

## **ALDI Stores Pty Ltd**

Construction of a group of shops (4 tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees

### **41-47 Park Terrace, Salisbury**

361/E005/18

#### **TABLE OF CONTENTS**

	<b>PAGE NO</b>
<b>AGENDA REPORT</b>	2-29
<b>ATTACHMENTS</b>	
1: PLANS	30-50
2: APPLICATION DOCUMENTS a. Planning Statement – Ekistics Planning & Design including appendices	51-229
3: AGENCY COMMENTS (Safety and Services Division, DPTI)	230-233
4: COUNCIL COMMENTS and TECHNICAL ADVICE	234-250
5: REPRESENTATIONS	251-258
6: RESPONSE TO REPRESENTATIONS & COUNCIL COMMENTS	259-344
7: DEVELOPMENT PLAN PROVISIONS	345-352



## **OVERVIEW**

<b>Application No</b>	170/E009/17
<b>Unique ID/KNET ID</b>	2018/13210/01
<b>Applicant</b>	ALDI Stores Pty Ltd
<b>Proposal</b>	Construction of a group of shops (4 tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees
<b>Subject Land</b>	41-47 Park Terrace, Salisbury
<b>Zone/Policy Area</b>	Urban Core (Salisbury) Zone
<b>Relevant Authority</b>	State Commission Assessment Panel – Schedule 10, 20 (1)
<b>Lodgement Date</b>	30 May 2018
<b>Council</b>	City of Salisbury Council
<b>Development Plan</b>	Consolidated 15 December 2016
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Category 2
<b>Representations</b>	4 valid representations received (3 opposed/1 in support) 3 representors wish to be heard
<b>Referral Agencies</b>	DPTI – Transport Assessment and Policy Reform
<b>Report Author</b>	Darby Schultz Senior Planning Officer
<b>RECOMMENDATION</b>	Grant Development Plan Consent subject to conditions

## **EXECUTIVE SUMMARY**

The proposal seeks Development Plan Consent to establish an ALDI store in addition to a separate retail building comprising three (3) individual tenancies (specialty shops). The subject land comprises five contiguous allotments which are presently utilised as two residential properties. The development requires the demolition of the two (2) existing dwellings and multiple outbuildings, along with the removal to two (2) regulated trees in order to establish the desired layout for the site.

Whilst the subject land currently holds established residential uses, the land falls within the Transition Area of the Urban Core (Salisbury) Zone. The Zone objectives seek development which will contribute to *“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.”*

The proposal is considered well aligned with the policy framework however the extent of retail floor area is a sizeable departure from the 500sqm maximum floor area limit anticipated in the Transition Area.

The proposal was determined to be a Category 2 form of development for the purpose of public notification. A total of 4 representations were received as a result of the notification process (1 in support, 3 opposed). A common concern raised in the submissions was in relation to potential traffic impacts associated with the proposal. Other matters included impact on visual amenity, bulk and scale, residential interface, market demand and inconsistency of the proposal with zone policy (desired character). Similar concerns were raised by the Council, who raised objection to the proposal in its current form.



The applicant has made amendments to the design and layout of the proposal as a result of concerns raised, particularly with respect to traffic management, landscaping, building heights and setbacks. The application was referred to Transport Assessment section of DPTI who have endorsed the traffic arrangements for the site subject to a number of conditions that have been drafted (where relevant) into the consent recommendation.

It is considered that the applicant has addressed concerns raised in the representations to an acceptable degree and as a result a recommendation to grant development plan consent to the proposal is provided for the consideration of the SCAP.

## **ASSESSMENT REPORT**

### **1. BACKGROUND**

#### **1.1 Strategic Context**

Council's Development Plan was amended in late 2016 following the findings of the Salisbury City Centre Renewal Strategy which led to the creation of an urban design framework for the Salisbury Town Centre. The framework was formulated to encourage and promote development in a coordinated and structured manner and this intent is reflected in the provisions of the Urban Core (Salisbury) Zone.

The relevant considerations in this instance relate to retail floor restriction which form part of the Urban Core (Salisbury) Zone, as they are distinctly different between the Core Area and the Transition Area of the wider Zone. The Core Area envisages retail development with no evident restriction on retail floor area, while the Transition Area (where the land is situated) has a retail floor area limit of 500sqm.

Whilst the proposed land use (retail) is broadly supported by the relevant Zone policy, the extent and scale of the use proposed in the Transition Area will be a focal point of the balance of this detailed report.

### **2. DESCRIPTION OF PROPOSAL**

Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

<b>Land Use Description</b>	Retail (shop)
<b>Building Height</b>	ALDI Store building – Tower (8.5m)/Remainder (6.2m) Specialty Store building – Skillion roof (Front – 5.2m, Rear – 3.3m)
<b>Site Access</b>	Primary access/egress to Park Terrace Secondary access/egress to Haigh Street
<b>Car Parking</b>	103 spaces provided
<b>Staging</b>	Stage 1 – Demolition and site works Stage 2 – ALDI Store Stage 3 – Specialty Shops

The application proposes to redevelop the existing residential premises to establish a retail development comprising supermarket (Aldi Store) and a three (3) tenancy specialty store outlet. To facilitate the proposal, a number of structures are required to be

demolished, with two regulated trees (Illawarra Flame Tree and Aleppo Pine Tree) to be removed.

Whilst the ALDI store and the specialty shop component of the development are envisaged to operate independently, the site layout has been designed with a shared access and parking arrangement.

The built form components associated with the proposal are as follows:

#### **ALDI Store**

The 1783sqm building is configured in an L-shaped manner and is situated in the south western portion of the site, set setback approximately 38 metres from the Park Terrace frontage (northern boundary) at the closest point. The building will have a maximum overall height of approximately 8.5 metres, however this incorporates the tower element only which is to house the electrical and refrigeration plant for the building. The remainder of the building has a consistent wall height of 6.2 metres. The tower element is a key design feature of ALDI Stores providing both visual articulation and a recognisable identification point for the store entrance. The ALDI store building also incorporates corporate branding in the form of an illuminated sign panel on the northern, eastern and western elevations of the tower. The ALDI store building will also contain a solar photovoltaic panel array on the roof structure to assist in subsidising the energy requirements of the on site operations.

#### **Retail Building (Specialty Shops)**

The three (3) tenancy retail building is to be located in the south eastern corner of the site. The total 556sqm building will have a skillion roof form which is 5.2 metres in height on the front northern elevation with the height gently reducing to 3.3m on the rear southern elevation. The building will front the main car parking area and Park Terrace. In order to manage existing site levels, a portion of the building will be cut into the ground which will assist in reducing the bulk and scale of the building when viewed from Park Terrace and Haigh Street.

