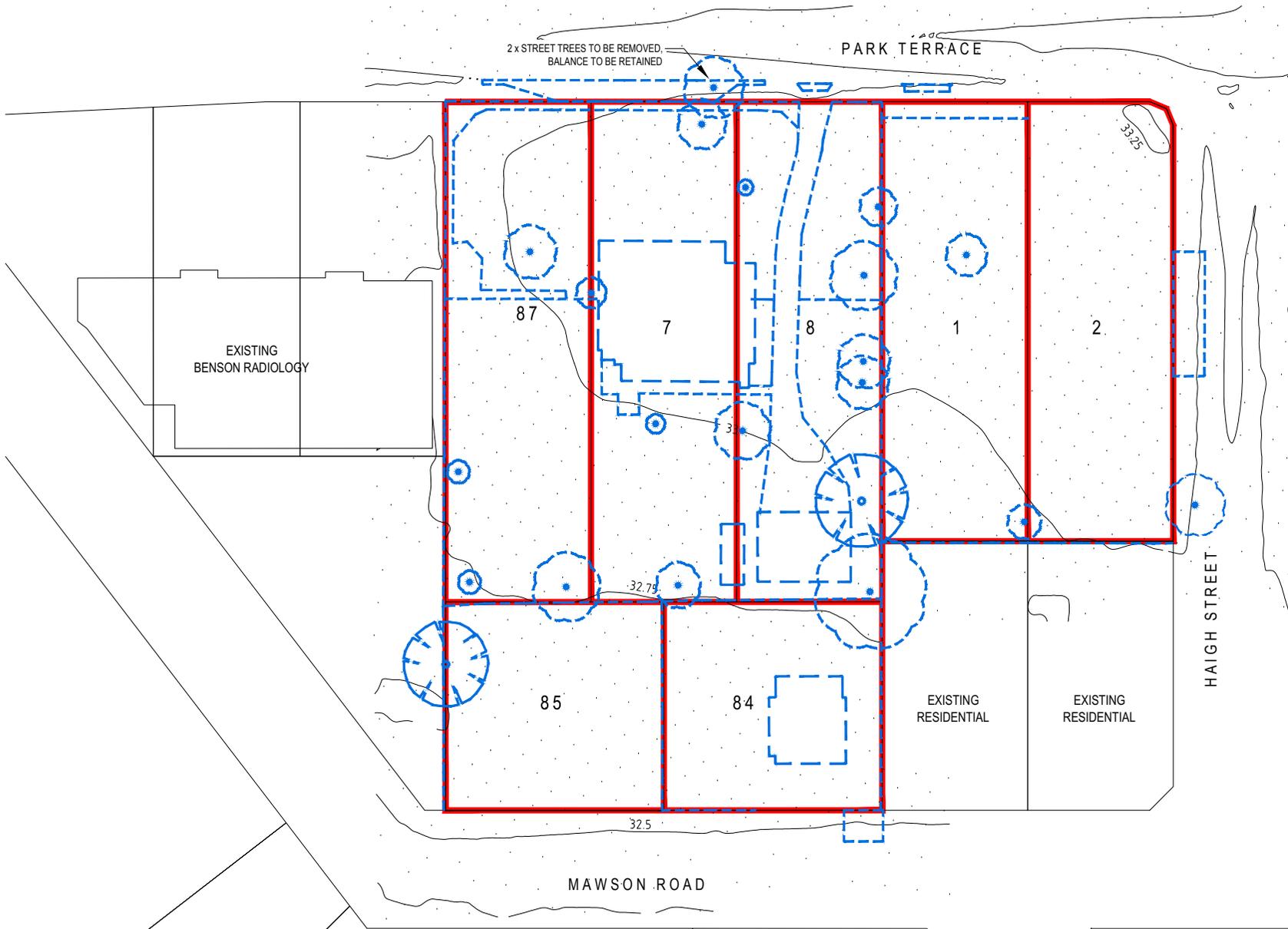
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01 EXISTING SITE PLAN
1:500 EXISTING

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REV	DATE	DESCRIPTION	DRN	CHKD
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LEGEND	
EXISTING BOUNDARY	
STRUCTURES AND ITEMS TO BE DEMOLISHED	
EXISTING CONTOUR	 - 0.00
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00



01 DEMOLITION SITE PLAN
1:500 PROPOSED

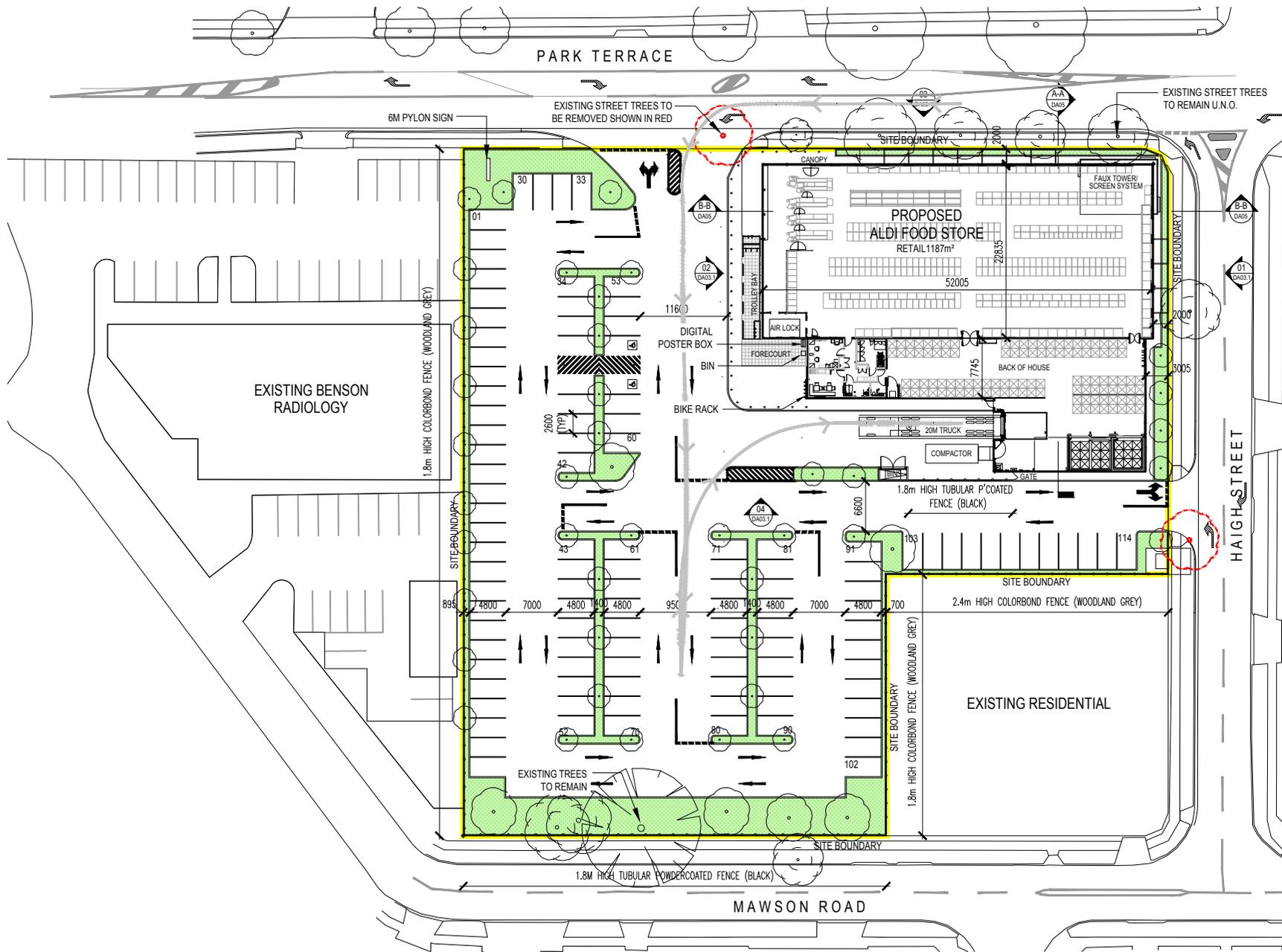
CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
DEMOLITION SITE PLAN

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DEVELOPMENT	
TOTAL SITE AREA	7326m²
ALDI DESCRIPTION	
ALDI GROSS AREA	1784m²
ALDI NETT AREA	1728m²
RETAIL NETT AREA	1187m²
BOH NETT AREA	460m²
AMENITIES NETT AREA	81m²
REMAINING NETT AREA	541m²
BOH PALLETS	108
CHILLER LENGTH	43.75m
SIZE OF TRUCK	20m
CARPARKING	
TOTAL NUMBER OF CARS	114

01 PROPOSED SITE PLAN
1:500 PROPOSED

CLIENT
ALDI STORES

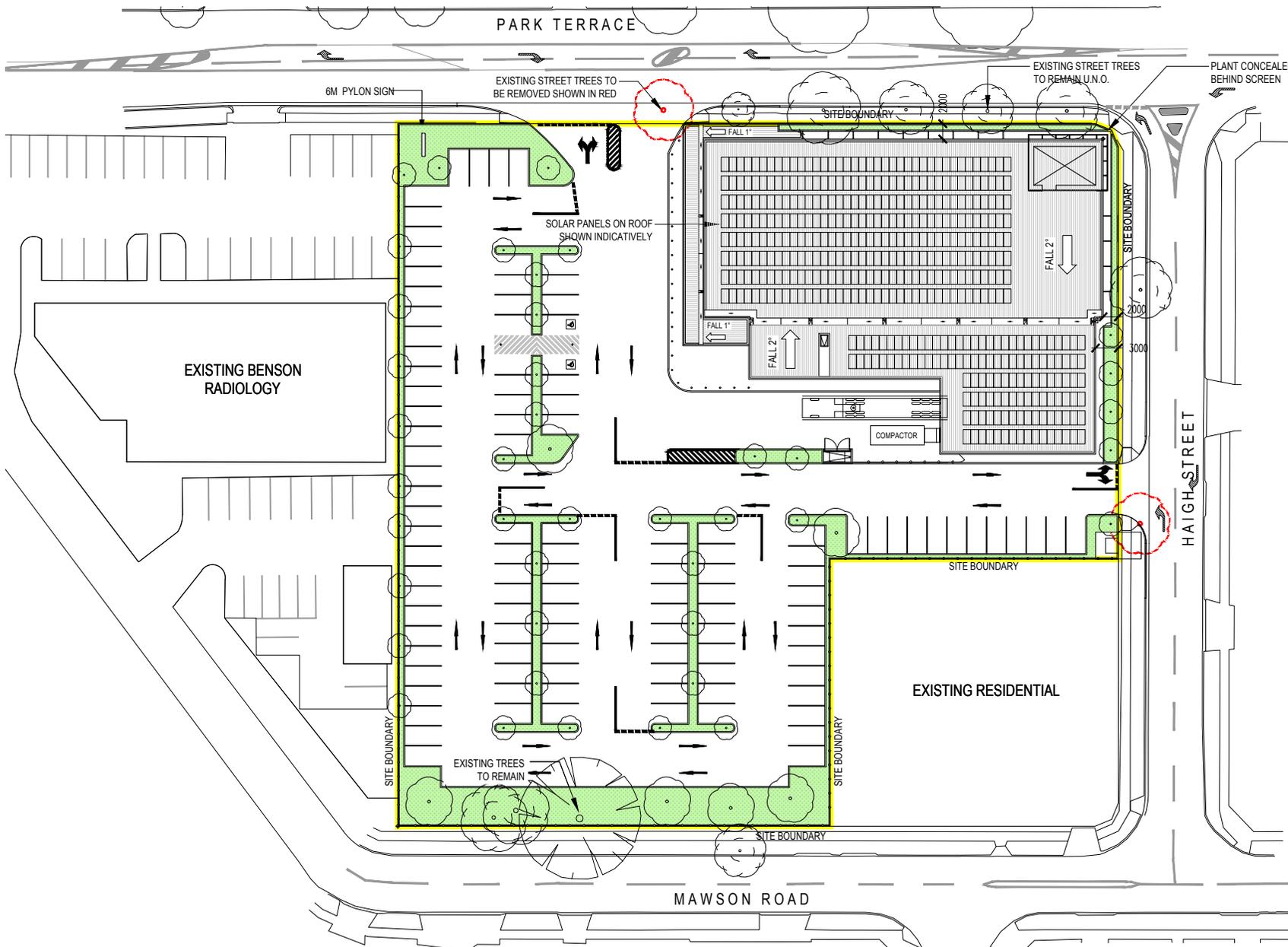


PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED SITE PLAN

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01 PROPOSED ROOF PLAN
1:500 PROPOSED

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED ROOF PLAN

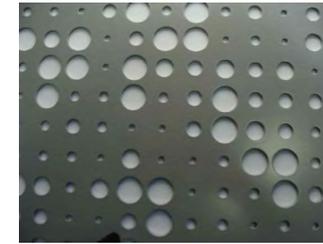
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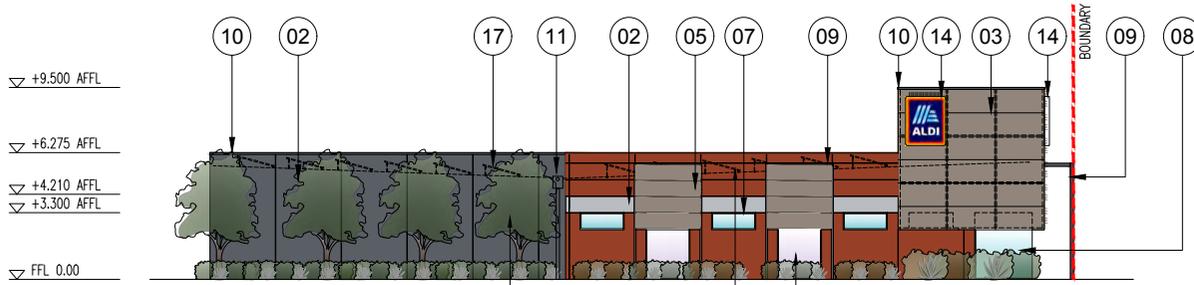
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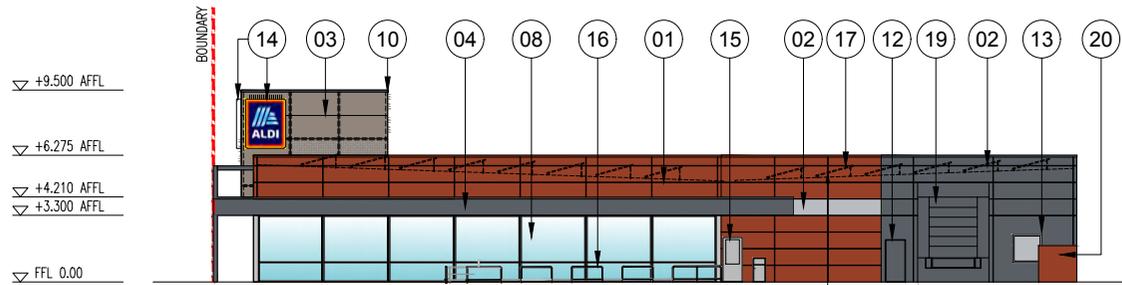
MATERIAL SCHEDULE	
01	PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
02	PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
03	PERFORATED POWDERCOATED SCREEN DULUX 'COPPER KINETIC' AFFIXED OVER STEEL FRAME
04	FIBRE CEMENT FASCIA DULUX 'DRIVETIME'
05	PERFORATED POWDERCOATED SCREEN DULUX 'COPPER KINETIC'
06	POWDERCOATED PLANT LOUVERS & FRAME DULUX 'BASALT'
07	ANODISED ALUMINIUM WINDOW FRAMES NATURAL FINISH
08	SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
09	STEEL SUNSHADE FRAMES - PAINTED FINISH COLORBOND 'MONUMENT'
10	COLORBOND CAPPING COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH
11	RAIN HEAD AND DOWNPIPES COLORBOND 'BASALT'
12	DOOR & FRAME DULUX 'DRIVETIME'
13	COMPACTOR DOOR & FRAME - DULUX 'OLDE PEWTER'
14	ALDI ILLUMINATED SIGNS
15	DIGITAL POSTER BOX
16	TROLLEY BAY
17	SOLAR PANELS BEHIND ROOF FORM
18	OBSCURED GLAZING TO LOWER PORTION OF WINDOW
19	PANEL LIFT DOOR COLORBOND 'BASALT'
20	PRECAST PANELS TO BIN STORE, PAINTED FINISH DULUX 'FLUORESCENT FIRE'



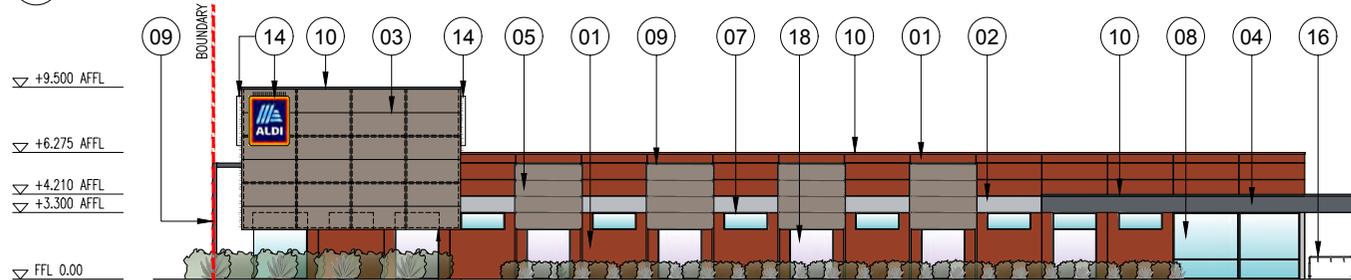
05 PERFORATED SCREEN
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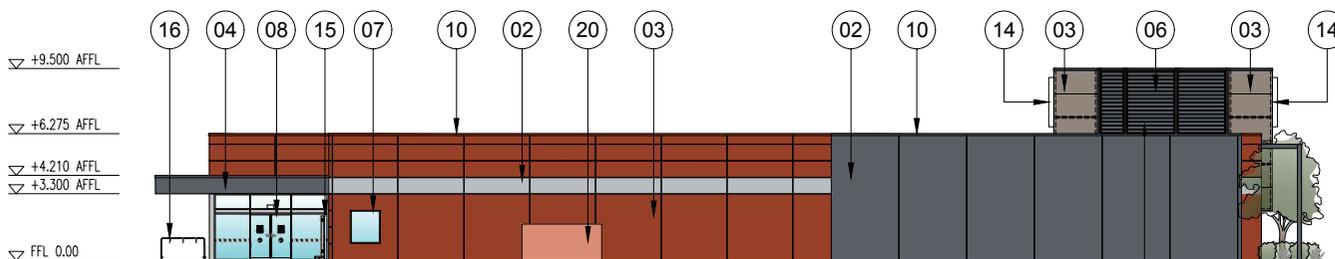
01 EASTERN ELEVATION
DA02.3 1:250 PROPOSED
TALL SCREENING TREES PER LANDSCAPE ARCHITECTS LAYOUTS
ROOF FORM BEHIND PARAPET SHOWN DASHED
OBSCURED GLAZING TO LOWER PORTION OF WINDOW UNITS