Site access is proposed to be configured to enable customer access/egress via two separate crossovers to Park Terrace and Haigh Street respectively. Both crossovers provide direct access to the main car park area comprising of 103 spaces which directly front both the ALDI Store and specialty store shopfronts.

The main access/egress point to be established on Park Terrace will also facilitate use by delivery vehicles to access the loading bay for the ALDI Store.

Landscaping has been strategically located to soften the appearance of the site. This has been achieved by providing landscape strips along the road frontages of the site which includes densely planted shrubs and groundcovers. These landscaping strips will be complemented by more mature plantings scattered through the car park, including Crepe Myrtles and Capital Pears, with Tuckeroos to be planted near the entrances to the car park.

Advertising associated with the development comprises two 8 metre high internally illuminated free standing pylon signs, one located adjacent the Park Terrace entrance and the other on the corner of Park Terrace and Haigh Street. The sign on the corner of Park Terrace and Haigh Street will feature the ALDI logo with a separate sign below measuring 1.2m by 3m for advertising associated with the speciality shops. A number of illuminated sign panels are to be affixed to the tower component of the ALDI Store, in line with Aldi's corporate branding.

Signage for the specialty shop building will be limited to three internally illuminated signage boxes measuring 4 metres by 1 metre to be affixed evenly on the fascia of the northern elevation of the building above each of the three (3) tenancies.

### **3. SITE AND LOCALITY**

#### **3.1 Site Description**

The site is comprised of seven (7) contiguous allotments situated directly adjacent the south western side of the junction of both Park Terrace and Haigh Street.

<b>Lot No</b>	<b>Road</b>	<b>Suburb</b>	<b>Hundred</b>	<b>Title</b>
A85 in Deposited Plan 113780	Mawson Road	Salisbury	Yatala	CT 5663/35
A1 in Deposited Plan 114116	Park Terrace	Salisbury	Yatala	CT 5899/38
A2 in Deposited Plan 114116	Park Terrace	Salisbury	Yatala	CT 5899/38
A7 in Deposited Plan 107667	Park Terrace	Salisbury	Yatala	CT 5187/617
A8 in Deposited Plan 107667	Park Terrace	Salisbury	Yatala	CT 5187/617
A87 in Deposited Plan 113782	Park Terrace	Salisbury	Yatala	CT 5502/12
A84 in Deposited Plan 113779	Mawson Road	Salisbury	Yatala	CT 5657/235

The seven separate allotments provide for a combined site area of 7326sqm with frontages to the following public roads:

- Park Terrace (Primary frontage) – 91m
- Haigh Street (Secondary frontage) – 53m
- Mawson Street (Tertiary frontage) – 56m

Currently, the land is used for residential purposes with a detached dwelling and associated outbuildings fronting Park Terrace (comprising five allotments) and a second detached dwelling fronting Mawson Road (comprising two allotments).



Figure 1 – Subject Land

No easements, encumbrances or any other restrictions are noted on the land titles that would potentially impact on the future development of the subject land.

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.

Site topography is variable with a general gradient fall from east to west in the order of 500mm. A number of established trees exist on the site including two (2) trees which trigger the regulated requirements for removal, (being an Illawarra Flame Tree and an Aleppo Pine).

The physical built form on the site appears consistent with what is currently low density residential development, which is reflective of the historic use of the land. The residential use of the subject land is however inconsistent with the current Urban Core zoning of the land which will ultimately be developed in future for retail and mixed use purposes.

It is important to note the subject land is situated within the Transition Area of the Zone as opposed to the Core Area. The map below highlights the close proximity the subject land is to the Core Area with adjacent land to the north west (across Park Terrace) falling within the Core Area.