02 WESTERN ELEVATION
DA02.3 1:250 PROPOSED
SOLAR PANELS CONCEALED BEHIND PARAPET SHOWN DASHED



03 NORTHERN ELEVATION
DA02.3 1:250 PROPOSED
GLAZING TO CONTINUE BEHIND SCREEN, SHOWN DASHED



04 SOUTHERN ELEVATION
DA02.3 1:250 PROPOSED
PLANT EQUIPMENT CONCEALED BEHIND SCREEN

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
ALDI EXTERNAL ELEVATIONS

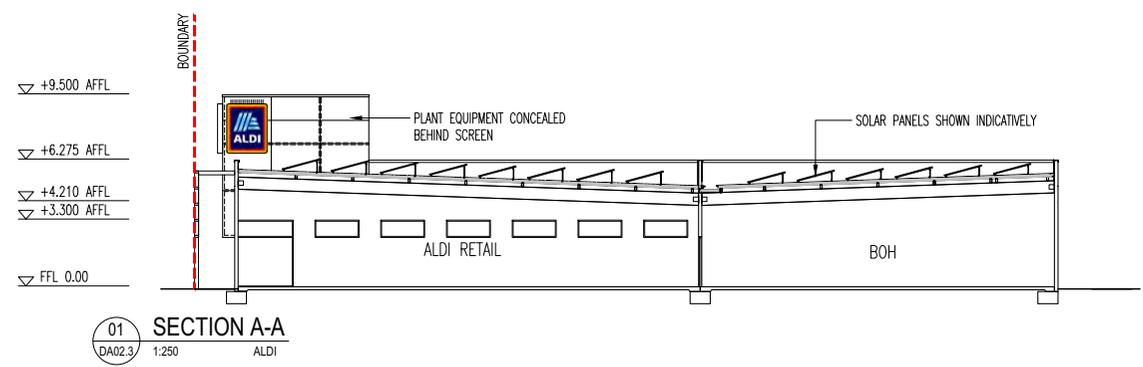
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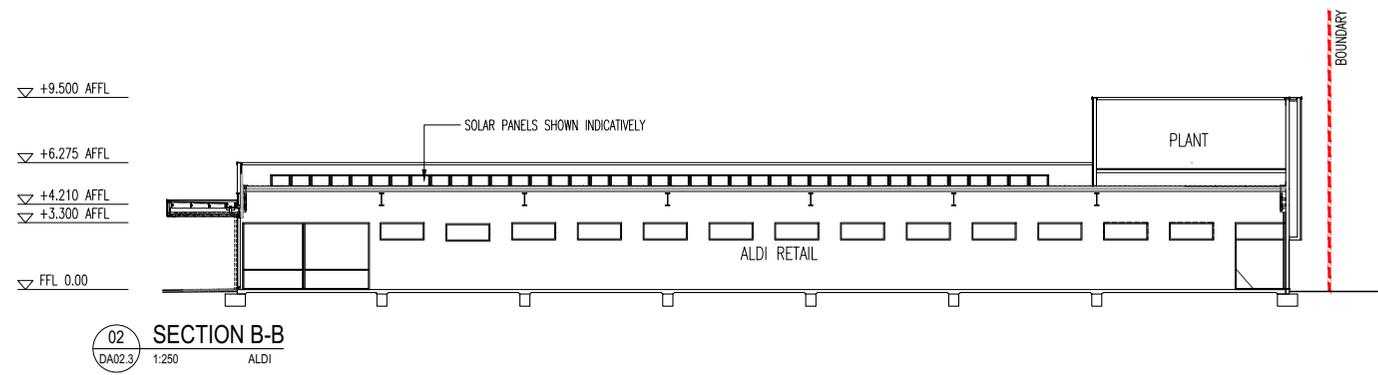
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01 SECTION A-A
DA02.3 1:250 ALDI



02 SECTION B-B
DA02.3 1:250 ALDI

CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

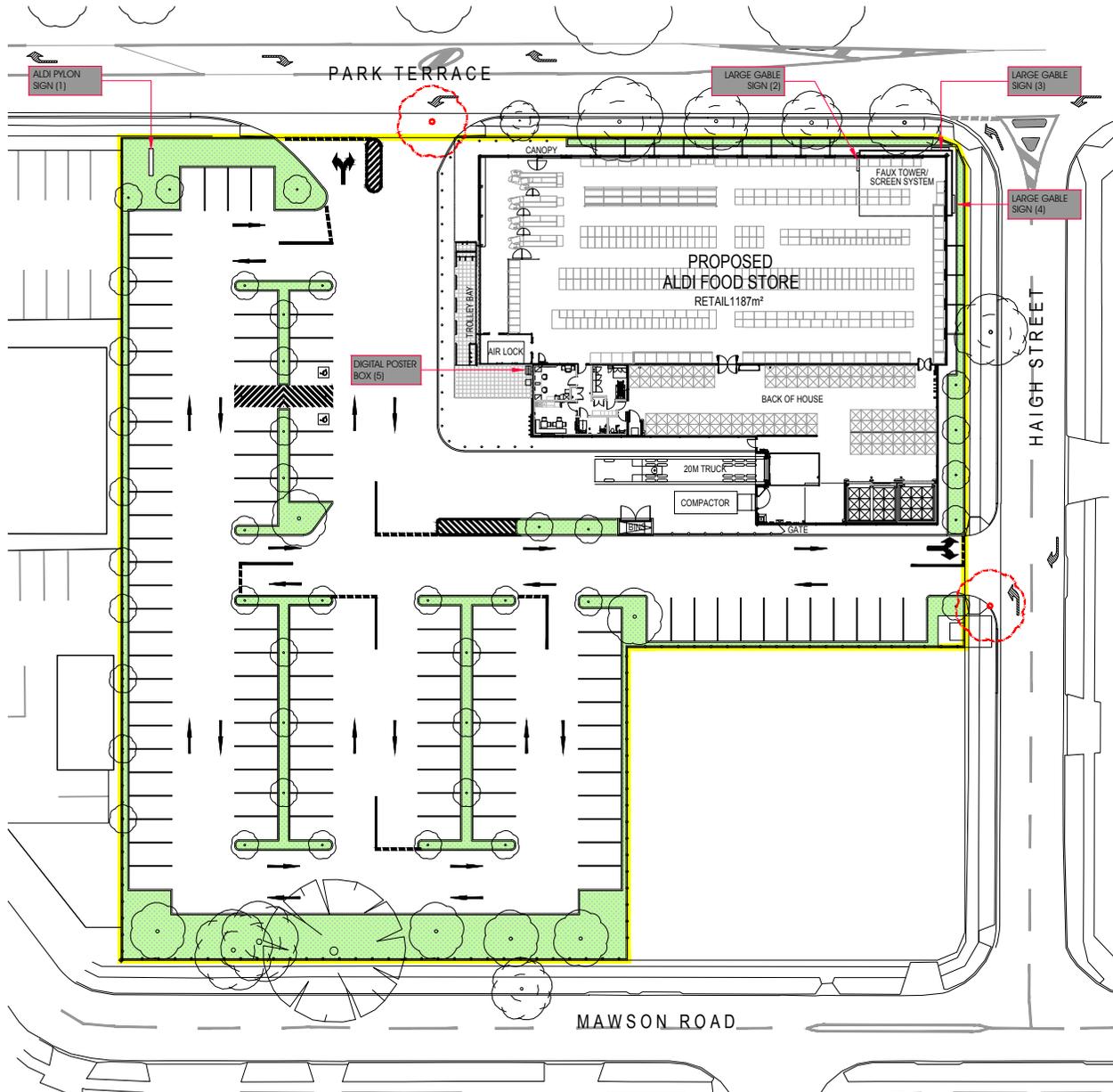
DRAWING
SECTIONS

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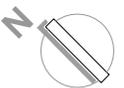
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01 SIGNAGE PLAN
1:500 PROPOSED



CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE PLAN

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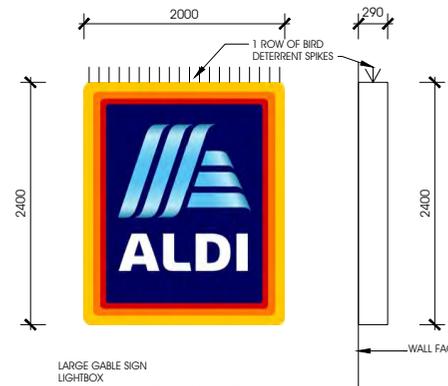


POLE
324 DIA. X 6MM CHS
1.95m TALL
32mm MS BASE PLATE
HOT DIPPED GALVANISED
MIO PAINT FINISH

FOOTING
CONCRETE FOOTING TO ENGINEERS DETAIL

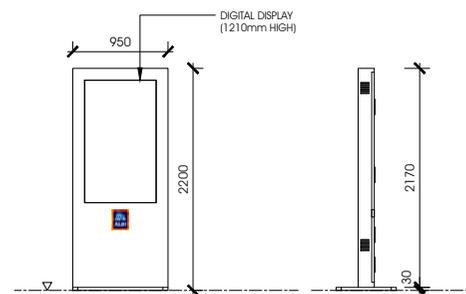
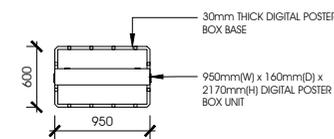
LIGHTBOX
LIGHT BOX 01-3600 X 3000 X 550 DOUBLE SIDED
LIGHT BOX 02-450 X 3000 X 550 DOUBLE SIDED
FLEX FACE BOX
INTERNAL MILD STEEL FRAME
ALUMINIUM 02 FLEX FACE EXTRUSION
1.6mm ALUMINIUM EXTERNAL CLADDING
2 PACK POLYURETHANE INTERNAL FINISHES
MIO PAINT FINISH TO EXTERNAL SURFACE
INTERNAL DAYLIGHT FLUORESCENT LIGHTING
MILFORDS SX GRADE FLEX FACE (NO VISIBLE JOINS)
TECHNOGRAPH AND 3M SELF-ADHESIVE VINYL
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

01 ALDI PYLON SIGN (1)
1:50



LARGE GABLE SIGN
LIGHTBOX
2000w X 2400h X 292mm SINGLE SIDED
FLEXFACE WALL SIGN:
DIR-571 OR SIMILAR 200mm ALUM. SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUM
CLADDING TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT'
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT; CALVIN - 40,000
LUMENS 16,500

02 LARGE GABLE SIGN (2, 3, 4)
1:50



03 POSTER BOX (5)
1:50

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE DETAILS

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-	-	-	-	-



01 PROPOSED 3D VISUAL RENDER 1
- NTS

CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 1

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PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.1	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD



01 PROPOSED 3D VISUAL RENDER 2
- NTS

CLIENT
ALDI STORES



PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 2



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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.2	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 PROPOSED 3D VISUAL RENDER 3
- NTS

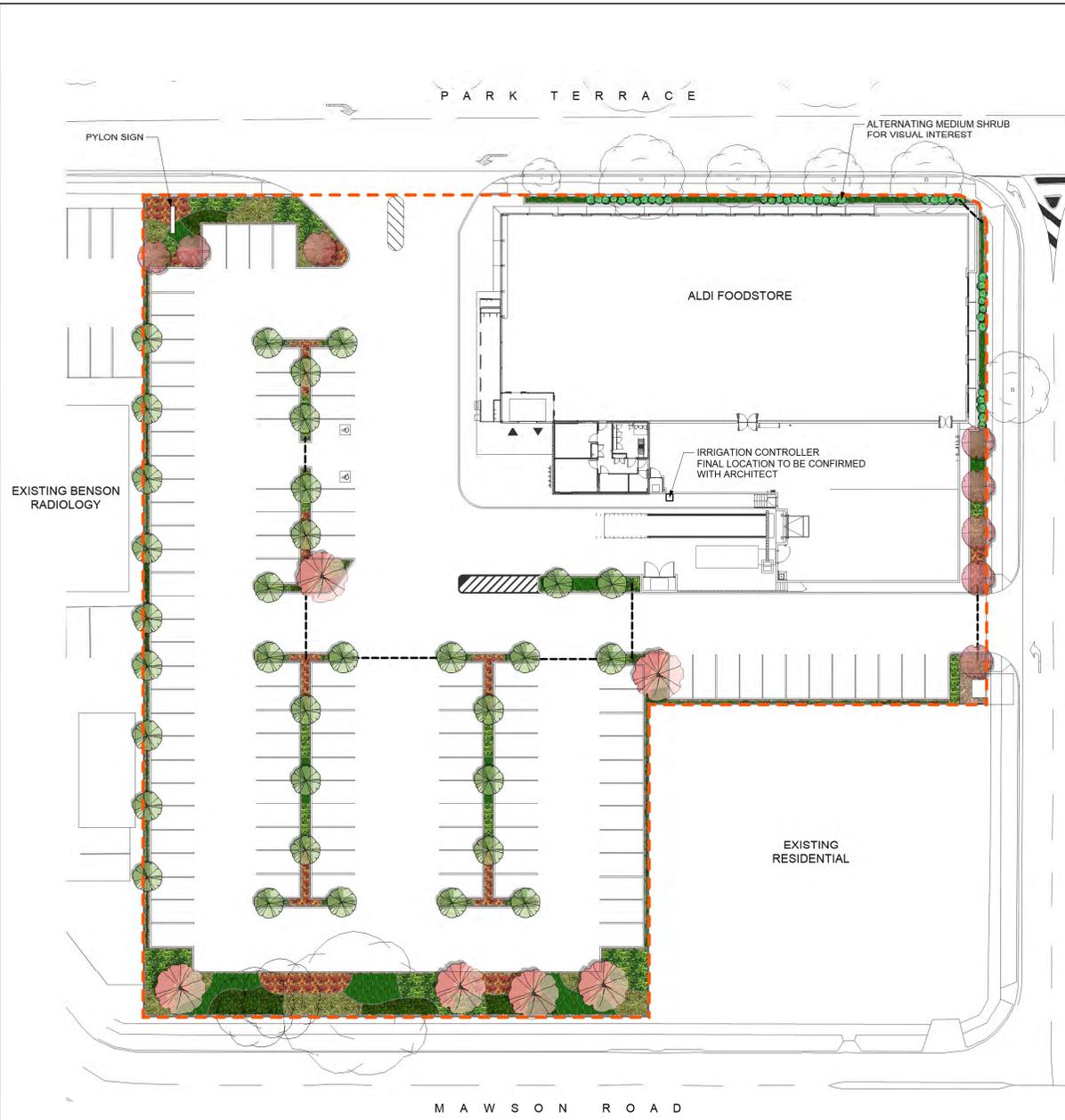
CLIENT
ALDI STORES 

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.3	DA	-



PLANTING NOTES

PLANTS HAVE BEEN SELECTED TO GIVE A STRONG IDENTITY TO ALL ALDI STORES. EACH SPECIES SERVING A SPECIFIC FUNCTION.

THE STREET FRONTAGE GARDEN BEDS ARE TO BE LOW GROWING MASS PLANTED AREAS TO PROVIDE A BARRIER TO UNDESIRABLE PEDESTRIAN ENTRY.

FEATURE PLANTING WILL BE SITUATED AT ALL VEHICLE AND PEDESTRIAN ENTRIES, PROVIDING AN INSTANT IMPACT FOR SHOPPERS ENTERING THE CAR PARK. THIS WILL BE ACHIEVED THROUGH CONTRASTING COLOUR AND TEXTURES.

TREES ARE PROPOSED TO BE CLEAN TRUNKED SPECIES THAT PROVIDE SHADE TO THE CARPARK BUT ENABLE SIGHTLINES TOWARDS THE ALDI STORE FRONT AND FOR PEDESTRIAN SAFETY.

LEGEND

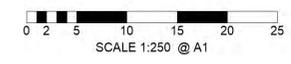
- SMALL TREES (LAGERSTROEMIA INDICA)
- SMALL TREES (PYRUS CALLERYANA 'CAPITAL')
- MEDIUM TREES (FRAXINUS ANGUSTIFOLIA 'RAYWOODII')
- EXISTING TREES TO BE RETAINED
- PROPOSED LOW SHRUBS & GROUNDCOVERS
- MEDIUM SHRUBS
- MULCH ONLY BED
- IRRIGATION CONDUIT (100MM DIA PVC PIPE)
- SITE BOUNDARY

PLANT PALETTE

TREES



LOW SHRUBS & GROUNDCOVERS



PRELIMINARY
 NOT FOR CONSTRUCTION



In reply please quote 2018/01920, Process ID: 547462
Enquiries to Marc Hryciuk
Telephone (08) 7109 7877
E-mail dpti.luc@sa.gov.au

DEVELOPMENT DIVISION
Transport Assessment
and Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

21 December 2018

State Planning Commission
C/- Mr Ben Scholes
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Scholes

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/E013/18
Applicant	Aldi Stores Pty Ltd
Location	41-47 Park Terrace and 10 -14 Mawson Road, Salisbury
Proposal	Demolition of two dwellings and construction of a supermarket (ALDI shop) with associated signage, car parking, earthworks, landscaping and removal of a regulated tree

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*.

Access and Road Safety

The subject site abuts Park Terrace, an arterial road under the care, control and management of the CoH and Haigh Street and Mawson Road, local roads under the care, control and management of the City of Salisbury. The adjacent section of Park Terrace is identified as 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, Park Terrace carries approximately 13,300 vehicles per day (4% commercial vehicles) and has a speed limit of 60km/h.

The proposed development will be accessed via Park Terrace and Haigh Street. The Park Terrace access will be provided with a right turn lane and cater for all turning movements. In response to previous advice to 361/E005/18, dated 30 July 2018, it is noted that the proposed painted median treatment incorporates a right turn lane for the development to the east and west of the right turn into the subject site. This arrangement is supported.

It should be noted that in the event that the right turn out movements at this location result in safety and operational concerns, DPTI reserves the right to modify the median arrangements. As the subject development is likely to increase the number of pedestrian movements in the locality, particularly across Park Terrace, consideration should be given to the provision of a pedestrian refuge as part of the proposed median design.

It is noted that the proposed car parking layout incorporates a three-way junction immediately adjacent to the access. This arrangement has the potential to result in vehicles propping in close proximity of the access in order to turn right into the east-west car parking aisle, reducing the safe and efficient operation of the access. It is noted that this same issue was raised in 361/E005/18 and that amended plans were provided as part of that application addressing the department's concerns. Accordingly, it is therefore recommended that this arrangement be reviewed and modified in a similar manner to minimise potential conflicts in the vicinity of Park Terrace.

Further to the above, consideration should be given to providing connectivity between the western portion of the subject carpark and the front car park of the adjacent commercial building as this would improve circulation between the two sites and therefore reduce conflict on Park Terrace.

Whilst the proposed development will be accessed by semi-trailers up to 19 metres in length, it is noted that the loading arrangements have been designed to cater for 20-metre semi-trailers in the event that these vehicles are approved for use in the future. It is noted that the proposed loading arrangements require delivery/service vehicles to travel through the main car park aisle and undertake reversing movements within the main internal intersection that connects to the Haigh Street access. This arrangement is less than desirable as it is likely to result in vehicular conflict. In order to minimise this potential, it is recommended that all service vehicle movements be undertaken outside of peak traffic and trade periods. Alternatively, access for delivery vehicles only could be considered via Mawson Road, thus separating passenger cars from commercial vehicles.

Construction Traffic

As the proposed development is located adjacent an arterial road, it will be necessary to ensure that a traffic management plan 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 this traffic management plan is drafted in consultation with and to the satisfaction of DPTI and Council.

Signage, Floodlighting and Building Finishes

The subject development includes a number of illuminated signs along the Park Terrace frontage. These have been assessed against DPTI's publication *'Advertising Signs: Assessment Guidelines for Road Safety'* (the Guide). It is noted that:

- Some of the signs are within a device restriction area as defined in the Guide.
- The signs would be viewable to traffic travelling along Park Terrace.
- The signs achieve adequate clearances from direct sightlines to the traffic signals near the site.
- The luminance level of the signs is undefined. DPTI recommends that a maximum night time luminance level of 150cd/m² should be permitted.

The application indicates 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/or shielded in order to minimise the potential for driver distraction or discomfort.

Road Widening

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Park Terrace frontage of this site, together with a 4.5 x 4.5-metre cut-off from the Park Terrace/Haigh Street corner, for possible future road purposes. The consent of the CoH is therefore required for all new building works located on or within 6 metres of the possible requirements.

As portions of the development encroach within the above areas, consent under the *Metropolitan Adelaide Road Widening Plan Act 1972* will be required. Consent can be anticipated.

CONCLUSION

Although the access location and design are not ideal and the loading bay design has the potential to impact on the operation of the car park, it is considered that the access arrangements can be made to work acceptably provided that the changes to the car park design and appropriate management of delivery times are incorporated into the development. Consequently, DPTI does not object to the development subject to conditions.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. The new Park Terrace access shall be located in general accordance with Proposed Site Plan, Project No. 2180A, Drawing No. DA02.3, Revision A, dated 9 October 2018.
2. A painted median scheme shall be installed on Park Terrace with right turn lanes for the proposed access and the access points to Allotment 501 in DP 64275 and Allotment 98 in FP 113902. All required road works associated with the Park Terrace access and median scheme shall be designed and constructed in accordance with Austroads Guides/Australian Standards and 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. These road works shall be completed prior to occupation of the development.

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

3. The largest vehicle permitted on-site shall be restricted to a 20-metre articulated vehicle (AS 2890.2-2002). All commercial vehicle movements to and from the site by vehicles larger than a 6.4-metre Small Rigid Vehicle shall be undertaken outside of the peak traffic and trade periods.
4. 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.

5. The internal parking aisle connections immediately adjacent the Park Terrace access shall be reviewed and modified in the final car parking plan to minimise potential conflicts in the vicinity of Park Terrace. The modifications shall be to the satisfaction of DPTI.
6. All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 890.6:2009*. In particular, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
7. All commercial vehicle facilities shall be designed in accordance with *AS 2890.2-2002*.
8. A traffic management plan for the construction phase of the development shall be developed in consultation with and to the satisfaction of DPTI and Council.
9. Signage on this site visible from the adjacent roads shall not contain any element that flashes, scrolls, moves or changes.
10. All illuminated signs visible from Park Terrace shall be limited to a low level of illumination (i.e. $\leq 150\text{Cd/m}^2$).
11. All landscaping adjacent the Park Terrace/Haigh Street corner shall be limited to low growing species in order to maximise sightlines at this location.
12. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads. Any alterations to the road 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:

- The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Park Terrace frontage of this site, together with a 4.5 x 4.5-metre cut-off from the Park Terrace/Haigh Street corner, for possible future road purposes. The consent of the Commissioner of Highways is therefore required for all new building works located on or within 6 metres of the possible requirements.

As portions of the development encroach within the above areas, consent under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required. The applicant should fill out the attached consent form and return it to DPTI along with three copies of the approved site plans.

- In the event that the right turn out movements of the new Park Terrace access results in safety and operational concerns, DPTI reserves the right to modify the median arrangements.

Yours sincerely



MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

Encl: Consent Form

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au



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18 December 2018

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

scapadmin@sa.gov.au

Dear Sir/Madam

Applicant: Aldi Stores
Application No: 361/1983/2018/S49
Subject Site: 41 Park Terrace , Salisbury SA 5108
Proposed Development: DEMOLITION OF TWO DWELLINGS AND CONSTRUCTION OF A SUPERMARKET (ALDI – SHOP) WITH ASSOCIATED SIGNAGE, CAR PARKING, EARTHWORKS AND LANDSCAPING AND REMOVAL OF A REGULATED TREE

Thank you for referring the above-mentioned Development Application to Council for consideration in accordance with Section 49(4a) of the *Development Act 1993*.

Summary

The application is lodged afresh following the decision of the State Commission Assessment Panel (SCAP) to refuse Development Application 361/973/2018. We understand the applicant has appealed the decision to the Environment, Resources & Development Court but has requested the appeal be adjourned, pending the outcome of this application.

Council staff have met with the applicant following the decision of SCAP to refuse the previous application to discuss key policy objectives for the site. While there has been a genuine open dialogue and revisions to the proposal, there remains concerns on key elements of the proposal when regard is given to the relevant provisions of the Development Plan.

The changes under the new application can be summarised as follows:

- Aldi supermarket is relocated to the corner of Park Terrace and Haigh Street and incorporates feature cladding and faux tower element;
- Revised building design to include greater visual/design elements to address the Park Terrace and Haigh Street frontages;
- Small commercial/retail tenancies have been deleted;
- Car parking relocated to the side and rear of the building and the loading dock shifted to the rear (southern side) of the building;
- Revised landscaping scheme to address the Park Terrace, Haigh Street and Mawson Road boundaries.

The revised landscape treatment to Mawson Street is better than the original proposal and the relocated building has addressed the residential interface issues in terms of overshadow and sense



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of enclosure and the unarticulated building address to Mawson Road. The relocated building provides the opportunity to establish a built form to the street frontage and corner on a landmark site and the building also incorporates design elements that provide for an improved articulated built form to the street frontages. The form of the proposed supermarket module limits the ability to achieve an active street frontage as sought by the Development Plan but the design elements to the Park Terrace and Haigh Street frontage have partially off-set this limitation.

The absence of any mixed land use elements combined with the relative retail floor space of the store above the maximum anticipated in the Policy Area means that the proposal however remains significantly at odds with the Desired Character statement for the Policy Area. The original proposal considered by SCAP had the benefit of the commercial tenancies, which this revised proposal does not include.

The total retail floor area discrepancy between the proposal and the Development Plan principles cannot be avoided given the form of development.

Council's view is that the development can be designed to accommodate the mixed use development and built form/urban design outcomes along with car parking that is desired by Aldi that are well in excess of the minimum requirements prescribed in the Development Plan. The mixed land use elements are considered to be a minimum consideration given that the proposal remains otherwise fundamentally at odds with the key requirements of the Policy Area in that the location of a large and intensive convenience retail footprint in the Transition Area does diminish the intent to concentrate such activities in the Core Area of the Zone. It is important under such circumstances that the proposed development delivers on the other key Objectives and Principles for the Zone.

Detailed Assessment

Site

The site is 41-49 Park Terrace and 10-14 Mawson Road, Salisbury. The site comprises 7 allotments having a total site area of 7,326m² and having a primary frontage of 91.445m to Park Terrace, secondary frontage of 53.64m to Haigh Street and rear frontage to Mawson Road of 56.695m.

The site contains two existing single storey dwellings and several outbuildings. The site is accessible via existing crossovers to Park Terrace, Haigh Street and Mawson Road. There are several Regulated Trees on the site, one being an Illawarra Flame Tree and the other an Aleppo Pine. The site is generally level with a slight fall in the order of 400mm from east to west.

Locality

The locality is described in detail in the planning report, prepared by Ekistics. The locality is mixed in terms of land use and built-form. It comprises the following:

- Consulting rooms adjacent fronting Park Terrace (on the same side of the road) immediately east and west;
- Shops in the form of fast-food restaurants on the opposite side of Park Terrace (west of Church Street);
- Residential development in the form of single storey detached dwellings fronting Mawson Road and Haigh Street including aged accommodation across Mawson Road (Dunbar Homes).



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Proposed Development

The proposed development is described in detail in the planning report, prepared by Ekistics. The development incorporates the following key elements:

- Demolition of the two existing dwellings and associated outbuildings;
- Removal of the two Regulated Trees (one of which is an exempt species);
- Construction of a supermarket (Aldi) having net floor area of 1,728m², 1187m² of which is retail floor space, 460m² of 'back of house' and 81m² for amenities;
- Main entry/exit point to Park Terrace and secondary access/egress to Haigh Street;
- At-grade car park having capacity of 114 spaces located to the side and rear of the building;
- Loading dock to the rear (southern side) of the building;
- 6m high pylon sign located within the landscaping bed adjacent Park Terrace in the north-western corner of the site;
- Landscaping beds to the street frontages and internally within the car park;
- 2.4m high fence to border the northern boundary of 16 and 18 Mawson Road.

In terms of the main building, this is designed having the following elements:

- Wall height of 6.275m with height increasing to 9.5m for the 'tower' element designed to address the Park Terrace and Haigh Street corner;
- The 'tower' element will be finished in perforated steel cladding to differentiate from the remaining materials and an Aldi sign is fixed to both sides at the corner;
- Building is setback 2m from Park Terrace with a 2m wide canopy projecting forward to the street boundary. Landscaping of 1m depth is incorporated inside of the front boundary;
- Alternating window treatments including high level windows and full height windows, attached screening panels and use of a varied colour scheme to the Park Terrace and portion of the Haigh Street elevations;
- Building is setback between 2m and 3.05m from the Haigh Street boundary, the unarticulated section will be screened in the form of 4 Crepe Myrtles;
- The main shop front facing west towards the car park and will 'wrap' around the northern corner of the building in the form of a glass front shop front and canopy structure above.

Assessment

A detailed assessment of the proposal against the relevant provisions of the City of Salisbury Development Plan (Consolidated 15th December 2016) is contained below:

Land Use and Form of Development

Urban Core Zone

DESIRED CHARACTER (EXTRACTS)

The zone is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas.



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The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development and other sensitive uses will be addressed through the use of building envelopes to maximise solar access, consideration of building height transitions, considered design and location of windows, balconies and use of landscaping to maintain privacy. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

TRANSITION AREA

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

Objective 1 *A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civil, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.*

Objective 2 *Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.*

Objective 5 *Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.*

Objective 6 *Development that contributes to the Desired Character of the Zone.*

The Urban Core (Salisbury) Zone comprises two areas, the Core and Transition Areas (Refer Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas).

Key relevant policies for this area include:

- Development should be consistent with the Desired Character of the Zone;
- Building setbacks should be consistent with or complement setback distances of adjoining development where possible;
- Shop or group of shops with a gross leaseable area greater than 500m² envisaged and encouraged in the Core area;
- Mixed use development encouraged;
- Buildings to contribute to quality streetscapes and public realm;
- Significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange.



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The site is located within the Transition Area of the Urban Core (Salisbury) Zone. Development in the Transition Area should take the form of small scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character. Retail development of up to 500m² is encouraged.

Larger retail footprints are envisaged in the Core Area where higher intensity development is envisaged.

The proposed development will have a net floor area of 1,728m², which is more than three times that envisaged for the Transition Area. The total net floor area of the proposal is less than the earlier proposal but that is due to the small commercial/retail tenancies being deleted. The small/commercial retail tenancies provided some mixed use element envisaged by the Transition Area and this has been lost by the revised proposal.

The absence of any mixed land use elements combined with the relative retail floor space of the store being more than three times in excess of the maximum envisaged in the Transition Area means that the proposal remains significantly at odds with the Desired Character statement for the Policy Area.

The relocation of the building to the corner of Park Terrace and Haigh Street has addressed the residential interface issues in terms of overshadow and sense of enclosure and the unarticulated building frontage address to Mawson Road. This aspect of the development appears to now better accord with the Desired Character statement but does not address the fundamental mixed land use elements as stated above.

The relocated building provides the opportunity to establish a built form to the street frontage and corner on a landmark site and the building also incorporates design elements that provide for an articulated built form to the street frontages. This element of the design has in part addressed the Desired Character statement which seeks development of "*landmark buildings on corner sites*".

The form of the proposed supermarket module limits the ability to achieve an active street frontage as sought by the Development Plan but the design elements to the Park Terrace and Haigh Street frontage have partially off-set this limitation.

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

- *Shop or group of shops*

- 3** *Core and Transition Areas should be developed in accordance with the relevant Concept Plan Map Sal/33 – Salisbury City Centre Core Transition Areas and Concept Plan Map Sal/34 – Salisbury City Centre.*

- 6** *Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:*
 - (a) Encourage walking to local shopping, community services and other activities;*
 - (b) Do not detrimentally impact on the amenity of nearby residents.*

- 8** *A shop can occur where it achieves one of the following:*
 - (a) It is located within the Core Area;*



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- (b) *It is a bulky goods outlet;*
- (c) *It is located within the Transition Area and has a maximum floor area of 500 square metres.*

9 *Development should be consistent with the Desired Character for the Zone.*

12 *In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.*

17 *Building setbacks should be consistent with or complement setback distances of adjoining development where possible.*

The proposed landuse/form of development is envisaged within the Zone, however, the bulk and scale of the building is such that it should be located within the Core Area as stated above. The total floor area is more than three times in excess of that envisaged. The absence of other mixed use elements is such that the proposal remains significantly at odds with the Policy Area.

The relocation of the building has addressed the residential interface issues in terms of overshadow and sense of enclosure and the unarticulated building frontage address to Mawson Road but does not address the fundamental mixed land use elements as stated above. Some transition to the neighbouring residential development has been achieved by the redesign.

GENERAL SECTION

Design and Appearance

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

1 *The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.*

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

3 *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*

- (a) *Articulation;*
- (b) *Colour and detailing;*
- (c) *Small vertical and horizontal components;*
- (d) *Design and placing of windows;*
- (e) *Variations to facades.*

4 *Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:*

- (a) *The visual impact of the building as viewed from adjoining properties;*
- (b) *Overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.*

The relocation of the building has addressed the residential interface issues in terms of overshadow and sense of enclosure and the unarticulated building frontage address to Mawson Road. Some transition to the neighbouring residential development has been achieved by the redesign.



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The form of the proposed supermarket module limits the ability to achieve an active street frontage as sought by the Development Plan but the design elements to the Park Terrace and Haigh Street frontage have partially off-set this limitation. The design also achieves an articulated frontage to the street frontage which in part satisfies the above.

A 2.4m high fence is required to be constructed along the northern rear boundary of 16 and 18 Mawson Road, at the recommendation of the acoustic consultant. The fence will be located adjacent existing sheds on the site of 16 Mawson Road and for part of its length, an existing shed on the site at 18 Mawson Road. The fencing location and size of the rear yard of these properties is such that the degree of visual and overshadow impact will be acceptable.

All buildings/structures appear to be located within the site. Should any building elements project beyond the site boundaries into the verge, they will be subject to an encroachment permit under the *Local Government Act 1999*.

- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.*

The proposed materials and colours will satisfy this Principle of Development Control.

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

The proposed building, landscaping, car parking and signage will achieve a coordinated theme.

- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.*

The redesign of the building has meant that the active frontage of the building faces internal to the site (facing west into the car park). The form of the proposed supermarket module limits the ability to achieve an active street frontage as sought by the Development Plan but the design elements to the Park Terrace and Haigh Street frontage have partially off-set this limitation.

- 17 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 streetscape character of the locality;*
 - (c) Not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.*

The building has been relocated to the corner of Park Terrace and Haigh Street to better accord with the part of the Desired Character statement which seeks development of "landmark buildings on corner sites". This has allowed for the building to be relocated away from the residential interface, thereby removing overshadow and sense of enclosure impacts and the unarticulated building frontage address to Mawson Road.

Landscaping, Fences and Walls

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



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1 *Development should incorporate open space and landscaping and minimise hard paved surfaces 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) Maximise shade and shelter;*
- (g) Assist in climate control within and around buildings;*
- (h) Minimise heat absorption and reflection;*
- (i) Maintain privacy;*
- (j) Maximise stormwater reuse*
- (k) Complement existing vegetation, including native vegetation;*
- (l) Contribute to the viability of ecosystems and species;*
- (m) 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.*

Outerspace Landscape Architects have submitted a Landscape Plan. The Landscape Plan proposes a range of plants selected to give a strong identity to Aldi stores. Landscaping is proposed along the road frontages. In total, 47 small to medium sized trees will be located within the car park and along the street frontages. In particular, a 5m wide landscape strip will be provided along the Mawson Road frontage. Existing trees will be retained and additional plantings established to provide screening to Mawson Road.

The revised landscape plan is more extensive than the earlier proposal. The landscape treatments address the street frontages and incorporate a mix of shade trees, shrubs and groundcovers. This plan has been reviewed by Council's Landscape Design team and their advice is that the plan is generally acceptable, subject to some changes as follows:

- *Fraxinus 'Raywoodii' should be substituted with Acer freemanni 'Autumn' as the Fraxinus has potential for roots to disrupt pavements and adjacent infrastructure;*
- *The medium shrub planting along the Park Terrace and Haigh Street frontages (in front of the building) should be comprised of grouped blocked planting rather than alternate individual species as noted;*
- *The garden area on the western boundary is very narrow and is unlikely to support long term growth of the Pyrus planting. This location could benefit from the installation of a green wall.*

Two existing street trees in Park Terrace and Haigh Street will need to be removed to facilitate the new crossovers. Council's Tree Services team has considered the request and advised that they are approved for removal at cost. Separate correspondence will be sent to the applicant in relation to this request, should the application be approved.

Any landscaping proposed beyond the site boundaries shall be subject to a verge development application which must be approved by Council.



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Interface between land uses

- Objective 1** *Development located and designed to minimise adverse impact and conflict between land uses.*
- Objective 2** *Protect community health and amenity from adverse impacts of development.*
- Objective 3** *Protect desired land uses from the encroachment of incompatible development.*
- 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 land uses desired in the locality.*

The supporting information provided with the application addresses land use interface considerations.

- 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 (eg. Industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

A Noise Assessment Report prepared by Sonus accompanies the Application. The report concludes that noise levels at adjacent existing residences will satisfy the above Principles of Development Control provided that the following treatments are implemented:

- Specific fence heights and constructions;
- Specific location of mechanical plant; and
- Restricting times for rubbish collection and compactor operation.

Should the application be approved by SCAP, the measures identified in the acoustic report should be adopted as conditions.

Transportation and Access

- Objective 2** *Development that:*
- (a) Provides safe and efficient movement for all motorised and non-motorised transport modes;*
 - (b) Ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles;*
 - (c) Provides off-street parking;*



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(d) Is appropriately located so that it supports and makes best use of existing transport facilities and networks.

- 5** *Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.*
- 6** *Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set-down areas. The design of such areas should ensure interference to existing traffic is minimized and give priority to pedestrians, cyclists and public and community transport users.*
- 11** *Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.*
- 12** *Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.*
- 13** *Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.*
- 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.*
- 33** *Development should be consistent with Australian Standard AS 2890 Parking facilities.*
- 34** *Vehicle parking areas should be sited and designed in a manner that will:*
 - (a) Facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;*
 - (b) Result in minimal conflict between customer and service vehicles;*
 - (c) Minimise the number of vehicle access points to public roads;*
 - (d) Avoid the necessity for backing onto public roads;*
 - (e) Where reasonably possible, 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;*
 - (f) Not dominate the character and appearance of a site when viewed from public roads and spaces;*
 - (g) Provide landscaping that will shade and enhance the appearance of the vehicle parking areas.*
- 38** *Parking areas should be sealed or paved in order to minimise dust and mud nuisance.*
- 40** *Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.*

The applicant has submitted a Transport Impact Assessment Report, prepared by GTA Consultants in support of the proposal. The report considered the road network, surrounding streets and



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intersections and traffic volumes. Counts at intersections were also carried out. Accident details between 2012 and 2016 within the vicinity of the development site were also sourced from the Department of Planning, Transport and Infrastructure (DPTI).

Based on a marginal increase in traffic volume and proposed improvements to Park Terrace with a painted median, GTA Consultants is of the view that the proposed development will have a minor impact on the surrounding road network. Furthermore, GTA Consultants is of the view that the development provides adequate on-site car parking and safe movement into, out of and throughout the site for anticipated vehicles, including delivery vehicles associated with the development for the maximum design vehicle.