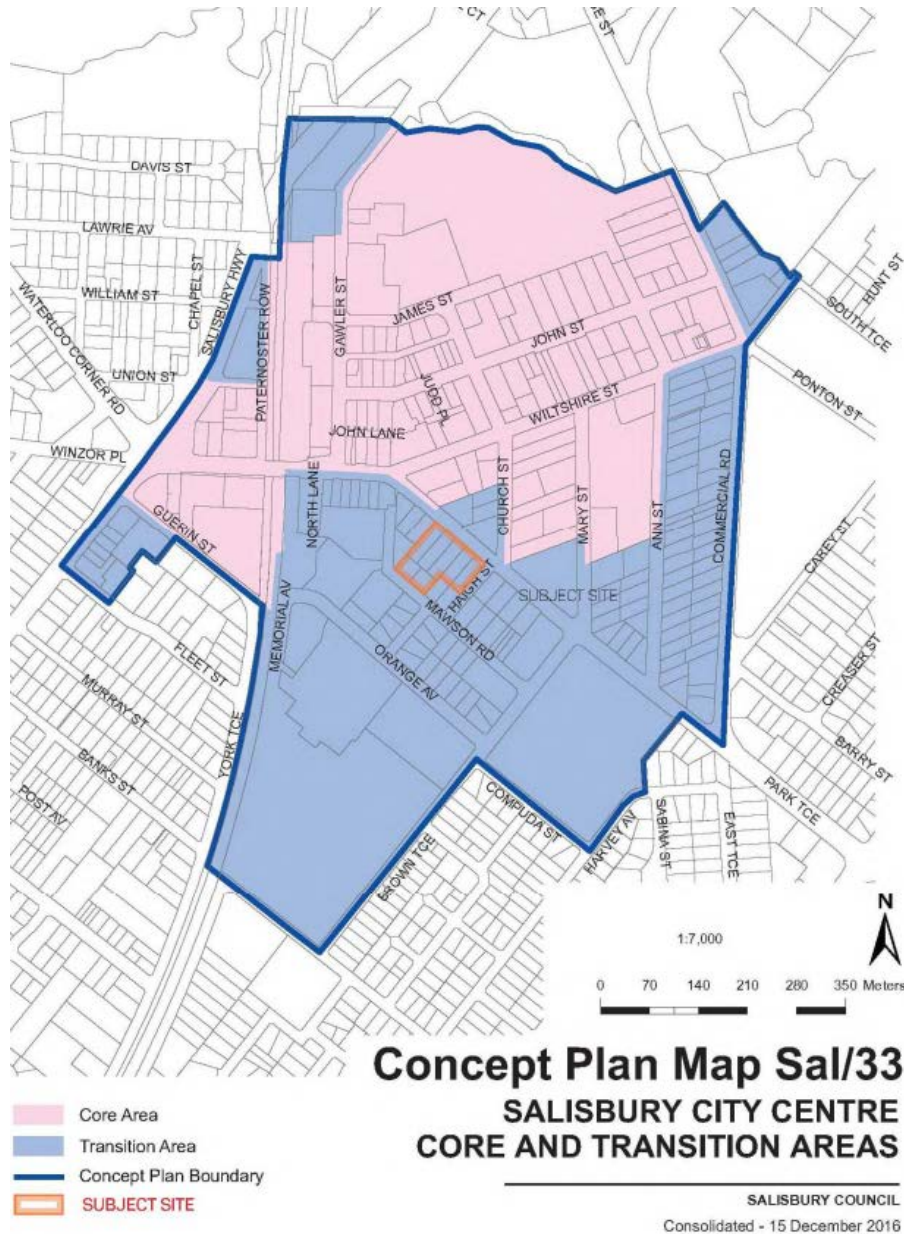


Figure 2 – Concept Plan

### 3.2 Locality

The locality is characterised by a mix of land uses and built form. Whilst the subject land and two allotments south east of the subject site are presently utilised for residential development, the land is zoned for a wider array of uses.

Land directly north across Park Terrace is presently utilised for fast food operations and a commercial business. Land directly west forms the operations of a screening and diagnostics laboratory with land further west incorporating an aged care facility (Dunbar Homes) and the north-south rail corridor. Land to the south, whilst still zoned Urban Core, is primarily utilised for residential development with the Brown Terrace Recreational Reserve within the immediate locality.

The subject land sits 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 edge of the core retail area of the Salisbury town centre which is centred around Church Street and John Street.

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.



Figure 3 – Locality Map

## 4. COUNCIL COMMENTS

### 4.1 Salisbury Council

Council staff were consulted in relation to the proposal and advised that *"the proposal as designed is of a scale and form that is not compatible with existing development within the locality and will undermine Council's strategic vision for the Urban Core Zone. As such Council is of the view that the proposal should not be supported in its current form."*

The Council outlined a number of aspects of the proposal that it considered to be of concern as outlined below:

- The provisions within the Urban Core Zone are clear, with the highest intensity of development located within the Core area, and the Transition area providing a buffer between the more intense development envisaged in the core and adjacent residential development. Transition Area policy limits retail development to 500sqm.
- The proposed buildings are not compatible in scale or form with residential development adjacent to and to the rear of the site.
- The scale of the rear wall of the Aldi building to Mawson Road is excessive and confronting from a streetscape point of view.



- The side and rear walls of the development abutting the properties at 16 and 18 Mawson Road are excessive, visually confronting and not sympathetic to the existing character of the locality or amenity of adjoining and nearby property owners or occupiers
- If the proposal were to be approved, the opportunity for the development of landmark buildings on this corner and adjacent sites to reinforce the character of the City Centre as a vibrant business hub would be lost.
- The applicant has tried to reduce the visual impact of the wall to Mawson Road by using colour and detailing. The length of the wall and the minimal opportunity for screen landscaping is such that the colours and detailing are likely to have minimal, if any affect in softening this impact.
- The proposal provides minimal landscaping and of an extent and scale generally more typical of centres dominated by expansive carparks. Only one metre is set aside adjacent the Mawson Road property boundary for landscaping. Low level ground cover is proposed which does little to reduce the visual impact of the wall. Landscaping adjacent Park Terrace is minimal with some scattered pockets throughout the carpark. The tree species – *Lagers tromia indica* and *Cupaniopsis* are not supported by Council's landscaping Section. *Pyrus* and *Acer x freemannii* (Autumn Blaze) species are viewed as more appropriate.
- Additional landscaping should be considered adjacent the Mawson Road and Park Terrace property boundaries and throughout the carpark.
- Vehicle turn paths for opposing turning movements at the Haigh Street entrance;
- Pedestrian linkage improvement between the site and the northern side of Park Terrace to create a safe and continuous path of travel;
- There is no dedicated loading zone provision to support the three associated tenancies and it is unlikely that the Aldi Loading Dock would be used to service these businesses. The GTA report suggests that passenger sized vehicles would be used for deliveries to these tenancies however this is also unlikely. A dedicated loading/parking area for thee the three retail tenancies should be provided.
- With the exception of the height of the two freestanding signs adjacent Park Terrace, the overall signage proposed is not viewed as excessive and will not result in visual clutter or disorder. The 8 metre height proposed for both signs is excessive given existing signage in the immediate area is significantly less in height and that the maximum free standing sign height within the Transition Area should be four metres. The McDonald's opposite the site is located within the Transition Area and has a freestanding sign height of approximately 5.5 metres. Given this, the proposed freestanding signs on the development site should at best, not exceed the height of the McDonald's free-standing sign.

- The Aleppo Pine to be removed is deemed to be notable and provides visual interest and relief to the street. Should the tree be removed, no opportunity for screening trees to be planted along the boundary exists given the landscaping buffer is only a one metre wide. The tree should not be removed unless an alternative solution to screen on the rear facing wall to Mawson Road is reached.

A number of initial concerns regarding traffic management have been resolved through design modifications. The traffic management design has been independently reviewed by DPTI's Transport Assessment team who holds no objection to the proposal (see next section – Statutory Referrals).

In an attempt to respond to Council's initial concerns, additional landscaping plantings have now been provided in order to soften and break up the expanse of impervious area associated with the carparking areas and the expanse of walling on the Mawson Road frontage. Similarly, setbacks and building heights have also been altered in an attempt to address the potential interface impacts between the proposed buildings and adjacent residential dwellings.

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

Referral responses are contained in the ATTACHMENTS.

DPTI – Transport Assessment are a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008* given that Park Terrace is held under the care and control of the Commissioner of Highways. The SCAP must have regard to this advice.

### **5.1 DPTI, Transport Assessment and Policy Reform**

DPTI – Transport Assessment undertook a detailed assessment of the traffic management plan prepared by GTA Traffic Consultants on behalf of the Applicant, resulting in a recommendation to alter the internal car park layout and the median treatment to Park Terrace. The following key matters were initially raised for the consideration of the SCAP in its capacity as relevant decision making authority for the application.

- In order to maximise the safety of the access point on Park Terrace, a right turn lane and queuing area for vehicles entering the McDonalds Restaurant on the northern side of Park Terrace should be provided in the median treatment;
- The internal ALDI car park should be amended to improve circulation and further reduce the potential for conflict and queuing on to Park Terrace. Specifically, the four way internal intersection directly adjacent the Park Terrace access should be reviewed and reconfigured.

The above two recommendations have been adopted by the Applicant with amended plans now showing the extended median treatment and modifications to the internal car park layout directly adjacent the main access/egress point. DPTI Transport Assessment are now satisfied with the traffic arrangements for the site however have noted a number of conditions. These conditions have been drafted in full into the recommendation provided at the conclusion of this report.

## **6. PUBLIC NOTIFICATION**

The application was notified as a Category 2 development pursuant to the procedural matters listing of 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) and 4 valid representations were received. A summary of the concerns raised during the public notification and the Applicant's response are outlined below:

<b>Representor ID</b>	<b>Issue</b>	<b>Applicant's Response</b>
<i>R1</i>	<ul style="list-style-type: none"> <li>Traffic impacts – specifically additional traffic and parking impacting on Mawson Road</li> <li>Pedestrian safety</li> <li>Impairment of amenity of residents of Dunbar Homes</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Impact Assessment 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. 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 Mawson Road.</li> <li>In terms of the concerns that additional cars will park along Mawson Road, it is noted that the proposed development meets the car parking standards of the Development Plan as set out in Table Sal/2A. In addition, GTA has verified that the proposed parking supply will satisfy the needs of the ALDI Store and the speciality shops. Therefore, it is unlikely that the proposed development will result in an increased pressure to park on Mawson Road.</li> <li>It is emphasised that an updated Acoustic Report has been appended to this letter which confirms that the proposal (as amended) will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007. Therefore, we consider that the potential issue of noise has been appropriately addressed.</li> <li>The plans have been amended to identify a 'bin' enclosure at the side of Tenancy 3 facing Haigh Street. This will significantly reduce the potential that the area behind the speciality shops will be used to store wastes.</li> <li>In response to overshadowing concerns, the height of the rear wall of the specialty shops has been reduced by 2.975m and the setback of the ALDI Store to the side boundary has been increased by 1.18m. As can be seen on the Shadow Diagrams contained in the appendices (extract below) these</li> </ul>
<i>R2</i>	<ul style="list-style-type: none"> <li>Overshadowing</li> <li>Noise</li> <li>Waste management/potential for odour and vermin</li> <li>Traffic and parking impacts</li> <li>Signage and Lighting</li> <li>Devaluation of property</li> </ul>	
<i>R3</i>	<ul style="list-style-type: none"> <li>Traffic and parking impacts</li> </ul>	
<i>R4</i>	<ul style="list-style-type: none"> <li>Positive impact on consumer retail choice and competition</li> <li>Creation of jobs during construction</li> <li>Increased investment in Salisbury Centre</li> <li>More efficient use of land</li> </ul>	

Representor ID	Issue	Applicant's Response
		amendments provide additional solar access to the rear yards of the adjoining dwellings and, in particular, ensure that the majority of adjacent dwelling's backyard receives access to sunlight for a minimum of five hours (11:00am to 3:00pm) during the Winter Solstice.



Figure 3 – Location of Representors to be heard

A total of three (3) representors wish to be heard by the SCAP in support of their representation.

As a result of the concerns raised by representors, the Applicant made the following amendments to the proposed design which will be discussed in the relevant sections of the balance of this report:

- An increased setback to Mawson Road;
- An increased side setback to the dwelling at 16 Mawson Road;
- A reduction of the height of the rear wall of the speciality shops to provide greater solar access to the adjoining dwellings and reduce the visual impact;
- Inclusion of a bin storage area for the specialty shops;
- A new row of 11 'pencil pine' trees and associated shrubs and groundcover along the Mawson Road frontage to soften the appearance of the rear wall of the ALDI Store;
- Additional landscaping in the form of shrubs and groundcover between the ALDI Store and the dwelling at 16 Mawson Road to reduce the amount of hard paved surfaces; and
- An additional five 'Capital Pear' trees within the car park to provide shade.

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

## **7. POLICY OVERVIEW**

The subject site is within the Urban Employment Zone as described within the Salisbury Council Development Plan (consolidated 15 December 2016). The land is also situated within the Transition Area as delineated within *Concept Plan Map Sal/33 – Salisbury City Centre Core Transition Areas*.

Relevant planning policies are contained in Attachment 7 and summarised below.



Figure 4 – Zone Map

### **7.1 Zone**

The Zone objectives seek to expand on employment opportunities in Salisbury Centre, which is considered to be a district level centre providing the focus for a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development. Such envisaged uses for the land as outlined in Zone PDC 1 include:

- *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.*

The Transition Area within the Zone is envisaged to provide for development that is of a lesser scale and intensity to facilitate the transition from the intense development of the Core Area to neighbouring development which is of a lower intensity.

## 7.2 General Section

The General Section provisions provide direction on the desire for increased levels of activity; the safe and convenient servicing of sites; a high standard of design; appropriate bulk and scale of buildings and contribution to streetscape character. Further direction is provided on managing the sensitive interface between more intensive development and existing residential development. The manner in which the proposal manages the sensitive interface with existing residential development is considered to be a fundamental consideration in the context of this assessment.

## 8. PLANNING ASSESSMENT

### 8.1 Land Use and Character

In considering the suitability of the proposal in the context of the Urban Core Zone, regard is firstly given to the question of land use. As noted earlier, the relevant Development Plan policy envisages 'a shop or group of shops' as a desired land use in the Zone. Commentary is also evident in the Desired Character Statement as to the suitability of retail options in the Zone. The intent of the policy to accommodate retail development is reflected in the policy provision below:

#### Zone Objective 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 Statement 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."*

Whilst the Zone does not contain any policy areas or precincts, the Zone is divided into a Core Area and a Transition Area. The intent of the Transition Area seeks to 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. The policy also envisages retail uses in the Transition Area which is reflected in Zone PDC 8 below:

Zone 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."*

(Underlining my emphasis).

The above provision clearly indicates a preference to cater to retail offerings in the Transition Area of a limited scale, outlining a maximum floor area cap of 500sqm. The current application proposes a sizeable divergence from this quantitative measure. The ALDI Store and the other three retail tenancies combine to create a total retail floor area of approximately 2400sqm which is almost 5 times the envisaged limit.

In considering the significance of this divergence, a number of matters were considered, in particular:

- The limited availability of sites within the fully developed core area to establish a retail offering of this scale (the Applicant explored multiple options in this regard);
- The proximity of the subject land to the Core Area (abutting boundary);
- Whether the development would hinder the ability of land further south to adequately manage the transition from the Core Area to nearby residential development.

It is considered that the location of the subject land directly adjacent the Core Area boundary and its primary frontage to Park Terrace provides additional merit in terms of establishing a more intensive retail offering.