Council on balance supports the findings of the GTA Consultants traffic report. However, Council suggests that additional detail is required in order to finalise its position:

- a) Detailed traffic control layout plan for the painted "right turn protective" median treatment to be installed in Park Terrace, noting planned DPTI upgrades discussed below;
- b) Vehicle turn paths for opposing turning movements at the Haigh Street entrance;
- c) Pedestrian linkage improvement between the site and the northern side of Park Terrace to create a safe and continuous path of travel for pedestrians. There are existing signalised pedestrian crossing locations within 200m of the site in Park Terrace. Given the number of turn lanes, right turn shelters and driveway accesses either proposed or existing adjacent the site on Park Terrace, an additional connection would appear to be only possible via a signalised intersection upgrade.

Council's Local Area Traffic Management study associated with the Salisbury Town Centre Revitalisation and the Salisbury Oval Redevelopment Projects proposes a realignment of both the Haigh and Church Street approaches to Park Terrace along with a signalised intersection. Any decision on this application should acknowledge the potential future realignment and signalisation, particularly given the setbacks of the building. This may require some road widening in the Haigh Street carriageway to accommodate the signalised layout. This detail should be clarified with DPTI as part of the arterial road network.

Council's Integrated Transport Plan identified a future major road upgrade and realignment of Park Terrace between Commercial Road and Wiltshire Street by DPTI as part of DPTI improvements to the state road networks. It is recommended that GTA seek further detail regarding this proposal from DPTI to ensure the proposed protective right turn median can be accommodated by future road upgrades.

The application is subject to referral to the Commissioner of Highways in accordance with Schedule 8(3) of the *Development Regulations 2008*. The Commissioner of Highways should be satisfied that the access and parking arrangements proposed are acceptable.

All existing crossovers made redundant by this development should be closed and reinstated to kerb and channel in accordance with Council's standard design standards.

Natural Resources

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

Objective 6 *Development sited and designed to:*

(a) Protect natural ecological systems;



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- (b) Achieve the sustainable use of water;*
- (c) Protect water quality, including receiving waters;*
- (d) Reduce runoff and peak flows and prevent the risk of downstream flooding;*
- (e) Minimise demand on reticulated water supplies;*
- (f) Maximise the harvest and use of stormwater;*
- (g) Protect stormwater from pollution sources.*

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

- 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 (ARI) 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:*



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(a) *Maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source;*

(b) *Utilise, but not be limited to, one or more of the following harvesting methods:*

- i. The collection of roof water in tanks;*
- ii. The discharge to open space, landscaping or garden areas, including strips adjacent to car parks;*
- iii. The incorporation of detention and retention facilities;*
- iv. Aquifer recharge.*

15 *Where it is not practicable to detail or disposal 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.*

The supporting documentation includes a Stormwater Management Plan prepared by Wallbridge and Gilbert, dated 16th October 2018, Revision D. The Stormwater Management Plan generally satisfies the above-mentioned Objectives and Principles of Development Control.

The Wallbridge and Gilbert Stormwater Management Plan is considered to be acceptable, subject to the following:

- On-site stormwater detention is acceptable, however, it is recommended that water quality improvement be considered before runoff from the car park is discharged into the underground Humes Stormtrap device. The design of the underground system will make removal of build-up of 'sludge' within the unit difficult. It may be possible to have the car park runoff cleansed through the Water Sensitive Urban Design techniques by directing the stormwater to suitably vegetated garden beds which run parallel to the proposed stormwater pipes;
- The Rocla First Defence FD450 gross pollutant trap (GPT) specified does not achieve Council's requirements for stormwater quality improvement. Minimum quality targets are:
 - a) Suspended solids – 80% retention of the typical urban annual load with no treatment;
 - b) Total phosphorus – 60% retention of the typical urban annual load with no treatment;
 - c) Total nitrogen – 45% retention of the typical urban annual load with no treatment.

The GPT should be maintained in accordance with the manufacturer's recommendations to ensure operational efficiency.

- The system relies on all stormwater entering the Stormtrap via a single junction box and a 300mm reinforced concrete pipe. A safe overland path should be shown in the event that there is a blockage within the system. It appears that stormwater would build up against the 100mm kerb on the western boundary and this may need to be increased to provide for capacity for overland flow to Mawson Road if necessary due to system blockage.

Should the application be approved, it is recommended that the above stormwater issues are addressed in a final detailed design submission for approval by Council.



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Advertising

- Objective 1** *Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.*
- Objective 2** *Advertisements and/or advertising hoardings that do not create a hazard.*
- Objective 3** *Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.*
- 1** *The location, siting, design, materials, size and shape of advertisements and/or advertising hoardings should be:*
- (a) Consistent with the predominant character of the urban or rural landscape;*
 - (b) In harmony with any buildings or sites of historic significance or heritage value in the area;*
 - (c) Co-ordinated with an complement the architectural form and design of the building they are to be located on.*
- 2** *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*
- (a) Clutter;*
 - (b) Disorder;*
 - (c) Untidiness of buildings and their surrounds;*
 - (d) Driver distraction.*
- 4** *The content of advertisements should be limited to information relating to the legitimate use of the associated land.*
- 5** *Advertisements and/or advertising hoardings should:*
- (a) Be completely contained within the boundaries of the subject allotment;*
 - (b) Be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees;*
 - (c) Not obscure views to vistas or objects of high amenity value.*
- 10** *Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.*
- 13** *Advertisements and/or advertising hoardings should not create a hazard by:*
- (a) Being so highly illuminated so as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road;*
 - (b) Being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals;*
 - (c) Distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high;*
 - (d) Obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg. Junctions, bends, changes in width, traffic control devices).*
- 14** *Any internally illuminated advertising signs and/or advertising hoardings which utilize LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.*



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15 *Freestanding advertisements and/or advertising hoardings should be:*

- (a) Limited to only one primary advertising per site or complex;*
- (b) Of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.*

18 *Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:*

Location of freestanding advertisement	Total Height (metres)
<i>Transition area within the Urban Core (Salisbury) Zone</i>	<i>4</i>

The development comprises one internally illuminated freestanding sign of 6m and illuminated signage fixed to both sides of the tower element at the corner of Park Terrace and Haigh Street, as per Aldi's corporate branding.

The proposed signage is considered to be consistent with the style and size of other signage within the locality, notwithstanding that the freestanding sign is 2m taller than envisaged under Principle of Development Control 18. The McDonald's sign opposite the site is located within the Transition Area and has a height of approximately 5.5m while the KFC sign has a height of approximately 8m but is located within the Core Area which permits signage of up to 8m. It is also noted that the freestanding sign is of a scale and size that is of the associated Aldi store which will have a maximum height of 9.5m.

Regulated Trees

Objective 1 *The conservation of regulated trees that provide important aesthetic and/or environmental benefit.*

Objective 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.*

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.*



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The site contains two Regulated Trees. The applicant has provided a tree management report prepared by Arborman Tree Solutions, dated 9th May 2018. Tree 1 is identified in the report as a *Brachychiton Acerifolius* (Illawarra Flame Tree) and tree 2 is a *Pinus Halepensis* (Aleppo Pine).

The tree management report advises that:

- Tree 1 does not make a significant contribution to the visual amenity of the locality. The species is not indigenous nor listed as a rare or endangered species nor does the tree represent an important habitat tree;
- Tree 2 is notable, has a good structure and is in good health. The tree is not indigenous to the local area nor is it an endangered species.

The consultant has concluded that removal of the trees is reasonable and expected, noting that the development would not otherwise be possible. Council concurs with the recommendations of the report and notes that tree 1 is located centrally within the site and is not notable in appearance. In respect to tree 2, this species is a pest species and is exempt from Approval under the *Development Regulations 2008*.

It is recognised that tree 2 provides some visual interest and screening to Mawson Road. As noted earlier, replacement plantings together with retention of existing trees will provide for screening to this elevation and partially offset removal.

Conclusion

The application comprises a retail development in the form of a supermarket with associated signage, car parking, earthworks and landscaping and removal of a Regulated Tree.

From an economic point of view, Council supports the continued growth and investment of business in the City of Salisbury, that create jobs for the region both directly and indirectly. The proposal put forward in part also supports the long term strategy to regenerate/revitalise the Salisbury City Centre, with new investment and introduction of new businesses to the area.

The Development Plan provisions relating to the Transition Area of the Urban Core (Salisbury) Zone identifies that retail opportunities should exist for the transition area, but of a lower scale/size, hence the principle which limits retail floor area to 500m².

The total retail floor area discrepancy between the proposal and the Development Plan principles cannot be avoided given the form of development. However, the absence of any mixed land use elements combined with the relative retail floor space of the store means that the proposal remains significantly at odds with the Desired Character statement for the Policy Area.

It is acknowledged that the relocation of the building has addressed the residential interface issues and the part of the Desired Character Statement which seeks development of "*landmark buildings on corner sites*". However, the proposal has also dropped the retail/commercial tenancies which represents a shift away from the mixed use elements sought for the Transition Area.

Council's view is that the development can be designed to accommodate the mixed use development and built form/urban design outcomes along with car parking that is desired by Aldi that are well in excess of the minimum requirements prescribed in the Development Plan. The mixed land use elements are considered to be a minimum consideration given that the proposal remains otherwise fundamentally at odds with the key requirements of the Policy Area in that the location of a large and intensive convenience retail footprint in the Transition Area does diminish



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the intent to concentrate such activities in the Core Area of the Zone. It is important under such circumstances that the proposed development delivers on the other key Objectives and Principles for the Zone.

Please consider the above comments as part of your assessment.

Should you require any assistance or further advice about any matter referred to above, please do not hesitate to contact me on the details below.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Aaron Curtis".

Aaron Curtis
Team Leader - Planning
Phone: 08 8406 8367
Email: acurtis@salisbury.sa.gov.au

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

Applicant: ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Development Number: 361/E013/18
Nature of Development: Demolition of two dwellings and construction of a supermarket (ALDI - shop) with associated signage, car parking, earthworks and landscaping to be developed in stages and removal of one regulated tree
Development Type: Merit
Zone / Policy Area: Urban Core Zone
Subject Land: 41-47 Park Terrace and 10-14 Mawson Street, Salisbury
Contact Officer: Ben Scholes
Phone Number: 8402 1861
Close Date: 5:00 PM Tuesday 11 December 2018

My Name: Howard Norman My phone number: 0407527200

Primary method(s) of contact: Email: hnorman@adam.com.au
Postal Address: P.O. BOX 102, COLLINSWOOD S.A Postcode: 5081

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

My interests are:
(please tick one)

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

The address of the property affected is:

Postcode

My interests are:
(please tick one)

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

The specific aspects of the application to which I make comment on are: GREAT FOR LOCAL ECONOMY
EMPLOYMENT BOOST, MORE COMPETITION = LOW PRICES, MORE CHOICE,
MONEY BEING SPENT IN SALISBURY AREA.

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

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

Signature:

Date:

Howard Norman

22/11/18

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Contact Officer: Ben Scholes
Phone Number: 8402 1861
Close Date: 5:00 PM Tuesday 11 December 2018

My Name: Romeo Riccio My phone number: 0412 846 021.

Primary method(s) of contact: Email: Romeo@laccor.com.au
Postal Address: _____ Postcode: _____

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

My interests are:
(please tick one)

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

The address of the property affected is: _____

Postcode _____

My interests are:
(please tick one)

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

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

I:
(please tick one)

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

By:
(please tick one)

- appearing personally
 being represented by the following person
(Please tick one)

Signature: _____

Date: _____

Romeo Riccio
23/11/2018

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

Applicant: ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Development Number: 361/E013/18
Nature of Development: Demolition of two dwellings and construction of a supermarket (ALDI - shop) with associated signage, car parking, earthworks and landscaping to be developed in stages and removal of one regulated tree
Development Type: Merit
Zone / Policy Area: Urban Core Zone
Subject Land: 41-47 Park Terrace and 10-14 Mawson Street, Salisbury
Contact Officer: Ben Scholes
Phone Number: 8402 1861
Close Date: 5:00 PM Tuesday 11 December 2018

RECEIVED 5 DEC 2018

My Name: Trevor Edmunds My phone number: 82586948

Primary method(s) of contact: Email: _____
Postal Address: 20 Mawson Road Postcode: 5108
Salisbury

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:
20 Mawson Road Salisbury / Cnr. HAIGH Rd. Postcode 5108

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

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

Signature: Trevor Edmunds
Date: 22/11/2018

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

RECEIVED 6 DEC 2018

Applicant: ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Development Number: 361/E013/18
Nature of Development: Demolition of two dwellings and construction of a supermarket (ALDI - shop) with associated signage, car parking, earthworks and landscaping to be developed in stages and removal of one regulated tree
Development Type: Merit
Zone / Policy Area: Urban Core Zone
Subject Land: 41-47 Park Terrace and 10-14 Mawson Street, Salisbury
Contact Officer: Ben Scholes
Phone Number: 8402 1861
Close Date: 5:00 PM Tuesday 11 December 2018

My Name: ^{Mrs.} Glenys Edmunds My phone number: 0421 594 193

Primary method(s) of contact: Email: _____
Postal Address: 20 Mawson Road Postcode: 5108
Salisbury

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:
20 Mawson Road, Salisbury Postcode 5108

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 and noise 7 days per week morning to ^{late} evening. Please refer to attached page.

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

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

Signature: Glenys Edmunds
Date: 5/12/2018

Attachment from Glenys Edmunds
re Aldi Development.

My place of residence (20 Mawson Road) is situated on the corner of Mawson Road and Haigh Road (Street?).

The back garden extends to opposite the entrance/exit of the proposed Aldi carpark on Haigh Rd/st.

The traffic noise will not be inductive to relaxing in our garden during trading hours 7:30am (7) to closing 9:00pm (5pm Sat & Sun) for 7 days a week. The traffic noise (doors closing etc) is not inductive to sleep and also emptying of bins overnight.

With the build up of traffic on Park Terrace, a very busy main road, affected by traffic lights and train crossing stoppages, car drivers will avail themselves of a quicker exit along Haigh Rd/st and turn into Mawson Rd to use Brown Terrace (lights!) as an exit left or right onto Park Terrace.

The Salisbury Primary School is situated on Brown Terrace at the end of Mawson Road. Children ~~cross~~^{cross} over Mawson Road to walk to cars or walk home along Mawson Road to gain access to the railway pedestrian crossing as many children live on the other side of the railway line. Pedestrian children and young adults use the Mawson Road footpath and Haigh St footpath to gain access to MacDonalds on the corner of Park Terrace and Church Street. Cars turning left or right across the footpath these young pedestrians use to access Park Terrace could lead to disastrous consequences.

Residents of most of the dwellings along Mawson Road (including myself!) are in very senior years and increase in volume of traffic would prevent neighbours from the other side of the road gaining rapport or socialization with each other.

I therefore oppose the development.

Glenys B. Edmunds,
5/12/2018

Scholes, Benjamin (DPTI)

From: DPTI:scapreps
Sent: Wednesday, 12 December 2018 11:05 AM
To: Scholes, Benjamin (DPTI)
Subject: FW: FROM MICK O'BRIEN: RESPONSE TO STATE COMMISSION ASSESSMENT PANEL APPLICATION NUMBER 361/E013/18 DATED 20NOV2018 // // // ACCESS TO THE PROPOSED ALDI STORE SALISBURY TO AND FROM MAWSON ROAD

One last rep for you.

D

State Commission Assessment Panel - Representations

Development Division

Department of Planning, Transport and Infrastructure

• scapreps@sa.gov.au

Level 5, 50 Flinders Street, Adelaide SA 5000 • PO Box 1815, Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au

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PLEASE NOTE – This office will be closed from Monday 24 December – Tuesday 1 January 2019.



From: Mick/Adelaide/AUS [mailto:ikbn0@bigpond.com]
Sent: Tuesday, 11 December 2018 4:54 PM
To: Mick/Adelaide/AUS <ikbn0@bigpond.com>
Cc: DPTI:scapreps <scapreps@sa.gov.au>
Subject: FROM MICK O'BRIEN: RESPONSE TO STATE COMMISSION ASSESSMENT PANEL APPLICATION NUMBER 361/E013/18 DATED 20NOV2018 // // // ACCESS TO THE PROPOSED ALDI STORE SALISBURY TO AND FROM MAWSON ROAD

47585289201812110624
[SCAP Admin attn.:nick](#)

Subject:
RESPONSE TO APPLICATION NUMBER 361/E013/18
ESTABLISHMENT OF THE PROPOSED ALDI STORE SALISBURY. ACCESS TO AND FROM MAWSON & HAIGH ROADS

47585201812110624

From:
Mick O'Brien
Residential & Not for post: 23 Mawson Road, SALISBURY SA
Postal Address: PO Box 743, SALISBURY SA 5108

To:
Senior Planning Officer (or alternate)
On behalf of the
STATE COMMISSION ASSESSMENT PANEL
Level 5, 50 Flinders street
ADELAIDE SA 5000

Reference:

A. State Commission Assessment Panel Reference: 2018/21862/01 dated 20 November 2018

B. Application number 31/E013/18 undated (in respect to a development application by Aldi stores Pty. Ltd.)

1. My interests are : I am the owner of a local property
(23 Mawson Road, SALISBURY,SA)
2. My interests are: I oppose the development
3. I wish to be heard in support of my submission
(by) appearing personally

(Mick O'Brien), (Residential): 23 Mawson Road,
SALISBURY,SA

(Postal): PO Box 743, SALISBURY SA 5108

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

#IR

Applicant: ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Development Number: 361/E013/18
Nature of Development: Demolition of two dwellings and construction of a supermarket (ALDI - shop) with associated signage, car parking, earthworks and landscaping to be developed in stages and removal of one regulated tree
Development Type: Merit
Zone / Policy Area: Urban Core Zone
Subject Land: 41-47 Park Terrace and 10-14 Mawson Street, Salisbury
Contact Officer: Ben Scholes
Phone Number: 8402 1861
Close Date: 5:00 PM Tuesday 11 December 2018

My Name: MISS VITA ROMEO My phone number: 0411584414

Primary method(s) of contact: Email: _____
Postal Address: 16 MAWSON ROAD Postcode: 5108
SALISBURY S.A

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:

" AS ABOVE " Postcode 5108

- 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: MY PARENTS ARE

NOT WELL, DAD HAS INFERSIMY, WITH HIGH WALL NO AIR FOR HIM TO BREATH, PLUS NOT HAPPY WITH NOISE SITUATION AND TRAFFIC. MUM HAS DEMINIA, ALSO SAFETY ISSUE, IF ANYTHING GOES WRONG

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)

RECEIVED
22 JAN 2019

Signature: Romeo
Date: 11-12-18

14 January 2019

REF No.: 00417-005

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Attention: Ben Scholes, Planning Officer

By Email: benjamin.scholes@sa.gov.au

Dear Ben,

RE: PROPOSED ALDI STORE AT 41-47 PARK TERRACE, SALISBURY – RESPONSE TO REPRESENTATIONS, COMMENTS FROM THE CITY OF SALISBURY AND DPTI (DA 361/E013/18)

We refer to the proposed development of an ALDI Store at 41-47 Park Terrace, Salisbury. More specifically, we refer to the comments from the City of Salisbury dated 18 December 2018, the referral response provided by DPTI dated 21 December 2018 and the representations received during the Category 2 notification process. Ekistics Planning and Design has been engaged by ALDI to respond to the representations as well as the comments from Council and DPTI.

3. DPTI Referral Response

The Department of Planning, Transport and Infrastructure (DPTI) provided a formal referral response to the proposed development on 21 December 2018. DPTI advised that, subject to minor changes to the design of the car park and appropriate management of delivery times, the access and parking arrangements are acceptable.

GTA Consultants have reviewed DPTI's comments and have recommended a number of minor changes to the layout of the car park (see **Appendix 1**). Specifically, the car parking layout has been modified slightly by amending the approach leg to the internal intersection near the Park Terrace entrance from two-way movement to egress only. This will improve the operation and safety of the main access point to Park Terrace.