The subject land is located centrally within the Zone and well removed from the adjacent Residential Zone. This affords the site a reasonable degree of flexibility in terms of providing additional intensity of development. A considerable number of larger allotments exist on land to the east and south (Brown Street Reserve and Salisbury School) which are also situated in the Transition area. These allotments already provide large expanses of open space that assist in providing a separation buffer from the Core Area to the adjacent residential zone – as envisaged by the Transition Area objectives. If these open spaces are developed in future in a manner consistent with the Transition Area objectives, the proposed development site and its

operations will be well removed from the interface with residential development to the south.

In addition, there appears to be some conflict between the floor cap restriction outlined in PDC 8 and the desired character excerpt provided below:

*Transition Area Desired Character Statement Extract*

*"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 development of the site with a rather modest retail offering (less than 500sqm) is unlikely to achieve the significant redevelopment opportunities to create 'landmark buildings on corner sites' as referenced in the desired character statement above. The desired character statement could also be interpreted to provide some additional merit in establishing a retail floor area in excess of the 500sqm on this site given its frontage to Park Terrace and proximity to the public transport interchange to the north west.

Given the above considerations, it is clear that the proposed retail use from a broad land use perspective is consistent with the Zone objectives. It is also considered that there is sufficient merit in allowing a retail offering in excess of 500sqm in floor area due to the physical characteristics of the site and its location in proximity to the core area and Salisbury Centre more broadly. The intensity of the proposal and its potential to contribute to amenity impacts on adjacent dwellings to the south east will be outlined in the balance of this report.

## **8.2 Design and Appearance**

From a design perspective, it is considered that the built form components are well coordinated and contribute to improving the current amenity value of the site.

The design and layout of the site is influenced to a degree by the ALDI Stores business model that relies on the hard discount/low labour model requiring buildings to be designed in a way that enables the efficient display of goods for sale, with car parking to the front of the site.

A number of building design solutions have been incorporated into the proposal in order to respond to the Design and Appearance policy requirements outlined in the Development Plan:

- Articulation in building height to reduce massing (ALDI Store Tower) in addition to the introduction of verandahs and canopies to limit form repetition
- Incorporating a variety of colours and materials to assist in reducing the visual scale of buildings
- Proportionately suitable use of glazing to building facades
- Lifestyle transfer images on ALDI Store (north eastern elevation)
- Incorporating a coordinated landscaping approach throughout the site to soften the appearance of buildings and break up expanses of sealed (impervious) areas
- Containment of building and refrigeration plant within the built form (ALDI Tower)
- Siting of loading bays and waste servicing areas away from public view.

Given the implementation of design features listed above, the built form associated with the proposal is considered to be appropriate in terms of its scale and its relationship to other commercial forms of development in the locality.

### **8.3 Setbacks and Overshadowing**

Significant concern was raised by assessment staff regarding the initial plans which indicated very little by way of setbacks to the Mawson Road frontage, or to the common boundaries the subject land shares with the dwellings at both 16 & 18 Mawson Road. The initial plans proposed the following:

- Rear of ALDI Store building (6.2m in height) setback 1m from Mawson Road frontage
- Side of ALDI Store building (6.2m in height) setback 900mm from the common side boundary shared with dwelling at 16 Mawson Road
- Rear of Specialty Shop building (6.2m in height) setback 1.5m from common rear boundary shared with both 16 & 18 Mawson Road.

Staff considered the limited setback coupled with the significant height of the building would serve to create a stark interface which was considered to result in an unreasonable bulk and scale impact to the residential properties.

In response to staff requests to reconsider the building heights and setback distances to lessen the impact on adjacent residences, the Applicant made the following amendments to the design:

- Increase to rear setback of ALDI Store building to Mawson Road from 1m to 2.4 metres and incorporation of 11 pencil pine trees to break up walling expanse;
- Increase of side setback of ALDI Store building from 900mm to 2.08 metres from the common side boundary shared with dwelling at 16 Mawson Road; and
- Rear of Specialty Shop building (6.2m in height) setback 1.5m from common rear boundary shared with both 16 & 18 Mawson Road.
- No change to 1.5m rear setback to specialty shop building however the roof form has been altered to a skillion roof which results in the reduction of eave height of the building from 6.2m to 3.3m in an attempt to reduce bulk and scale impacts.

The changes are considered to be an improvement from the initial design. An updated shadow diagram was also provided to reflect the amendments to the building height and setback changes. The shadow diagram reflects that the minimum Development Plan requirements for solar access to private open space for both 16 & 18 Mawson Road can be achieved.

Whilst the two dwellings are existing lawful land uses that have been established for some time, these uses are not reflective of what the Development Plan considers to be envisaged in the Urban Core Zone. As the Urban Core Zone transitions and is further developed out, the residential amenity of these two dwellings will continue to be compromised if the Urban Core Zone is to ultimately fulfil its objectives.

For the above reasons, the setbacks and building heights, on balance are not ideal, however satisfy the development requirements with respect to provision of solar access to private open space and will not significantly impact on adjacent residential properties by virtue of bulk and scale.

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

The application proposes site access to function in the following manner:

- The primary customer access/egress is to be established via an unrestricted two-way crossover to Park Terrace
- A secondary customer access/egress will be provided via an unrestricted two-way crossover to Haigh Street.

The applicant has submitted a Transport Impact Assessment Report, prepared by GTA Consulting in support of the proposal. The report considered the road network, surrounding streets and intersections and traffic volumes. Counts at intersections were also carried out. Accident details between 2012 and 2016 within the vicinity of development site were also sourced from DPTI as part of the assessment.

Traffic assessment of the impact of the proposal on the surrounding road network, on-site carparking demand, carpark layout and manoeuvring and loading associated with the ALDI Store were reviewed.

Based on a marginal increase in traffic volume and proposed improvements to Park Terrace with a painted median, GTA is of the view that the proposed development will have minimal impact on the surrounding road network. Furthermore, GTA was of the view the development provides adequate on-site carparking and safe movement into, out of and throughout the site for anticipated vehicles, including delivery vehicles associated with the development.

The site has been configured to accommodate movement for 20 metre semi-trailers to service the delivery requirements of the ALDI Store. The site configuration necessitates that delivery vehicles utilise the Park Terrace entrance and manoeuvre within the car park to reverse into the loading bay located in the south western corner of the site. The 20 metre delivery vehicles then can exit the site via the same point once unloaded, exiting in a forward direction.

Development Plan policy seeks to separate service/delivery vehicle traffic and customer parking movements however due to the limited site area, this cannot be achieved in this instance. The potential conflict between delivery vehicles and customer vehicle movements is proposed to be managed by way of scheduling deliveries outside of operating hours. It is considered that this approach can be comfortably managed given the limited number of delivery vehicles (1-2 per day) are required to service the business operations of the ALDI Store.