In addition, GTA has recommend that the four-way intersection within the car park be modified to reduce the potential for conflict between delivery and passenger vehicles. More specifically, the internal intersection has been amended so that the east and west approaches are required to give-way to the north and south approaches. This will ensure that trucks reversing into the loading dock will have priority over other movements within the car park. GTA also note that ALDI Stores typically only receive two deliveries a day from semi-trailers and the associated delivery manoeuvres are generally completed within two minutes with the assistance of reversing cameras. In addition, the loading dock is setback approximately 40 metres from the Park Terrace entrance which means that drivers entering the site will have sufficient space to pause if a truck is reversing into

the loading dock. These measures will minimise the potential for conflict between delivery and passenger vehicles within the proposed ALDI car park.

The changes outlined above have been incorporated into an amended set of Architectural Plans (*Appendix 2*) and Landscape Plan (*Appendix 3*).

4. City of Salisbury

4.1 Introduction

At the outset, it is noted that the City of Salisbury ("the Council") has commenced a process to release land that it owns in the City Centre for commercial development. This process, which is outlined in greater detail at www.salisburycitycentre.com.au seeks to provide a range of commercial and retail development opportunities within the City Centre which will become available as a result of the consolidation of its community and civic activities into a new purpose-built facility. As noted on the website, this process:

... releases prime City Centre sites for commercial development in coming years. The sites will offer opportunities for medium sized businesses, start ups, retailers and café/restaurants.

It is also noted that the Council has released an Expression of Interest (EOI) relating to a number of parcels of land that it wishes to sell near the Salisbury Oval to the south of the proposed ALDI site. The EOI invites:

"...submissions of all types in this exciting opportunity to develop and renew this area through the delivery of affordable and market-aligned medium density housing."

The active role that the Council is currently playing in the sale and development of land in the City Centre raises a perception that the Council is conflicted in its assessment of the proposed ALDI Store. We note that the Council could have addressed this perceived conflict of interest quite easily by requesting that the application be reviewed by the City of Salisbury's independent Council Assessment Panel (CAP).

In terms of the Council's formal response, we note that ALDI met with Senior Officers from the Council and provided concept plans for preliminary feedback. As noted in the Council's letter, this consultative process resolved many of the concerns previously raised by the Council.

Importantly, the Council has acknowledged the economic benefits of the development which will create jobs for the region and will support the long term strategy to regenerate/revitalise the Salisbury City Centre, with new investment and introduction of new businesses to the area. In addition, the Council has indicated that it supports the following elements of the proposal:

- The treatment of the interface with residential properties which has successfully addressed potential impacts associated with:
 - » Overshadowing;
 - » Sense of enclosure;
 - » Transfer of noise

- The provision of an articulated built-form to the street frontages;
- The siting of the building on the corner of Park Terrace and Haigh Street which reflects the landmark nature of the corner site;
- The proposed landscaping (subject to minor amendments);
- The proposed Stormwater Management Plan (subject to minor amendments);
- The removal of the Regulated Tree (Illawarra Flame Tree); and
- The proposed signage including the 6 metre high pylon sign on Park Terrace.

4.2 Mixed Use Outcome

The Council is concerned that the proposal does not contain a mixture of land uses which, it contends, is a "fundamental" requirement for development in the Transition Area of the Urban Core (Salisbury) Zone. Further, the Council has stated that, in its opinion, the proposal could be redesigned to accommodate additional land use elements. Based on earlier discussions with Council Officers, we understand that the additional land uses sought include a residential element as well as speciality shop(s).

At the outset, we note that it is not the Council's role to redesign the proposed development. Rather its role is to assess the proposal as it stands against the relevant provisions of the Development Plan. In any event, a wide range of financial and marketing factors need to be considered by a developer prior to settling on a particular design or land use. While it might be possible in theory to include additional land uses in a development, if there is insufficient demand for these products in the market, the financial viability of the project could be undermined.

The Council's desire to see a mixed-use outcome appears to stem from a portion of text in the Desired Character statement which is reproduced in full below:

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones.

In our opinion, the Council is placing undue weight on a discrete element of the Desired Character statement at the expense of other, more relevant provisions in the Urban Core (Salisbury) Zone.

In our view, the key intent of this particular section of the Desired Character statement is to ensure that development in the Transition Area does not adversely impact on adjacent residential areas. While reference is made to "... mixed use commercial land uses ..." (amongst other uses), it is incorrect (in our opinion) to interpret this as meaning that a single land use, such as a shop or an office or a consulting room, is unacceptable in the Transition Area. Rather, the planning 'test' set by this section of the Desired Character statement is to ensure that development achieves a minimal impact on adjacent residential areas. The type of land use is a secondary consideration and is definitely not a "fundamental" planning issue as contended by the Council.

In our view, the following extract from the Desired Character statement is of particular relevance to the assessment of the development as it specifically relates to development fronting Park Terrace:

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

The proposed development directly responds to the above extract for the following reasons:

- It proposes the redevelopment of properties fronting Park Terrace;
- It proposes a retail use which will capitalise on passing traffic and proximity to the public transport interchange;
- It will establish a significant building on a corner site which, given the context of the locality, could be described as a 'landmark' building;
- It will reinforce the gateway to the core area of the City Centre through the siting of the building on the corner of Park Terrace and Haigh Street; and
- It will provide a more active and interesting frontage to Park Terrace which will assist to establish a vibrant business hub within the City Centre.

Importantly, the above extract from the Desired Character statement does not seek to restrict the types of land uses that may be developed on Park Terrace nor does it indicate that development should only be 'mixed use'. Rather, it encourages development which will "... capitalise on passing traffic ..." and which will establish "... landmark buildings on corner sites ...". The proposed ALDI Store satisfies both of these objectives.

On this basis, we disagree with the Council's contention that the achievement of a mixed-use development outcome on this site is a fundamental requirement of the Development Plan.

4.3 Scale of Development in the 'Transition Area'

The Council is concerned that the scale of the proposed development is not supported by some of the provisions of the 'Urban Core (Salisbury) Zone' which indicate that shops with a floor area greater than 500m² should be located in the 'Core Area' of the Zone.

Somewhat confusingly, the Council has also criticised the proposal for not including additional retail tenancies. The inclusion of these tenancies would push the proposal further away from the 500m² retail floor area guideline which has also been identified by the Council as a key concern. Council's position is hard to reconcile. On the one hand, the Council is criticising the proposal for exceeding the 500m² guideline while, on the other hand, it is criticising the proposal for not having additional retail tenancies. In any event, the Planning Authority's task is to assess the proposal as it currently stands rather than considering other elements (such as speciality shops), which do not form part of the proposed development.

In terms of the Council's concerns about the floor area of the ALDI Store, we note that the proposed development is located on the edge of the 'Core Area' and will assist to transform and revitalise the Salisbury town centre as sought by the Urban Core (Salisbury) Zone. According to the Zone, this transformation is to be achieved by encouraging a wide range of land uses which will be supported by the upgrade of the existing public transport interchange and the enhancement of existing sports and recreation facilities.

It is also noted that the Urban Core Zone actively encourages a more intense form of development to create a district level centre that "... provides the focus for business and commercial services and employment generating land uses for the region" (Objective 2). Importantly, the Zone also encourages a more intense form of development in the 'Transition Area' where building heights of up to 4 storeys (or 16.5m) are envisaged. This is reinforced by the Desired Character statement which specifically indicates that properties with a frontage to Park Terrace offer significant development potential to capitalise on passing traffic, establish landmark buildings and to reinforce the character of the City Centre as a vibrant business hub.

For the above reasons, we remain of the view that the Development Plan anticipates significant change to the character of the locality in order to facilitate the desired transformation and revitalisation of the Salisbury Town Centre. Importantly, the Development Plan does not intend that this change in character will be restricted to the 'Core Area'. Rather, significant change is also sought in the 'Transition Area' – albeit at a reduced scale and lower intensity than the 'Core Area'. With a gross leasable floor area less than half the size of a typical full-line Coles or Woolworths supermarket and with wall heights of 6.275m, we consider that the scale of the ALDI Store is consistent with the reduced scale and intensity of development envisaged in the 'Transition Area'.

We also note that PDC 8 of the Zone specifically anticipates other forms of shops (i.e. bulky goods outlets) in the 'Transition Area' which could well be of a grander scale than an ALDI Store. While it is acknowledged that a bulky goods outlet may generate a lower demand for parking or traffic movements than an ALDI Store, it would most likely feature a very similar design, layout, siting and car park arrangement.

We also note that, while the subject site is just outside the Core Area of the Zone, its location on Park Terrace presents a unique opportunity to reinforce the gateway to the City Centre (see **Figure 1** over page). The siting of the ALDI Store on the corner of Park Terrace and Haigh Street will establish a significant built-form element at this important intersection which, as highlighted in the Desired Character statement, forms part of the gateway to the City Centre. In addition, the proposed development will encourage "... walking to local shopping, community services and other activities" in the Transition Area as sought by PDC 6 of the Zone.

PDC 6 *Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:*

- (a) encourage walking to local shopping, community services and other activities*
- (b) do not detrimentally impact on the amenity of nearby residents.*

Figure 1 Building Perspective – View of the corner of Park Terrace and Haigh Street



4.4 Traffic

GTA Traffic Consultants have provided a response to the Council's comments in relation to the proposed access arrangements (**Appendix 1**). In summary, GTA have indicated that:

- A layout plan for the painted median treatment on Park Terrace has been prepared in consultation with DPTI and a detailed traffic control layout plan will be developed during the detailed design phase;
- Additional turn paths have been prepared which indicate that simultaneous turn movements for the Haigh Street access can be made safely and efficiently;
- There are no feasible locations for a pedestrian refuge on Park Terrace based on the agreed line marking treatment proposed within the vicinity of the site, however, existing signalised pedestrian crossings are located approximately 70 metres to the west and 150 metres to the east of the site; and
- DPTI has not raised any concerns regarding future road upgrades.

4.5 Landscaping and Stormwater

The Council has indicated that the Landscape Plan and Stormwater Management Plan are acceptable subject to a number of minor amendments. These amendments can be addressed via appropriately worded Conditions of Consent which requires the provision of a final Landscape Plan and Stormwater Management Plan to the satisfaction of SCAP in consultation with the Council.

5. Representations

Following the Category 2 notification process, five valid representations (two in favour and three opposed) were forwarded for the applicant’s response in accordance with Section 38 (8) of the *Development Act 1993*.

Figure 2 below illustrates the location of the three representors who oppose the proposal in its current form. The two representors who support the proposal (Howard Norman and Romeo Ricco) did not provide a street address for their properties. We also note that two representations were received from the same property at 20 Mawson Street (Glenys Edmunds and Trevor Edmunds).

The representations received from Mick O'Brien (23 Mawson Road) and Trevor Edmunds (20 Mawson Road) do not specify the nature of their concerns with the proposal, they merely indicate that they oppose the development. Therefore, we are unable to respond to these representations.

Figure 2 Representations – location (Source: maps.sa.gov.au)



5.2 Traffic Concerns

The representation received from Glenys Edmunds (20 Mawson Road) predominantly focussed on concerns relating to existing and anticipated traffic issues. Specifically, Mrs Edmunds raised the following concerns:

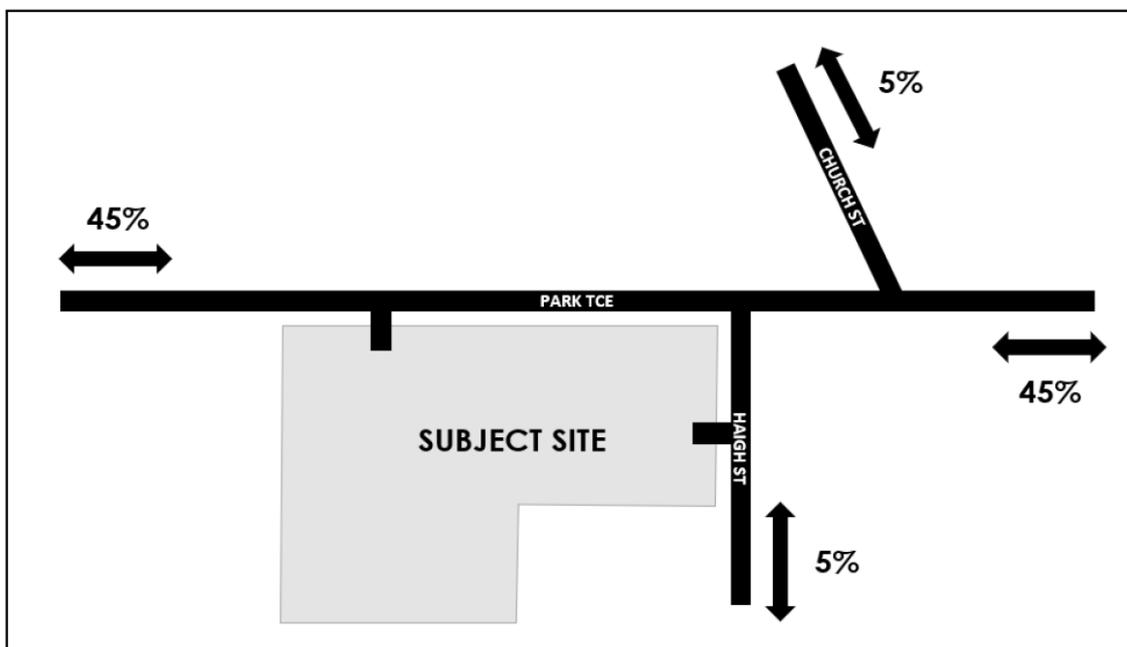
- Noise from traffic during trading hours and during the collection of rubbish;
- The potential that cars will use Mawson Road and Brown Terrace rather than Park Terrace;

- The potential that the safety of school children walking along footpaths will be compromised; and
- The potential impact that increased traffic may have on the ability of neighbours on opposite sides of the road to socialise with one another.

In response to these concerns, it is noted that:

- Sonus has assessed the potential noise generated by the proposed development (including traffic and rubbish collection) and has concluded that the development has been "... *designed to minimise adverse impact and conflict between lands uses, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*";
- GTA has estimated that only 5% of the traffic generated by the proposed development is likely to travel in a southerly direction down Haigh Street to Mawson Road (see **Figure 3**). The vast majority (95%) of traffic generated by the development will be distributed to the north on Park Terrace and Church Street and will not affect Haigh Street and Mawson Road;
- The modest proportion of traffic that is predicted to be distributed towards the south and, potentially, along Mawson Road, is unlikely to compromise the safety of students walking to and from Salisbury Primary School. In any event, it is noted that footpaths are provided on both sides of Mawson Road and Haigh Street, thereby providing a safe environment for pedestrians; and
- The anticipated modest increase in traffic along Haigh Street and Mawson Road is unlikely to prevent neighbours from opposite sides of the road from socialising.

Figure 3 *Estimated Directional Distribution (Source: GTA Traffic Impact Assessment)*



6. Conclusion

Based on our review of the comments from Council and DPTI as well as the Category 2 representations, we maintain our view that the proposed ALDI Store represents appropriate and orderly development that deserves favourable consideration for approval. In particular, we note that DPTI has carefully reviewed the access and parking arrangements and has expressed its support for the proposal subject to some minor changes to the car park.

We also note that the Council has expressed its support for a number of elements of the proposal. However, the Council remains concerned about the absence of a mixture of land uses as well as the scale of the proposal in the 'Transition Area' of the Urban Core (Salisbury) Zone. In response, we reiterate that:

- The clear objective of the Zone (including the 'Core' and 'Transition' areas) is to revitalise the Salisbury Town Centre by encouraging "*... diversification and intensification of retail, commercial activities and supporting land uses ...*";
- The subject site is located on the edge of the 'Core Area' on Park Terrace where the Desired Character indicates there is "*... significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange*";
- The siting of the building on the corner of Park Terrace and Haigh Street addresses the Desired Character statement's desire for the "*... development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub*";
- With a relatively modest gross leasable floor area (compared with other supermarkets) and a height that is well under the potential 4 storey (16.5m) guideline, the scale of the proposal is consistent with the intent of the 'Transition Area' to "*... provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development*"; and
- Other forms of shops – potentially of a larger scale than the proposed ALDI Store (such as Bulky Goods Outlets) – are specifically anticipated in the 'Transition Area' by PDC 8 of the Zone.

We trust that you now have sufficient information to finalise your assessment of the proposed development. However, if any further information is required, please contact the undersigned on (08) 7231 0286.

Yours Sincerely



Kieron Barnes
Senior Associate

Cc Nigel Uren, Property Director – ALDI Stores

Appendix 1. GTA Response to Traffic Issues

REF: S121211

DATE: 11 January 2019

Ekistics
PO BOX 32
GOODWOOD SA 5034

Attention: Mr. Kieron Barnes (Senior Associate)

Dear Kieron,

RE: ALDI SALISBURY – RESPONSE TO TRAFFIC MATTERS

I refer to your request for a response to DPTI comments, Council Comments and representations made in relation to traffic and parking matters for the proposed ALDI Store located on the corner of Park Terrace and Haigh Street in Salisbury. This letter provides a response to the DPTI Schedule 8 Referral Letter dated 21 December 2018, the letter prepared to SCAP by the City of Salisbury on 18 December 2018 and five (5) representations concerning the development.

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

Yours sincerely

GTA CONSULTANTS



Paul Froggatt
Associate Director

Response to DPTI

The responses below are in relation to the Schedule 8 referral response made by the Department of Planning, Transport and Infrastructure dated 21 December 2018.

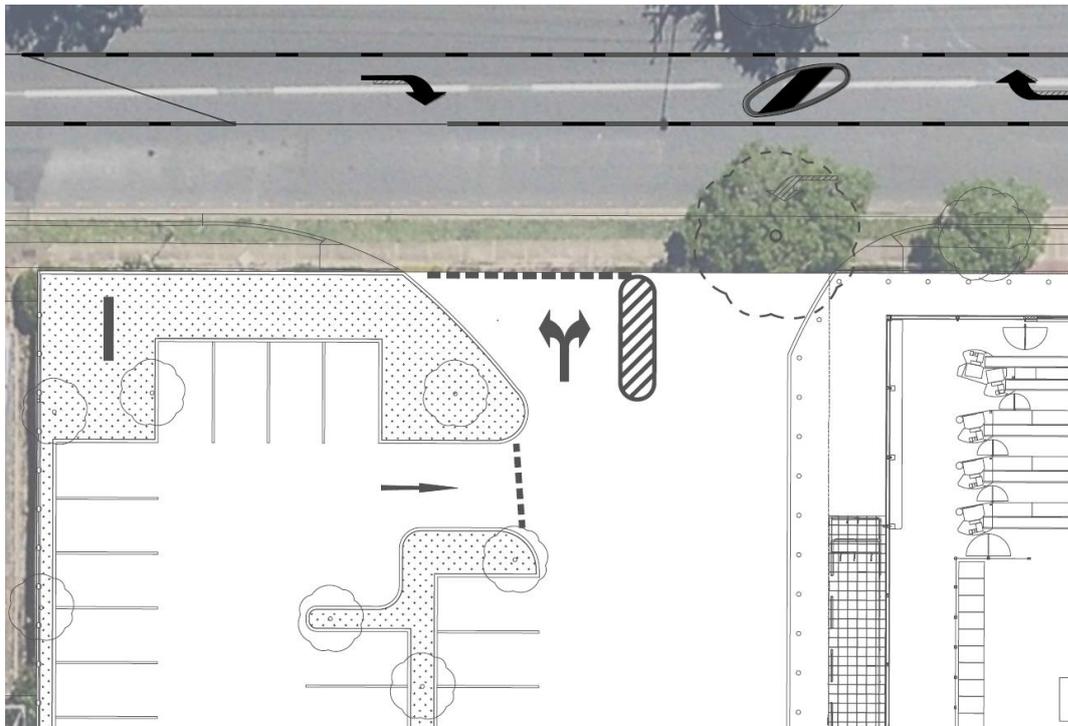
1. *As the subject development is likely to increase the number of pedestrian movements in the locality, particularly across Park Terrace, consideration should be given to the provision of a pedestrian refuge as part of the proposed median design.*

A review has been undertaken to consider potential opportunities to provide a pedestrian refuge on Park Terrace. However, there are no feasible locations for a refuge based on the agreed line marking treatment within the vicinity of the site. It is noted that there are existing signalised pedestrian crossings within the Wiltshire Street intersection located approximately 70 metres west of the site, which will enable pedestrians to safely cross Park Terrace to access to the Salisbury Town Centre Precinct and the Salisbury Railway Station Interchange. 150 metres to the east, there are also signalised pedestrian crossings within the Brown Terrace intersection, enabling pedestrians to safely cross Park Terrace.

2. *It is noted that the proposed car parking layout incorporates a three-way junction immediately adjacent the access. This arrangement has the potential to result in vehicles propping in close proximity to the access in order to turn right into the east-west car parking aisle, reducing the safe and efficient operation of the access.*

The internal three-way intersection has been amended. The minor approach leg has been converted from two-way movement to egress only. This removes the right turn decision point for vehicles who have immediately entered from Park Terrace. Figure 1 considers the changes made to the layout.

Figure 1: Modified T-Intersection (Egress only on minor approach)



3. *Further to the above, consideration should be given to providing connectivity between the western portion of the subject car park and the front car park of the adjacent commercial building as this would improve circulation between the two sites and therefore reduce conflict on Park Terrace.*

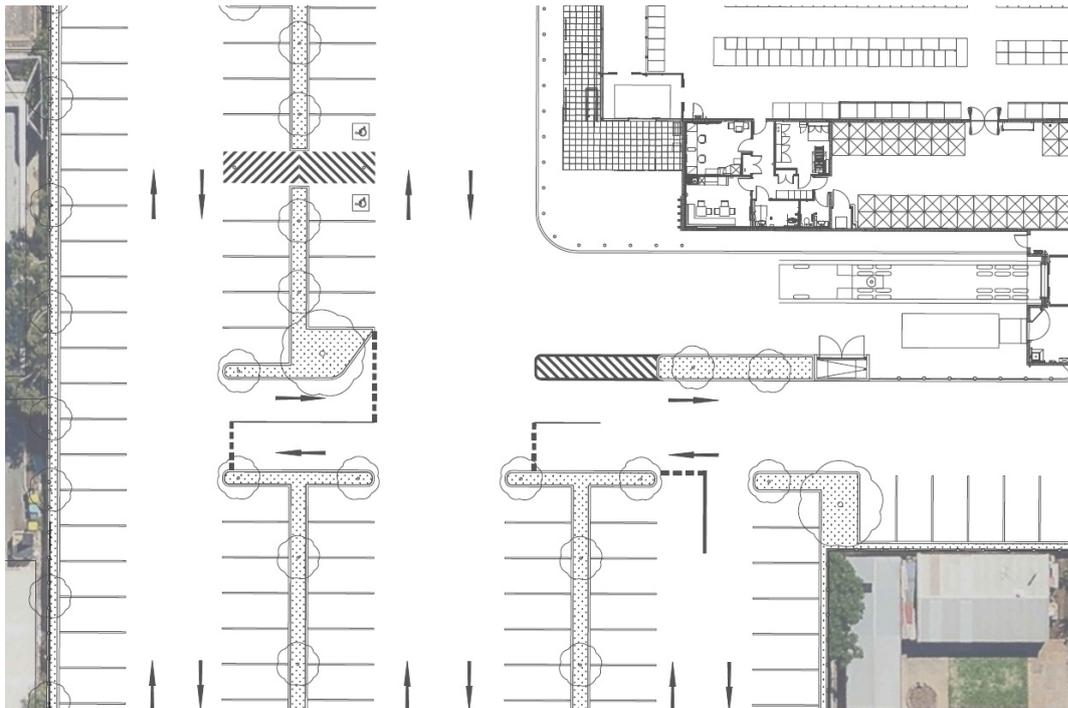
We note that linking the ALDI Site with the adjacent Benson Radiology Site is likely to be challenging as they are in separate land ownerships and would require a formal agreement from both land owners and tenants. This therefore may not necessarily be achievable. Further, we consider that linking the two sites is unlikely to result in a reduction in the potential conflict on Park Terrace as the number of crossovers will remain the same.

4. *It is noted that the proposed loading arrangements require delivery/service vehicles to travel through the main car park aisle and undertake reversing movements within the main internal intersection that connects to the Haigh Street access. This arrangement is less than desirable as it is likely to result in vehicular conflict. In order to minimise this potential, it is recommended that all service vehicle movements be undertaken outside of peak traffic and trade periods.*

The loading arrangement is not dissimilar to arrangements for other ALDI Stores in metropolitan Adelaide. Such movements operate efficiently given that trucks typically only access the loading dock two (2) times per day with manoeuvres typically undertaken in two (2) minutes or less. The loading dock is set back approximately 40 metres from Park Terrace, which provides drivers entering adequate time to observe and react to a truck reversing into the loading dock. It has also been considered that up to seven (7) vehicles can queue within the site while waiting for the truck to reverse into the dock. ALDI Trucks are equipped with reversing cameras, which would enable them to see activity behind the trailer. The reversing beepers will also be triggered meaning that vehicular and pedestrian traffic will be aware of their presence.

The four-way intersection within the site has been modified such that the east and west approaches are required to give-way to the north and south approaches. This ensures that the truck will have priority when reversing into the loading dock. Figure 2 shows the revised intersection concept.

Figure 2: Give-way on east and west approaches to 4-way intersection



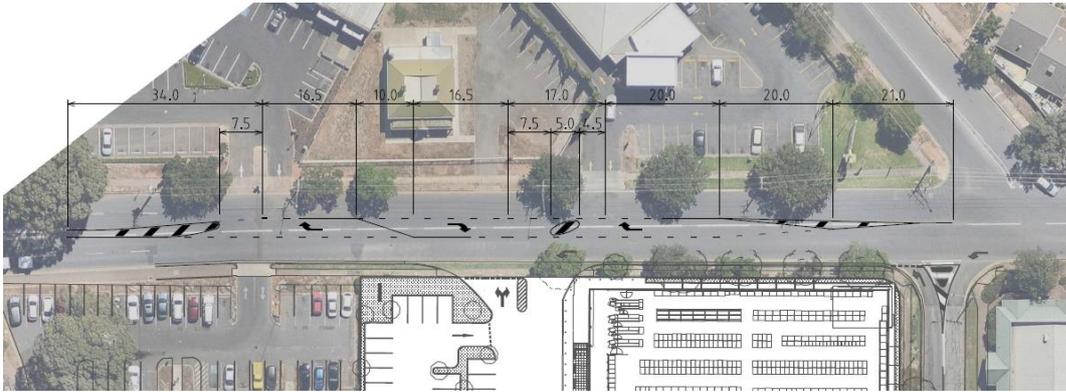
Response to Council Comments

The following are the traffic and parking related matters raised by Council, followed by GTA's response:

1. Detailed traffic control layout plan for the painted "right turn protective" median treatment to be installed on Park Terrace, noting planning DPTI upgrades as discussed below.

A dimensional layout plan for the proposed intersection treatment is shown in Figure 3. A detailed traffic control layout plan will be developed further during the detailed design phase.

Figure 3: Painted Intersection Configuration



2. Vehicle turn paths for opposing turning movements at the Haigh Street entrance.

Figure 4 illustrates that simultaneous movements (right in and left out) for opposing turns will be readily accommodated at the Haigh Street intersection with body clearance well above acceptable limits. Figure 5 also considers opposing turns for left in and right out.

Figure 4: Simultaneous Turning Movements (B85 Left Out, B99 Right In)

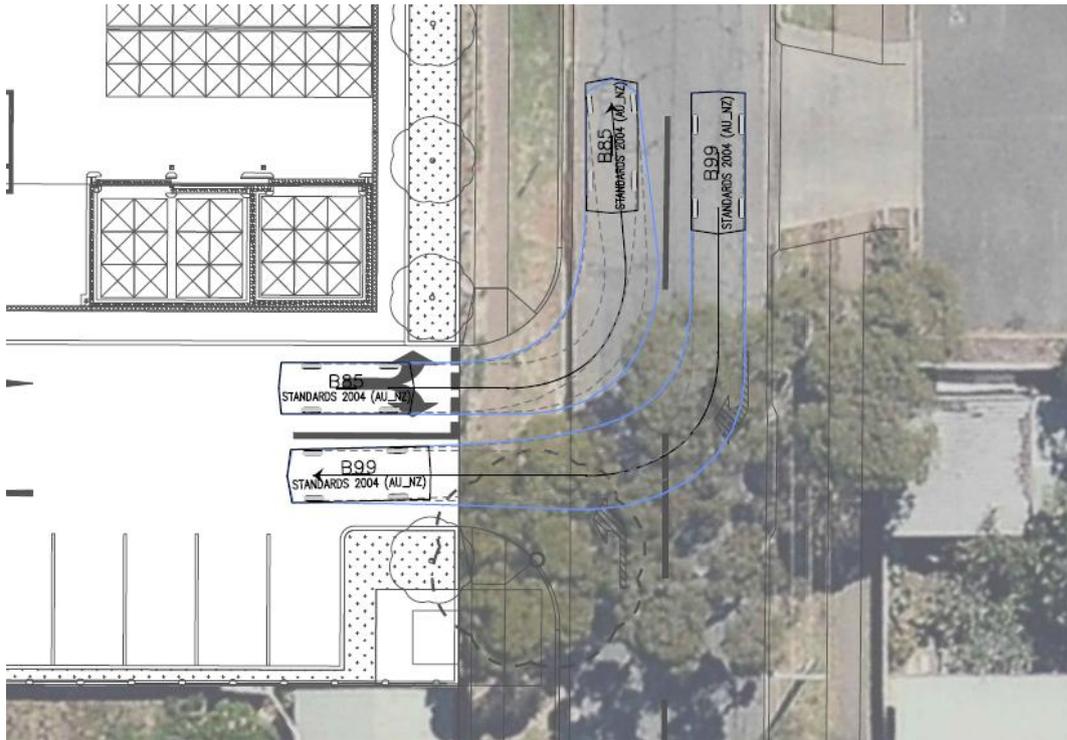
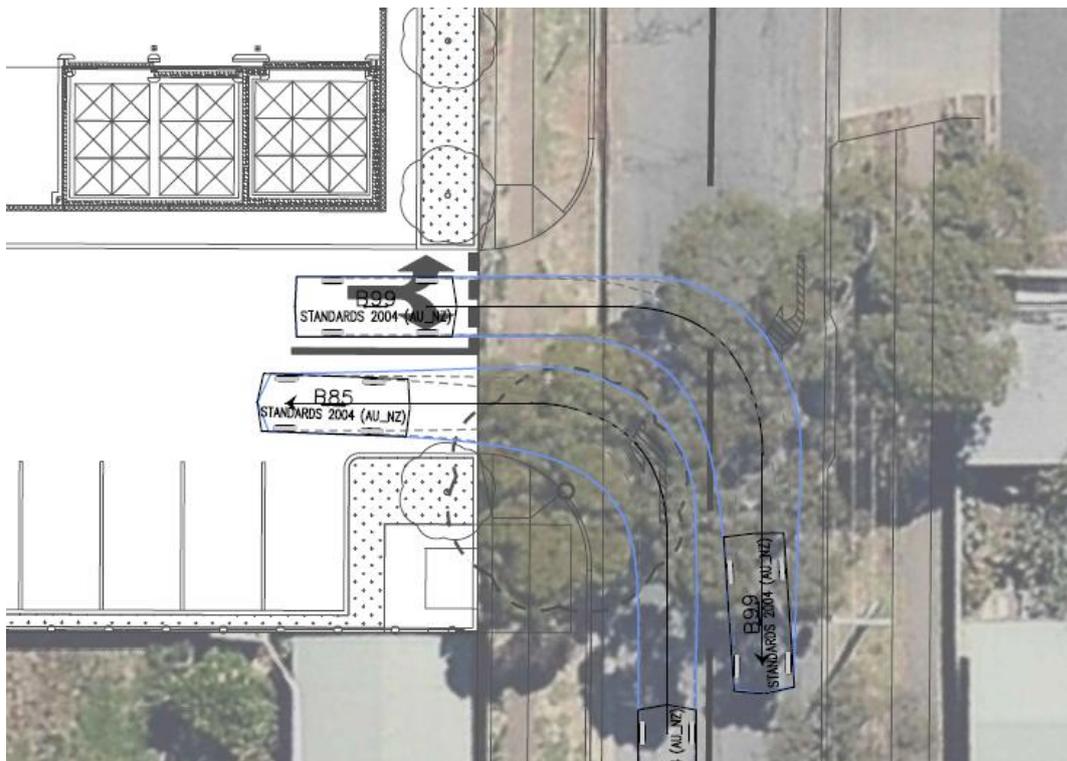


Figure 5: Simultaneous Turning Movements (B85 Left In, B99 Right Out)



3. Pedestrian linkage improvement between the site and the northern side of Park Terrace to create a safe and continuous path of travel for pedestrians. There are existing signalled pedestrians crossing locations within

200 metres of the site in Park Terrace. Given the number of turn lanes, right turn shelters and driveway accesses either proposed or existing adjacent the site on Park Terrace, an additional connection would appear to be only possible via a signalised intersection upgrade.

As discussed previously, and as noted by Council, there are signalised pedestrian crossing facilities 70 metres west of the site and further signalised crossing facilities 150 metres east of the site. The crossing to the west provides good linkage between the ALDI Store and the Salisbury town centre Precinct.

A signalised intersection adjacent Haigh Street/Church Street would not capture the anticipated pedestrian desire lines for the ALDI Store. Furthermore, a SIDRA Intersection Analysis as well as on-site observations confirm that the intersection already operates with a suitable Level of Service and within operational capacity for an unsignalised intersection.

Therefore, GTA Consultants considers that the existing crossing locations will adequately accommodate for pedestrians crossing Park Terrace on anticipated desire lines.

4. *Council's Integrated Transport Plan identified future major road upgrade realignment of park Terrace between Commercial Road and Wiltshire Street by DPTI as part of DPTI improvements to the state road networks and it is recommended that GTA seek further detail regarding this proposal from DPTI to ensure the proposed protected right turn median can be accommodated by future road upgrades.*

Noted. The proposal has been referred to DPTI who have not raised any concerns regarding future road upgrades.

Representations

Five (5) representations were lodged regarding the proposed ALDI Development, of which two (2) were in support and the remaining three (3) did not support.

One of the representors raised the following traffic matters, which is followed by GTA's response. While there were two other objection responses, these did not provide additional commentary.

Representation 4

Glenys E Edmunds (20 Mawson Road)

1. *With the build-up of traffic on Park Terrace, a very busy main road, affected by traffic lights and train crossing stoppages, car drivers will avail themselves of a quicker exit along Haigh Street and turn into Mawson Road to use Brown Terrace (lights) as an exit left or right onto Park Terrace.*

The main access points for the proposed development are on Park Terrace and Haigh Street. It is acknowledged that some traffic generated by the proposed development may use Mawson Road to the south to access the traffic signals on Brown Terrace. In this case, vehicles will use the Brown Terrace signals to turn right, however in most cases, turning left would be more easily completed from the site access or Haigh Street.

Most of the traffic using Mawson Street would be expected to be associated with local residents from the south of the site, between Brown Terrace and Cross Keys Road, wanting to access the proposed development. Therefore, it is expected that the volume using Mawson Road would be low and in part limited because of the existing traffic management devices on Brown Street. Most of the residential areas further to the south and east of the proposed development would likely travel to and from the site via Cross Keys Road and Park Terrace. Hence the impact on Mawson Road to the east of Haigh Street is expected to be low.

2. *The Salisbury Primary School is situated on Brown Terrace at the end of Mawson Road. Children cross over Mawson Road to walk to cars or walk home along Mawson Road to gain access to the railway pedestrian crossings as many children live on the other side of the railway line.*

This is not generally a matter for consideration by the proposed development as it deals with the behaviour of people using the school located some distance from the site. However, the change in traffic volume along Mawson Road, and Haigh Street where pedestrians would cross when walking along the north side of Mawson Road, arising from the development is expected to be low, as identified above, and would not therefore materially impact on the noted pedestrian route.

3. *Pedestrian children and young adults use the Mawson Road footpath and Haigh Street footpath to gain access to MacDonalds on the corner of Park Terrace and Church Street. Cars turning left or right across the footpath these young pedestrians use to access Park Terrace could lead to disastrous consequences.*

As discussed previously, this is not a matter of consideration for the proposed development as it does not relate to the ALDI Store. Pedestrians travelling from the school to McDonalds would be expected to cross Park Terrace using the signalised crossing at Brown Street, which provides a far safer crossing provision with or without the ALDI store.

4. *Residents of most of the dwellings along Mawson Road (including myself) are in very senior years and increase in volume of traffic would prevent neighbours from the other side of the road gaining support or socialisation with each other.*

As discussed, most of the additional traffic would be generated onto Park Terrace and Haigh Street (north of access). On Mawson Road to the west of Haigh Street, there would only be very localised access traffic associated with the ALDI Store. To the east, there is likely to be a small increase in traffic associated with localised movement, however this would not compromise the safety and nature of Mawson Road. Based on the above, pedestrians would still be safely able to cross Mawson Road as per existing conditions.

Scholes, Benjamin (DPTI)

From: Kieron Barnes <kbarnes@ekistics.com.au>
Sent: Thursday, 24 January 2019 12:37 PM
To: Scholes, Benjamin (DPTI)
Cc: Nigel Uren; Kerri McCard (Kerri.McCard@aldi.com.au); Trent Burns
Subject: RE: Invalid Representation for DA 361/E013/18 - ALDI Salisbury
Attachments: DOCS_AND_FILES_13557084_Representation - Vita Romeo - DA 361E01318 - App 3677 - ALDI Stores Pty Ltd C- Ekistics.PDF

Hi Ben,

Thanks for sending through the representation which was received 'out of time'.

We suspect that the Representor may not have had the opportunity to review the current Development Application as ALDI is not proposing to erect a "high wall" near the Representor's property. Rather, as noted in our Planning Statement, the proposed ALDI Store will be sited approximately 13 metres to the north-east of the Representor's property at 16 Mawson Road.

In terms of the concerns about noise and traffic, we note that the Development Application has been reviewed by Acoustic and Traffic Engineers who have confirmed that the proposed development will satisfy the requirements of the *Environment Protection (Noise) Policy 2007* as well as the applicable Australian Standards relating to vehicular access and parking. As an aside, we note that there are a number of relatively large sheds to the rear and side of the Representor's dwelling which will further reduce any potential issues in terms of noise, traffic movements or visual impact.

Thanks for your advice regarding the likely date of the SCAP meeting. Please let us know if you require any further information as you finalise your assessment.

Kind regards

Kieron Barnes
Senior Associate

ekistics

Level 1, 16 Vardon Avenue, Adelaide
PO Box 32, Goodwood SA 5034

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From: Scholes, Benjamin (DPTI) <Benjamin.Scholes@sa.gov.au>
Sent: Wednesday, 23 January 2019 12:31 PM
To: Kieron Barnes <kbarnes@ekistics.com.au>
Cc: Nigel Uren <nigel.uren@aldi.com.au>; Kerri McCard (Kerri.McCard@aldi.com.au) <Kerri.McCard@aldi.com.au>
Subject: Invalid Representation for DA 361/E013/18 - ALDI Salisbury

Hi Kieron,

SCAP administration received a late copy of a representation originating from the occupants of 16 Mawson Road, Salisbury.