Provision has been made for 103 off street car parking spaces at grade, which are intended to service both the ALDI store and specialty shop requirements. *Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas* sets out both the criteria for the desired minimum number of carparks (3 per 100sqm of Gross Leasable Floor Area) and maximum number of carparks (6 spaces per 100sqm of Gross Leasable Floor Area). In considering the 2400sqm of floor area attributed the development, the 103 spaces provided falls within the desired minimum and maximum range and therefore achieves the quantitative provisions of the Development Plan for off-street parking.

With respect to the off-street parking provision for the proposal, the detailed traffic assessment undertaken by GTA also notes the carpark configuration and layout is designed in accordance with the relevant Australian Standards (AS/NZS 2890.1:2004).

The initial design of the car park layout had an internal four way intersection in very close proximity to the Park Terrace access/egress point. A recommendation from DPTI-Transport Assessment to review and reconfigure this design was adopted by the Applicant. Comments prepared by GTA on the amended design note that:

*"The four-way intersection has been revised, with the western approach restricted to exit only. The exit only approach from the western leg ensures that traffic entering the main driveway can continue into the site without potential queuing onto Park Terrace, as a result of a driver turning right into the associated parking aisle."*

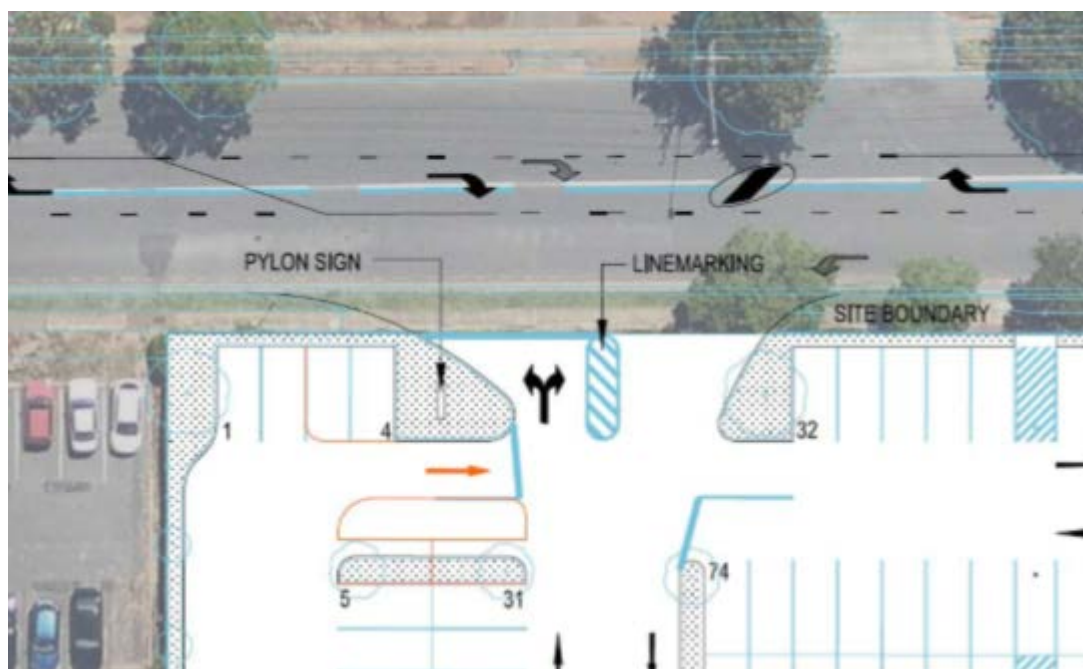


Fig 5 - Amended Car park layout

As a result of the above considerations, the traffic management and car parking design components of the development are deemed to be acceptable and in accordance with the relevant Development Plan policy in this regard.

## 8.5 Regulated Trees

The Applicant engaged Arborman Tree Solutions to prepare a report to assess the location and health status of the following two regulated trees:

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

The report identified that both trees are in good health, however also noted that neither of the trees are rare, endangered or indigenous to the area. It was also identified that neither of the trees exhibited any qualities that would determine them as being important habitat for native fauna.

In considering the request of the Applicant to remove the trees, regard was given to General Section policy pertaining to Regulated Trees.

General Section – Regulated Trees 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.*

In considering the above provision, the trees were considered to be acceptable to remove in this instance given the proposed development to establish retail development in an Urban Core Zone is reasonable and expected, and would not otherwise be possible in accordance with clause (d) above. The Flame Tree is centrally located within the site and not largely visible from the local street network. The Aleppo Pine is more prominently located to the rear of the site on the Mawson Street frontage. The ability to retain the Aleppo Pine however is limited due to the footing structures required to construct the ALDI Store. Rather than construct the building within the critical root zone of the tree, it was considered more appropriate in this instance to remove both trees to facilitate the building work for the development.

It is considered that the visual amenity of the locality will not be negatively affected by the removal of the two trees and their removal is therefore acceptable in this instance.

## **8.6 Environmental Factors**

### **8.6.1 Crime Prevention**

Opportunities are presented as part of the application for casual surveillance of carpark area on the Park Terrace frontage. Proposed lighting associated with the carpark area will further assist in this regard.

Furthermore, it is considered that the design and layout of the site (including the positioning of landscaping) has minimised opportunities for persons to congregate out of plain view.

### **8.6.2 Noise Emissions and Residential Interface**

Given the subject land is bound on all sides with similar zoned land, the greatest potential for interface impacts exists with respect to the two existing dwellings abutting the south east corner of the land.

In order to comprehensively assess the extent of noise impacts likely to be generated by the proposal, the Applicant engaged Sonus to commission an acoustic report for the proposed development. The purpose of the assessment was to review the potential noise impacts of the proposal to determine whether they accord with the requirements of both the Development Plan, as well as the legislative requirements of the *Environment Protection (Noise) Policy 2007*.

The potential activities identified on the site that have the potential to detrimentally impact on the sensitive residential interface include waste collection, vehicle movements and carpark activity, the mechanical plant and heavy vehicle deliveries.



Furthermore, the assessment was undertaken having regard to the following assumptions:

- Implementation of all measures described in the ALDI SA, "Delivery & Loading Procedures";
- 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.

The recommendations provided in the Sonus report identify that some restriction to the hours in which rubbish collection and the operation of the rubbish compactor and air conditioning units is required in order to comply with the acceptable noise criteria. Further it was identified a number of acoustic treatments be applied to the mechanical plant and service yard/loading bay fencing.