The representation refers to concerns related to occupants' health, which I've interpreted as factors associated with the development introducing potential for complications to sufferers of emphysema and dementia residing at that address.

Although this submission is considered invalid, I spoke with the representor last week who assured me she sent a copy of the representation during the notification period. I advised the representor she would be welcome to attend the SCAP meeting, however the question of whether or not the representor would be invited to be heard in support of the submission during the meeting would be at the discretion of SCAP's presiding member.

If the applicant wishes to do so, it would be welcome to provide a response to the issues raised in advance of the public hearing which at this stage I'm anticipating will be included in the SCAP meeting scheduled for Thursday 14 February 2019.

Kind Regards

Ben Scholes

Planning Officer

Planning and Development

Department of Planning, Transport and Infrastructure

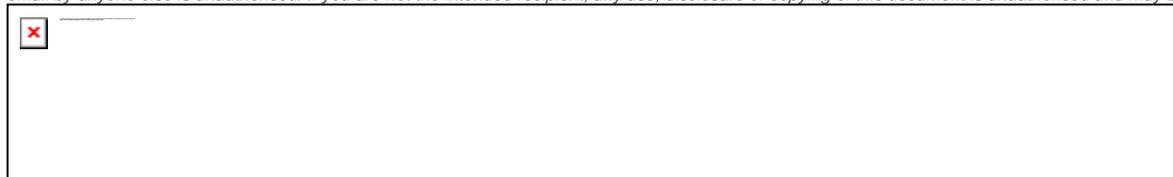
- T 8402 1861 (21861) • E benjamin.scholes@sa.gov.au
- Level 5, 50 Flinders Street Adelaide SA 5000 • GPO Box 1815 Adelaide SA • DX 171 • www.dpti.sa.gov.au
- View the [SA Planning Portal](#) • Subscribe to our [Newsletters](#)



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From: Scholes, Benjamin (DPTI)

Sent: Wednesday, 12 December 2018 11:14 AM

To: Kieron Barnes <kbarnes@ekistics.com.au>

Cc: Nigel Uren <nigel.uren@aldi.com.au>; Kerri McCard (Kerri.McCard@aldi.com.au) <Kerri.McCard@aldi.com.au>

Subject: RE: Representations for DA 361/E013/18 - ALDI Salisbury

Hi Kieron,

I spoke too soon – please find a copy of a 5th representation received by SCAP administration prior to COB yesterday.

Kind Regards

Ben Scholes

Planning Officer

Planning and Development

Department of Planning, Transport and Infrastructure

- T 8402 1861 (21861) • E benjamin.scholes@sa.gov.au
- Level 5, 50 Flinders Street Adelaide SA 5000 • GPO Box 1815 Adelaide SA • DX 171 • www.dpti.sa.gov.au
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From: Kieron Barnes [<mailto:kbarnes@ekistics.com.au>]

Sent: Wednesday, 12 December 2018 10:47 AM

To: Scholes, Benjamin (DPTI) <Benjamin.Scholes@sa.gov.au>

Cc: Nigel Uren <nigel.uren@aldi.com.au>; Kerri McCard (Kerri.McCard@aldi.com.au) <Kerri.McCard@aldi.com.au>

Subject: RE: Representations for DA 361/E013/18 - ALDI Salisbury

Thanks Ben,

That's great – out of 180 notified owners/occupiers, we've only received two objections!

The two reps in support haven't listed the address of the affected property (presumably they're owners not occupiers). Is this an issue from your perspective?

Thanks for the update re the DPTI referral response and we look forward to receiving the City of Salisbury's comments next week.

Thanks for your assistance so far.

Kind regards

Kieron Barnes
Senior Associate

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From: Scholes, Benjamin (DPTI) <Benjamin.Scholes@sa.gov.au>

Sent: Wednesday, 12 December 2018 10:20 AM

To: Kieron Barnes <kbarnes@ekistics.com.au>

Cc: Nigel Uren <nigel.uren@aldi.com.au>; Kerri McCard (Kerri.McCard@aldi.com.au) <Kerri.McCard@aldi.com.au>

Subject: Representations for DA 361/E013/18 - ALDI Salisbury

Good morning Kieron,

Please find the attached copies of representations received throughout the public notice period for DA 361/E013/18.

Note that a representor (R2) has indicated a wish to be heard by SCAP in support of their submission.

Should any additional (hardcopy) submissions be received I'll forward these for information, although they would likely be considered invalid.

I'm awaiting a copy of the referral response by the Commissioner of Highways, which I understand has been completed (by officers) but is yet to be endorsed by the Commissioner's delegate.

I'll forward a copy of this when I'm able to.

Kind Regards

Ben Scholes

Planning Officer

Planning and Development

Department of Planning, Transport and Infrastructure

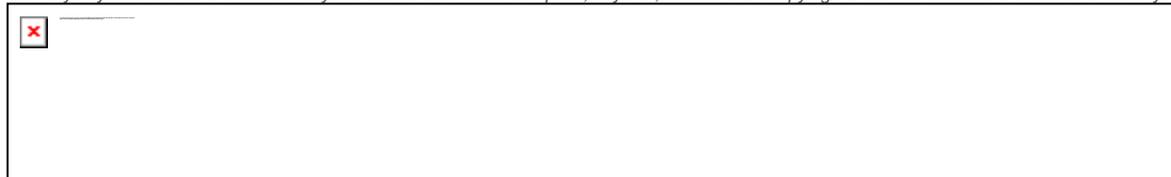
- T 8402 1861 (21861) • E benjamin.scholes@sa.gov.au
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From: Kieron Barnes [<mailto:kbarnes@ekistics.com.au>]

Sent: Thursday, 22 November 2018 2:02 PM

To: Scholes, Benjamin (DPTI) <Benjamin.Scholes@sa.gov.au>

Cc: Nigel Uren <nigel.uren@aldi.com.au>; Kerri McCard (Kerri.McCard@aldi.com.au) <Kerri.McCard@aldi.com.au>

Subject: RE: ALDI Salisbury

Hi Ben,

Would you mind confirming the dates of the Cat 2 notification for the Salisbury ALDI Store. Also, can you please let us know when comments are due from the City of Salisbury and DPTI – I had in my mind that it was 19 December, but I'm not sure if that's correct?

Kind regards

Kieron Barnes

Senior Associate



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From: Kieron Barnes
Sent: Tuesday, 13 November 2018 5:00 PM
To: Scholes, Benjamin (DPTI) <Benjamin.Scholes@sa.gov.au>
Cc: Nigel Uren <nigel.uren@aldi.com.au>
Subject: FW: ALDI Salisbury - Call In of revised development scheme by the SCG

Hi Ben,

Thanks very much for your time this afternoon to discuss the new DA for the Salisbury ALDI Store.

As discussed, ALDI has sought to address the concerns raised by the City of Salisbury with the previous development application. This has included meetings with Senior Staff and taking on board (where feasible and practical) a series of written comments provided by of Council.

The attached document outlines Council's comments and ALDI's response. As you'll note, it was sent to Council on 10 October and forwarded to Jeremy Wood of your office on 17 October. As you'll also note, ALDI has been unable to accommodate the Council's preference for additional retail fronting Park Terrace and residential development fronting Mawson Road. The remaining issues, we believe, have been satisfactorily addressed.

Thanks for your confirmation that the new application has now been referred to DPTI and the Council and will undergo Category 2 notification shortly. As always, please contact us if you need any further information.

Kind regards

Kieron Barnes
Senior Associate



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From: Richard Dwyer <rdwyer@ekistics.com.au>
Sent: Wednesday, 17 October 2018 3:33 PM
To: Wood, Jeremy (DPTI) <Jeremy.Wood@sa.gov.au>
Cc: nigel.uren@aldi.com.au; Kerri.McCard@aldi.com.au; Kieron Barnes <kbarnes@ekistics.com.au>
Subject: ALDI Salisbury - Call In of revised development scheme by the SCG

Jeremy,

As discussed, please find *attached* a copy of ALDI's response to Salisbury Councils comments on the latest revised ALDI scheme for the site located at 41-47 Park Terrace, Salisbury.

This response was provided by Nigel Uren to Council on 10 October 2018 and included the following email correspondence:

Dear Chris/Terry/Aaron

Thanks for your time on the phone last week and your summary /comments as per your email below.

I've now had time to consider these and reflect on how and where we can accommodate these considerations.

Please refer my mark-up comments to your summary table as attached.

Once you have reviewed I would like to discuss how you see we may be able to progress noting we need to continue progress.

We genuinely we would like to collaborate with Council wherever possible.

Happy to chat at your convenience.

regards

*Nigel Uren
Property Director*

ALDI Stores (A Limited Partnership)
Property

If possible, we would welcome the opportunity to meet with yourself and Jim Hallion at **4:00pm on Monday 22 October 2018** to discuss the latest scheme (and to discuss the various issues associated with Councils preferred scheme). Are you able to confirm if this meeting time is still available?

The meeting would be attended by Nigel Uren (Property Director, ALDI) and either myself or Kieron Barnes from Ekistics.

Please don't hesitate to contact me on 0402 344 401 should you have any questions or queries

Kind regards,

Richard Dwyer
Managing Director



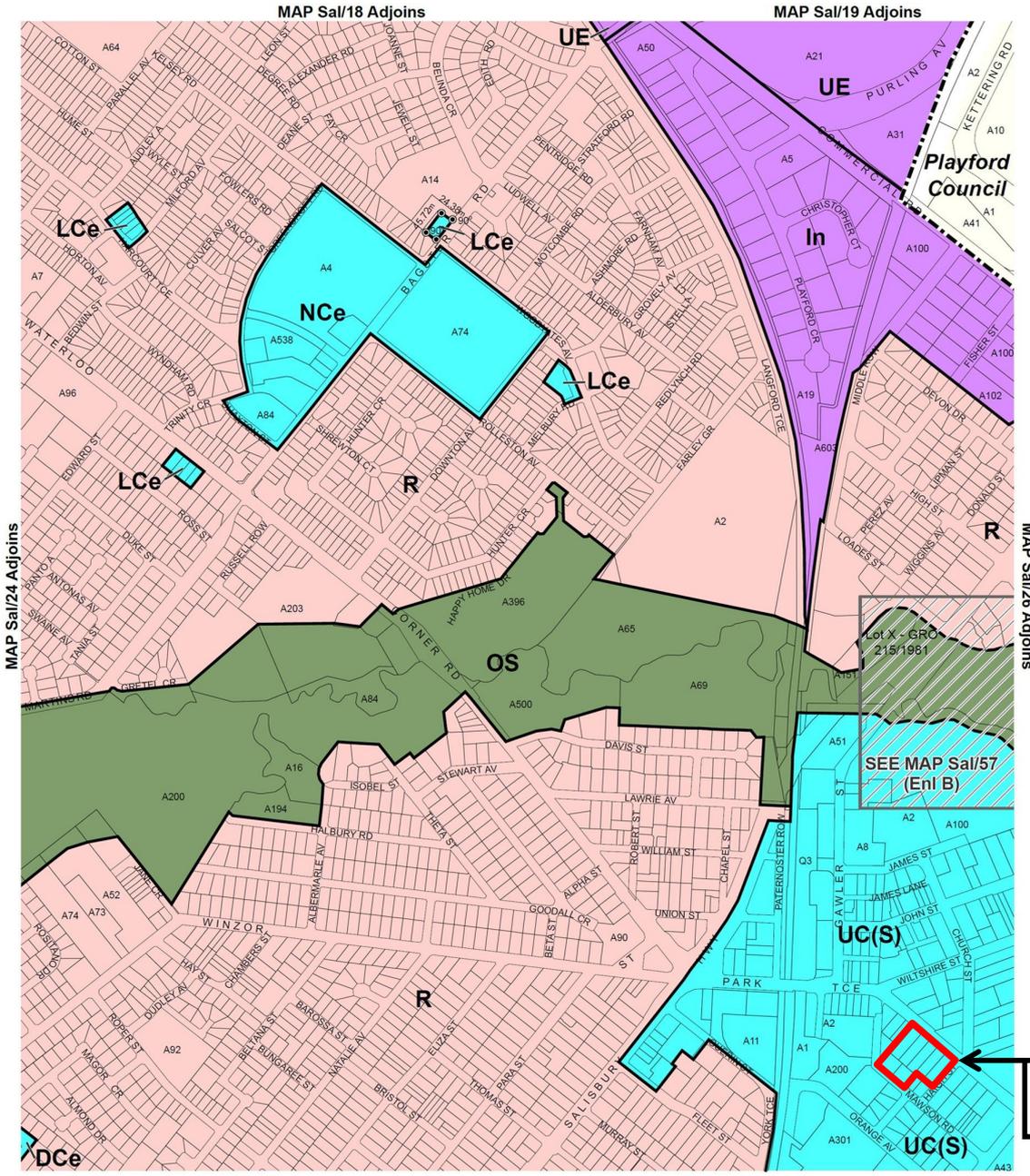
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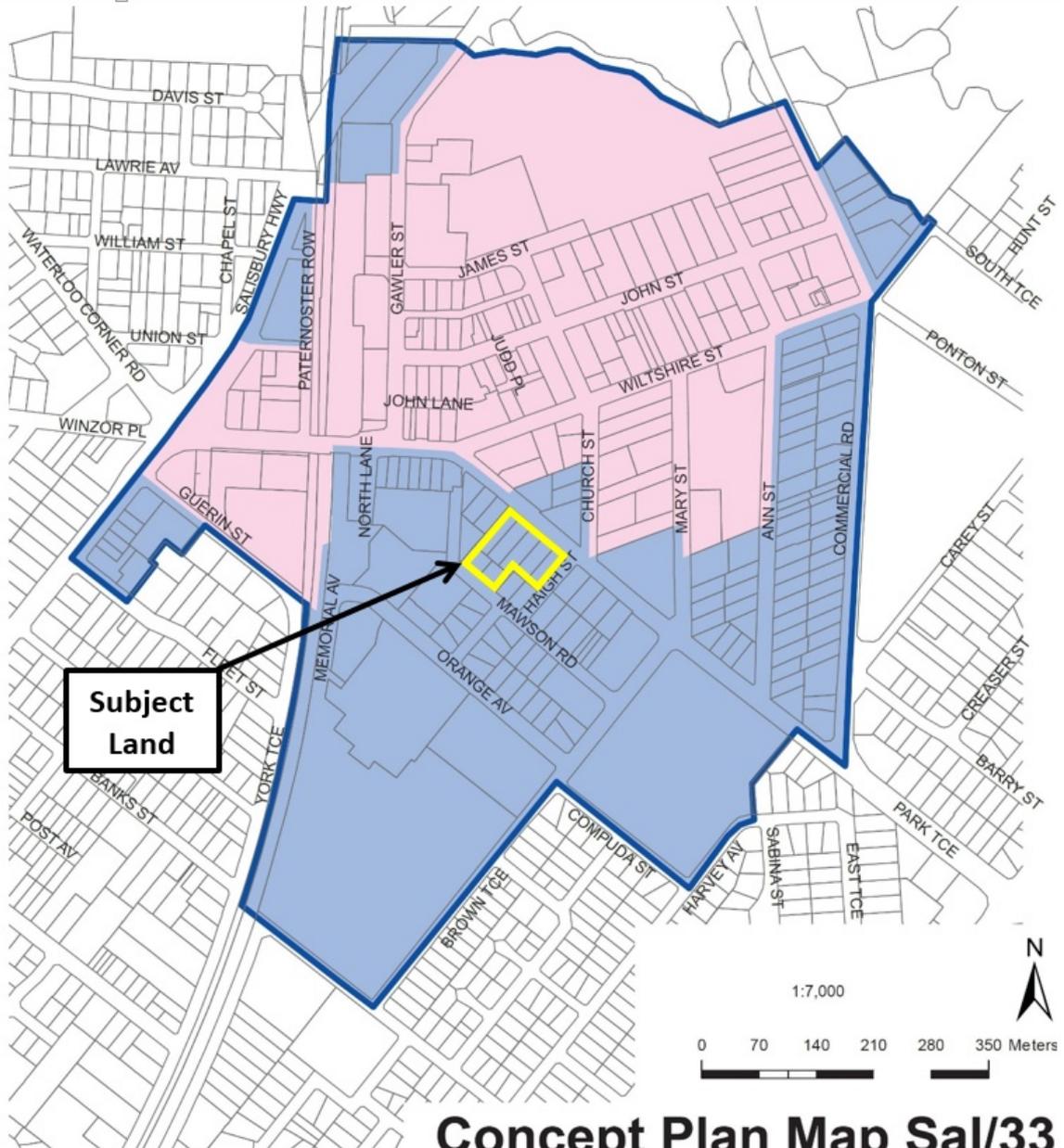
See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

- Zones**
- In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - OS Open Space
 - R Residential
 - UC(S) Urban Core(Salisbury)
 - UE Urban Employment
 - Zone Boundary
 - - - - - Development Plan Boundary



Zone Map Sal/25

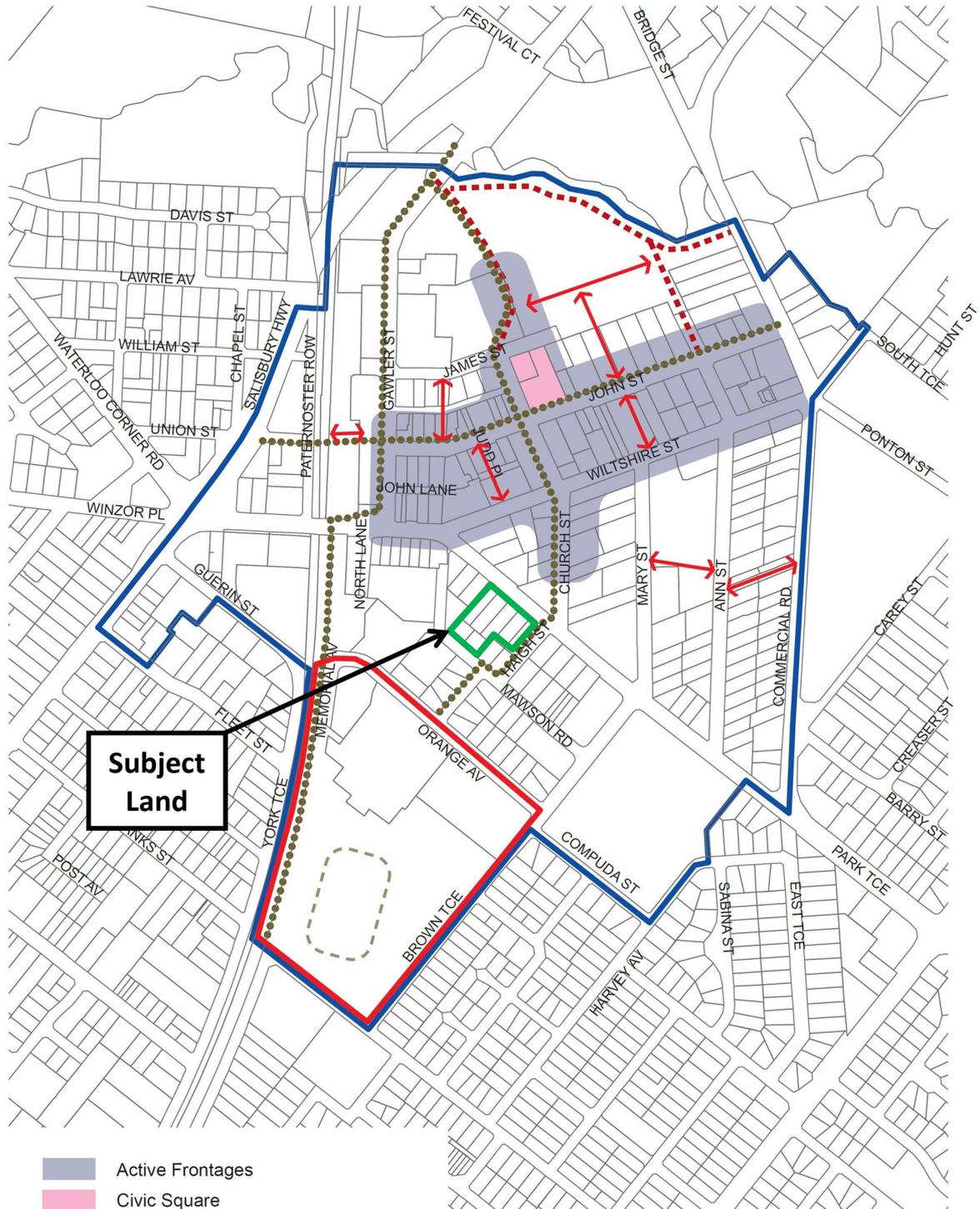
SALISBURY COUNCIL
Consolidated - 15 December 2018



-  Core Area
-  Transition Area
-  Concept Plan Boundary

Concept Plan Map Sal/33 SALISBURY CITY CENTRE CORE AND TRANSITION AREAS

SALISBURY COUNCIL
Consolidated - 15 December 2016



-  Active Frontages
-  Civic Square
-  Salisbury Oval
-  Potential Thoroughfare (alignment to be determined)
-  Pedestrian Connectivity (indicative locations)
-  Key Desired Pedestrian Connections
-  Salisbury Oval Precinct
-  Concept Plan Boundary



Concept Plan Map Sal/34 SALISBURY CITY CENTRE

SALISBURY COUNCIL

Consolidated - 15 December 2016



Subject Land



- Train Line
- Designated Road: type B road
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map Sal/25 NOISE AND AIR EMISSIONS

SALISBURY COUNCIL
Consolidated - 15 December 2016

Urban Core (Salisbury) Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 **Affordable housing and smaller dwellings**, including innovative housing designs, located close to local services and public transport stops **and integrated into residential and mixed use development**.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition to a vibrant business hub and key transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:

- diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses
- development of increased residential opportunities to accommodate a diverse population
- upgrade of the existing public transport interchange and intensification of development within the zone
- continued provision of sports and recreation facilities and enhancement of open space and streetscapes.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on [Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas](#).