The Sonus Environmental Noise Assessment report further concludes by stating the following:

*'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.'*

The applicant has agreed to implement the Sonus recommendations and as a result they have been drafted as conditions to the consent recommendation outlined at the close of this report.

### **8.6.3 Waste Management**

A Waste Management Plan was submitted by the Applicant as part of the application. The WMP provides for a comprehensive approach to waste management for the site which includes the following aspects:

- 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.

A rubbish compactor is located in the loading dock service area of the ALDI Store. Waste is disposed of in the compactor and subsequently trucked from the site by a licensed trade waste contractor in accordance with ALDI management practices. As identified above, acoustic treatments in the form of a barrier fence will be constructed on the south western boundary of the ALDI site to mitigate the noise associated with the compactor's operation as recommended by Sonus.

It is noted that the waste storage bin and loading area is on the opposite side of the site to the adjacent residential dwellings. This will serve to limit any potential for odour or vermin impacts on adjacent residences. As per Sonus recommendations, the bin will only be able to be emptied by a licensed contractor during certain hours (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).

In response to the representor's concerns about the management of waste from the speciality shops, the plans have been amended to identify a 'bin' enclosure at the side of Tenancy 3 facing Haigh Street. This will significantly reduce the potential that the area behind the speciality shops will be used to store wastes.

The comprehensive approach to waste is considered on balance to meet the relevant Development Plan requirements for the site operations.

#### **8.6.4 Stormwater Management**

A Stormwater Management Plan (SMP) was prepared for the Applicant by Wallbridge Gilbert Aztec (WGA). The SMP is conceptual in nature, identifying the proposed stormwater methodology to be adopted for the site, with a detailed design to be prepared upon securing development plan consent for the proposal.

The conceptual design has been negotiated between WGA and the Council and comprises of the following approach:

- The required volume of 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 diameter RCP to be installed behind the Mawson Road northern kerb.
- 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 via a pumping main.
- All site surface water collected will be treated by a gross pollutant trap (having oil-water separation capability) prior to its discharge to the Council stormwater system.

The SMP proposes sufficient onsite detention to restrict stormwater discharge from the site to 10yr ARI pre-development flows, which achieves the Council's requirements in this regard.

Council did however raise that the SMP did not demonstrate an obvious safe overland flow path through the site for stormwater in the event of system blockage or failure of the pump station servicing stormwater catchment near the loading dock. The Council recommended that dual, alternating duty pumps with provision of backup power source in the event of power failure is an acceptable and adequate solution. The applicant has agreed to this inclusion.

The methodology of the SMP and is now considered to meet the Council's engineering requirements with respect to stormwater management.

It is noted that the proposal does not incorporate any significant Water Sensitive Urban Design (WSUD) elements which the Development Plan policy seeks to achieve. Whilst this may be the case, the management of stormwater for the site can be managed in a manner so as to not cause damage, harm or nuisance flows to adjacent land and is therefore acceptable in this instance and therefore satisfies the relevant Development Plan provisions.

#### **8.6.5 Site Contamination**

In having regard to the potential for site contamination, a number of considerations were made. It is acknowledged that no sensitive land use is being proposed as part of this application.

Furthermore, the Council did not raise any concerns with respect to contamination of the site as a result of any historic land uses. The current approved land use does not undertake any potential contaminating activities (PCAs) as part of their operations.

As a result of the above considerations, a Site Contamination Assessment Report (SCAR) was not considered warranted in this instance.

### **8.7 Signage**

A coordinated signage plan has been prepared for the site which includes the following elements

- An 8 metre high internally illuminated pylon sign located on the Park Terrace frontage adjacent the main access point. The main panel of the sign will contain ALDI corporate branding and will be dimensioned to be 3.0 metres by 3.6 metres in area.
- A second 8 metre high shared pylon sign will be located at the corner of Park Terrace and Haigh Street. This sign will also be internally illuminated with the main panel measuring 2.0 metres by 3.6 metres in area. This sign will also

contain a 1.2m by 3m sign panel for advertising associated with the speciality shops.

- Three rectangular illuminated panels measuring 2 metres by 2.4 metres will be fixed to the eastern, western and northern elevations of the tower component of the ALDI store. In addition, an internally illuminated 'lifestyle graphic', measuring 7 metres by 3.3 metres, will be located on the northern eastern elevation of the tower addressing Park Terrace.
- Signage for the specialty shops will be limited to three internally illuminated signage boxes measuring 4 metres by 1 metre to be affixed evenly along the fascia of the northern elevation of the building above each of the tenancies.

The Council raised concern that the 8 metre pylon signs were too large and should be reduced to a similar height to the McDonalds pylon sign (5-6 metres) across Park Terrace to the north. The Urban Core (Salisbury) Zone does not provide any guidance or limitations on signage height for the zone.

The signage proposed is not considered to contribute to a proliferation of signage and will not result in visual clutter. Irrespective of the Council's concerns, the dimensions and number of signs are deemed to be adequately proportionate to the built form and considered to of a scale deemed generally acceptable for a large format retail offering.

## 8.8 Landscaping

A coordinated landscaping plan was prepared by Outer Space Landscape Architects which 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. Species incorporated into the planting schedule include:

- ***Acer x freemanii 'Autumn Blaze'*** - Jeffer's Red Maple
- ***Pyrus calleryana 'Capital'*** - Capital Callery Pear
- ***Cupressus sempervirens 'Glauca'*** – Pencil Pine
- ***Dianella revolute*** - Black-anther Flax Lily
- ***Dietes grandiflora*** – Butterfly Iris
- ***Leucophyta brownii*** - Cushion Bush
- ***Rosmarinus officinalis*** – Rosemary
- ***Westringia fruticose*** – Coastal Rosemary
- ***Clivia miniata*** – Natal Lily
- ***Dianella tasmanica 'Tas Red'*** - Tas Red Flax Lily
- ***Lomandra longifolia*** - Long Leaved Mat-rush

Dedicated landscaping is proposed along the road frontages to soften the appearance of the buildings and car park. In addition, seven small- medium trees will be located within the car park and four medium sized trees will be located along Park Terrace, Haigh Street and in the car park near the loading dock. The amended layout of the carpark and internal manoeuvring areas provides scope for an appropriate level of landscape plantings in order to soften the site when viewed from Park Terrace, Haigh Street and Mawson Road.