The Core Area will provide the greatest intensity of land use and activity with a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment generating activities integrated with the public transport interchange and networks. Located within the Core Area is the 'main street' of John Street and the Parabanks Shopping Centre that will continue to provide the primary focus for retail, including large format retail and supermarkets. Facilities within the zone should be sited and designed with a view to promote after-hours uses to reinforce the centre as the focus for community activity in the district.

Medium and high density housing in a diverse range of residential dwelling types, including mixed use, student, aged accommodation, serviced apartments and affordable housing will be developed across the zone with a focus around capitalising on existing amenity of key open space and proximity to existing facilities. Overall, the zone is intended to achieve a minimum net residential density ranging from 70 dwellings per hectare in the core reducing to a minimum of 35 in the Transition Area.

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity. The consolidation of existing land holdings to form larger development sites is encouraged to facilitate the reduction of driveway crossovers and provide spaces for high quality multi-storey development that maximises the amenity of the surrounding public realm.

Off-street parking will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport. On-site parking areas will be consolidated and shared, and driveway entrances minimised to maximise opportunities for on-street parking. Provision of consolidated multi-deck car parking is encouraged, with longer term/all day car parking preferably located on the perimeter of the centre. Provision of safe and well-designed walkways to link car parking areas to destinations is vital.

Pedestrian-scale signage, landscaping, street art, lighting, street furniture, canopies and sheltered walkways will be integrated into buildings, open space and streets to create safe, interesting, attractive and sociable spaces for visitors to access outdoor dining and footpath trading. Principles of universal design should be adopted to ensure the area is usable by people of all abilities. A sheltered pedestrian environment should be created along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings. Legible, safe and accessible cycling routes and pedestrian pathways connecting key public open space and facilities including the Little Para trail, Civic Square, public transport interchange and bus stops will be enhanced.

Upper level facades will provide architectural interest with the use of balconies and roof top outdoor spaces encouraged. Solid material will be balanced with windows and other forms of visual permeability along key streets and public spaces. Plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development and other sensitive uses will be addressed through the use of building envelopes to maximise solar access, consideration of building height transitions, considered design and location of windows, balconies and use of landscaping to maintain privacy. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, mature trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

The centre will explore a range of opportunities to conserve resources, minimise energy use and promote Water Sensitive Urban Design. These opportunities may include the harvest, treatment, storage and reuse of stormwater, green roofs and walls, renewable energy features and innovative waste practices at a neighbourhood, street, site and individual building level where appropriate.

In accordance with the relevant development constraints mapping, buildings which exceed a height of 15 metres may require referral to the Federal Department of Infrastructure and Regional Development.

Core Area

John Street and Civic Square

The village atmosphere and mix of main street fine grain land uses that make John Street unique will be retained and regenerated supporting retail, cafes and restaurants on the ground level, with offices and opportunities for mixed use residential development promoted on upper levels.

Building heights up to 4 levels are envisaged with upper storeys set back from the ground and first storeys to retain the low scale existing pedestrian scale and character of John Street. Development will connect directly to the civic square area, providing strong active frontages. The existing fine grain street based development should be maintained along the western end of John Street, and new development along the eastern portion designed to reflect this pattern.

Pedestrian permeability through to adjoining areas will be improved, with existing pedestrian connections both within streets and through private buildings, carparks and covered malls retained and enhanced. The exterior storage or display of goods or service areas should not compromise pedestrian movement or amenity.

Possible Church Street Extension

An extension to Church Street to the north is envisaged to create a new high street characterised by wide footpaths, street trees and landscape plantings which will assist in improving the overall appearance and legibility of the centre.

Upon completion, this extension to Church Street will provide opportunities for ground level activation incorporating new retail and commercial land uses, mixed use and medium to high density residential development. Building heights up to 6 storeys are anticipated along the Church Street extension within the Core Area.

Parabanks Shopping Centre

This shopping centre will continue to be the focus for large scale retail development, with redevelopment to incorporate active frontages and prominent entrances where directly abutting onto John Street, the Civic Square and the proposed Church Street extension. Over time opportunities for increased ground level activation adjoining Pitman Park and the Little Para River including the incorporation of residential development is encouraged.

Pedestrian connectivity and amenity throughout this area including at grade carparks should be improved, with designated safe, accessible and sheltered walking areas and enhanced landscaping provided.

Interchange

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient pedestrian access. Development adjacent to the public transport interchange will be mixed both vertically and horizontally, with non-residential uses encouraged to create visual interest and active street frontages.

There should be a focus on a mix of land uses with potential for small scale convenience retail, commercial, entertainment and ancillary development. Redevelopment of existing car parking areas immediately adjacent the interchange is encouraged, where existing car parking spaces can be provided in conjunction with the redevelopment, or relocated elsewhere.

Transition Area

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

Ann and Mary Street

The historic character and mix of community, education and community land uses within this area will remain the primary land use. Future opportunities for medium density mixed use and residential development will be supported where the architectural and urban design has addressed integration and complements the existing built form reflecting the lower scale intended within the transition areas.

Salisbury Oval and Surrounds

The area south of Park Terrace will continue to support a range of structured sport and recreation facilities, residential, education, community and open space uses. An increase in density of existing residential development within the area, combined with development of medium density dwellings integrated around the perimeter of the oval in strategic locations to take advantage of views over the open space is envisaged.

Dwelling design should seek to maximise vistas into the open space from surrounding streets and promote built form with open fencing and balconies that improve surveillance and maximise pedestrian legibility, safety, pleasure and comfort. Links between this area and the core area to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor and improved connection across Park Terrace. Development will be designed and sited to minimise privacy impacts on adjoining and nearby residential development and other sensitive land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - cinema
 - civic building
 - community centre
 - consulting room
 - dwelling
 - educational establishment
 - entertainment venue
 - hotel
 - gymnasium
 - library
 - licensed premises
 - multi-deck car parking
 - nursing home
 - office
 - place of worship
 - pre-school
 - public transport interchange
 - recreation centre
 - residential flat building
 - retirement village
 - school
 - shop or group of shops
 - supported accommodation
 - theatre
 - tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.

- 3 Core and Transition Areas should be developed in accordance with the relevant [Concept Plan Map Sal/33 – Salisbury City Centre Core Transition Areas](#) and [Concept Plan Map Sal/34 – Salisbury City Centre](#).

- 4 The Core Area should be developed to include a range of land uses that are high pedestrian generators, promote public transport use, provide opportunities for multi-purpose trips and include after-hours uses.
- 5 Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 6 Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:
 - (a) encourage walking to local shopping, community services and other activities
 - (b) do not detrimentally impact on the amenity of nearby residents.
- 7 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless it can be demonstrated that any shortfall in affordable housing from a preceding stage of development will be accommodated in a subsequent stage or stages.
- 8 A shop can occur where it achieves one of the following:
 - (a) it is located within the Core Area
 - (b) it is a bulky goods outlet
 - (c) it is located within the Transition Area and has a maximum floor area of 500 square metres.

Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	70 dwellings per hectare net
Transition Area	35 dwellings per hectare net

- 11 Residential development in a mixed use building should achieve a minimum net residential site density of 35 dwellings per hectare.
- 12 In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

Design and Appearance

- 13 In the Core Area:
 - (a) Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses without the need for significant change to the building
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

- 14 Except in the Core Area, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable 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 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 15 Buildings should address public open space and defined pedestrian routes as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#).
- 16 Development of sites adjoining the Civic Square, as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#), should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.
- 17 Building setbacks should be consistent with or complement setback distances of adjoining development where possible.

Building Height

- 18 Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following provisions:

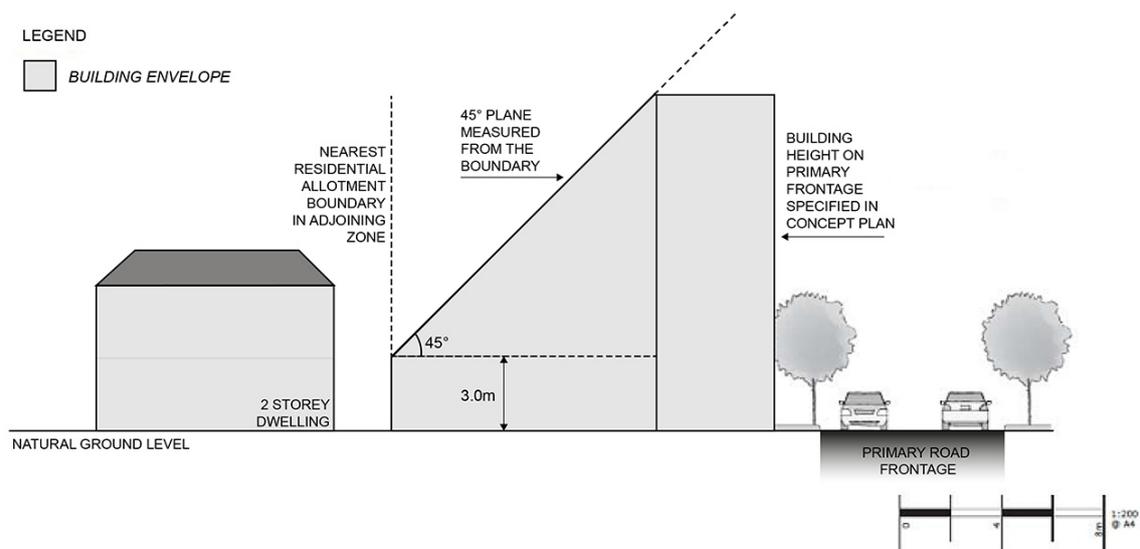
Designated area	Maximum building height
Core Area	6 storeys and 24.50 metres
Transition Area	4 storeys and up to 16.5 metres

- 19 Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street,.
- 20 Building heights in the Transition Area may exceed 4 storeys (to a maximum of 6 storeys) in the area labelled 'Salisbury Oval Precinct' identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#) where it can be demonstrated that development will retain satisfactory access to sunlight, minimise overlooking of adjacent private open space, and is part of an integrated and precinct planned development of the site.

Interface Height Provisions

- 21 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is primary road frontage), as illustrated in Figure 1:

Figure 1



Off Street Vehicle Parking

22 Where [Table Sal/2 – Off Street Vehicle Parking Requirements](#) applies a lesser rate may be applied where justified and based on local circumstances, including if:

- (a) the proposed development is adjacent to a designated pedestrian and/or cycle path
- (b) convenient on-street car parking is readily available
- (c) (there is opportunity to utilise shared car parking areas between uses based upon compatible hours of peak operation
- (d) (suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
- (e) for studio apartments, dwellings with two bedrooms or less, student accommodation, affordable housing, retirement villages or aged persons accommodation.

23 Multi-deck car parking should take the appearance of a commercial building, with active frontages and mixed land uses on the ground level.

Land Division

24 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.

25 Wherever practicable, land division and site amalgamation should:

- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
- (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments facilitate development as envisaged in [Concept Plan Map Sal/34 – Salisbury City Centre](#).

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) within the Core Area as identified in relevant [Concept Plan Map Sal/33 - Salisbury City Centre Core Transition Areas](#) are complying:

A change of use to a shop, office, consulting room or any combination of these where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place

- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the Development Act 1993 or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Civic building	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Indoor recreation facility	
Nursing home	

Category 1	Category 2
Office	
Pre-school	
Primary school	
Recreation centre	
Residential flat buildings	
Retirement village	
Shop or group of shops, except where it exceeds 500 square metres of gross leasable area within the Transition Area	
Supported accommodation	
Tourist accommodation	

Noise and Air Emissions Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

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

OBJECTIVES

- 1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met

- (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
- (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

General Section

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 4 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 5 Advertisements and/or advertising hoardings should not be erected on:

- (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement
 - (d) residential land.
- 6 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 7 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 8 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 9 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.

Safety

- 10 Advertisements and/or advertising hoardings should not create a hazard by:
- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
 - (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
 - (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
 - (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).
- 11 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

Freestanding Advertisements

- 12 Freestanding advertisements and/or advertising hoardings should be:
- (a) limited to only one primary advertisement per site or complex
 - (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.
- 13 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
 - (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

- 14 Portable, easel or A-frame advertisements should be displayed only where:
- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
 - (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
 - (c) there is no unnecessary duplication or proliferation of advertising information
 - (d) there is no damage to, or removal of, any landscaping on the site
 - (e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site
 - (f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.
- 15 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone Precinct 8 Retail Core (within the Ingle Farm Policy Area 2) Core area within the Urban Core (Salisbury) Zone Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4) Bulky Goods Zone Precinct 23 Greenfields Commercial (within the Commercial Zone)	8
Industry Zone Neighbourhood Centre Zone Precinct 21 Para Hills West Commercial (within the Commercial Zone) Precinct 24 Pooraka Commercial (within the Commercial Zone)	6
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial) Precinct 5 Education (within the Ingle Farm Policy Area 2) Precinct 7 Recreation (within the Ingle Farm Policy Area 2) Local Centre Zone Precinct 15 Community (within the Salisbury Downs Policy Area 4) Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4) Transition area within the Urban Core (Salisbury) Zone	4
In all other locations	3

- 16 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

Advertising along Arterial Roads

- 17 Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.

Centres and Retail Development

OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
- 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 networks.
- 3 The provision of a safe pedestrian environment 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 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 Development of centres outside of Greater Adelaide in accordance with the following hierarchy:
 - (a) Regional Centre
 - (b) District Centre
 - (c) Town Centre (for smaller towns with a single centre zone)
 - (d) Local Centre (subsidiary centres for towns with a regional or district centre).
- 7 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.
- 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, seating, litter bins, 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 Development should be designed to minimise energy consumption for lighting, heating, cooling and ventilation.
- 5 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.
- 6 The design of undercroft or semi-basement car parking areas should not detract from the visual quality and amenity of adjacent pedestrian paths, streets or public spaces.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

Arterial Roads

- 8 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- 9 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

- 10 A shop or group of shops with a gross leaseable area of greater than 250 square metres should be located within a centre zone.
- 11 A shop or group of shops with a gross leaseable area of less than 250 square metres should not be located on arterial roads unless within a centre zone.
- 12 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.
- 13 Bulky goods outlets should only be located in centres, commercial and bulky goods zones.
- 14 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 leaseable 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 architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 7 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 8 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 9 Development should provide clearly recognisable links to adjoining areas and facilities.

- 10 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 11 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 12 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 13 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 14 Outdoor lighting should not result in light spillage on adjacent land.

Overshadowing

- 15 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 16 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (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 building 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.
- 17 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

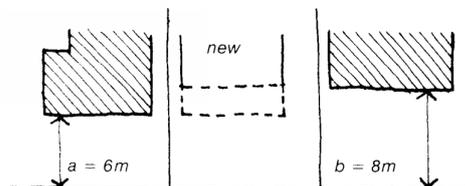
Building Setbacks from Road Boundaries

- 18 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 streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 19 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 adjacent allotments	Setback of new building
---	-------------------------

Up to 2 metres

The same setback as one of the adjacent buildings, as illustrated below:



When $b - a \leq 2$, setback of new dwelling = a or b

Greater than 2 metres

At least the average setback of the adjacent buildings.

- 20 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 21 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 22 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

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.

Hazards

OBJECTIVES

- 5 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 6 Development located and designed to minimise the risks to safety and property from flooding.
- 7 Development located to minimise the threat and impact of bushfires on life and property.
- 8 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- 9 Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- 10 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.

- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
 - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
 - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.
- 6 Development, including earthworks associated with development, should not do any of the following:
 - (a) impede the flow of floodwaters through the land or other surrounding land
 - (b) increase the potential hazard risk to public safety of persons during a flood event
 - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
 - (d) cause any adverse effect on the floodway function
 - (e) increase the risk of flooding of other land
 - (f) obstruct a watercourse.

Site Contamination

- 7 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

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 not take place until adequate and co-ordinated drainage of the land is assured.

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 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.
- 4 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

- 5 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.
- 6 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.

Air Quality

- 7 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.
- 8 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 and minimise hard paved surfaces 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) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) 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 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

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.

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.

Water Sensitive Design

- 3 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 4 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 5 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.
- 6 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.

- 7 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 8 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.
- 9 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.
- 10 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.
- 11 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 12 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.
- 13 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

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 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.
- 6 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.
- 7 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.
- 8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

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.

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 motorised and non-motorised 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.
- 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.
- 5 Safe and convenient freight 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 and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.

- 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 and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 8 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.
- 9 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 10 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 11 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 12 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 13 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, public and community transport stops and activity centres.
- 14 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 15 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 16 New developments should give priority to and not compromise existing designated bicycle routes.
- 17 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 18 Developments 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

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sa/3 - Off Street Bicycle Parking Requirements](#).
- 19 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 20 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 21 Development should have direct access from an all weather public road.
- 22 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.
- 23 Development should not restrict access to publicly owned land such as recreation areas.
- 24 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
 - (b) shared between developments.
- 25 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 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 on to 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 on to or from the road.
- 28 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 run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 29 Development should be sited and designed to provide convenient access for people with a disability.

- 30 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Vehicle Parking

- 31 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on [Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area](#), [Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area](#) and [Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area](#)
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 32 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 33 Vehicle parking areas should be sited and designed in a manner that will:
- (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 to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, 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.
- 34 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit

- (d) having clearly visible walkways.
- 35 Where 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 customers.
- 36 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 37 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 38 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 39 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

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 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.