Department staff raised initial concerns regarding the limited extent of landscaping and requested further provision of plantings to soften the appearance of the built

form on site and break up the expanses of impervious car park area. The Applicant responded by providing additional plantings as outlined below:

- A row of 11 Pencil Pine trees (reaching a height of 11m and a width of 2m), will be planted along the
- Mawson Road frontage to soften the appearance of the building;
- Additional low shrubs (up to 1.5m in height) and groundcover (including shade tolerant species) will be planted along Mawson Road and between the ALDI Store and the dwelling at 16 Mawson Road to
- reduce the amount of hard paved surfaces and soften the appearance of the building;
- An additional 5 'Capital Pears' (reaching a height of 9m and a width of 3m) will be planted within the carpark along with low shrubs and groundcover to break-up the expanse of the carpark and provide
- shade; and
- Additional landscaping (low shrubs and groundcover) will be provided along the Park Terrace frontage near the vehicle exit.

The landscape plan has now been amended to incorporate the above measures. On balance, having regard to the size of the site and the scale of development proposed, the level of landscaping is considered to be acceptable and accords with the relevant Council Development Plan policy as outlined below:

General Section – 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."*

General Section – Landscaping, Fences and Walls 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."*

## 9. CONCLUSION

The proposal to redevelop the existing residential site with an ALDI Store and a three (3) tenancy specialty shop outlet is considered to be generally aligned with the objectives of the Urban Core (Salisbury) Zone. Specifically, the introduction of retail land uses is envisaged as opportunities for job creation and economic investment in the Zone which was identified as being a key driver behind the recent rezoning of the land.

It is considered that the built form design associated with the proposal is of a high architectural standard, with a range of colours and external materials being utilised to create visual interest and an increased visual amenity value. The built form is well sited, with a coordinated approach to both landscaping and signage providing a positive contribution to the manner in which the site will relate to the locality more broadly.

The significant concerns relating to both traffic management and the sensitive interface with residential development to the south east have been considered thoroughly as part of the assessment process. It is considered that both these matters have been suitably addressed through a combination of both design

adaptation and implementation of appropriate management practices for the site operations.

As a result of the above considerations, the proposal is considered to warrant consent and therefore a supporting recommendation (subject to conditions) is outlined below for the consideration of the SCAP.

## **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; and
- 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 (consolidated 15 December 2016); and
- 3) RESOLVE to grant Development Plan Consent to the proposal by ALDI Stores Pty Ltd for the construction of a group of shops (4 tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all structures and the removal of two (2) regulated trees at 41-47 Park Terrace, Salisbury subject to the following conditions of consent.

## **PLANNING CONDITIONS**

1. Except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 361/E005/18:

Plans:

<b>Drawing Title</b>	<b>Drawing No.</b>	<b>Revision</b>	<b>Date</b>
Location Plan	DA01	B	16/08/18
Contract Titles - Existing	DA01.1	B	07/05/18
Contract Titles - Proposed	DA01.2	B	07/05/18
Existing Site Plan	DA02.1	A	19/03/18
Demolition Site Plan	DA02.2	B	16/08/18
Proposed Site Plan	DA02.3	C	16/08/18
Proposed Roof Plan	DA02.4	C	16/08/18
ALDI External Elevations	DA03.1	D	16/08/18
Retail External Elevations	DA03.2	B	17/07/18
Park Terrace Streetscape	DA03.3	C	16/08/18
Proposed Sections	DA05	C	16/08/18
Signage Plan	DA06.1	C	16/08/18
Signage Details – Sheet 1	DA06.2	C	20/07/18
Signage Details – Sheet 2	DA06.3	A	19/03/18
Proposed 3D Visual Renders – Sheet 1	DA08.1	C	16/08/18
Proposed 3D Visual Renders – Sheet 2	DA08.2	C	16/08/18
Shadow Diagrams	DA09.1	C	16/08/18
Shadow Diagrams	DA09.2	C	16/08/18



Outer Space Landscaping Plan	OS596_CP01B	-	15/08/18
------------------------------	-------------	---	----------

Reports and Correspondence:

- Planning Statement prepared by Ekistics Planning and Design – dated May 2018
  - Response to Council and Representations prepared by Ekistics Planning and Design – dated 24 August 2018
  - GTA Traffic Impact Assessment (Reference S115370) – dated 12 April 2018
  - Sonus Environmental Noise Assessment (Reference S4217.24C4 – dated July 2018
  - Stormwater Management Plan prepared by Wallbridge Gilbert Aztec – dated 8 May 2018
2. All acoustic treatment recommendations set out in the Sonus Environmental Noise Assessment (Reference S4217.24C4 – dated July 2018) be constructed prior to the occupation and operation of the ALDI Store – including but not limited to the acoustic barrier applied to the mechanical plant and the acoustic barrier applied to the south western boundary fence, adjacent the loading bay and refuse compactor.
  3. Rubbish collection from the ALDI Store and retail building shall only occur between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.
  4. Air conditioning units, fans and the rubbish compactor will not operate before 7:00am or after 10:00pm on any day.
  5. Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.
  6. A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.
  7. A payment of \$179.00 for each regulated tree shall be made into the Planning and Development Fund (Total Payment \$358.00) within three (3) months from the date of Development Approval being granted.
- Note: Cheques to be made payable and marked "Not Negotiable" to the SCAP and payment made at 50 Flinders Street, Adelaide or sent to GPO Box 1815 Adelaide 5001. Payment may also be made over the phone with Credit Card (Mastercard or Visa) by calling our Customer Service Officer on 7109 7018. All payments must be accompanied by reference to the Development Application number and the reason for the payment.
8. The development and the site shall be maintained in a serviceable condition and operated in an orderly and tidy manner at all times.
  9. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).
  10. 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.

11. A final detailed Stormwater Management Plan shall be submitted, in consultation with the Salisbury Council to the satisfaction of the SCAP. The details of the plan shall be incorporated within the Building Rules Consent documentation, submitted for Development Approval, and be implemented prior to occupation or use of the development.
12. The hours of operation for the ALDI Store and Specialty Store outlet shall be in accordance with the *Shop Trading Hours Act 1977* and *Shop Trading Hours Regulations 2003*.
13. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the SCAP prior to the occupation or use of the development.
14. The new Park Terrace access shall be located in general accordance with Proposed Site Plan Project 2180, Drawing DA02.3, Revision A, dated March 2018.
15. 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 DPTI's 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 [Teresa.Xavier@sa.gov.au](mailto:Teresa.Xavier@sa.gov.au) to discuss the proposed road works prior to undertaking any detailed design.
16. The largest vehicle permitted on-site shall be restricted to a 20.0 metres articulated vehicle (AS 2890.2-2002). All commercial vehicle movements to and from the site by vehicles larger than a 6.4 metres Small Rigid Vehicle shall be undertaken outside of the peak traffic and trade periods.
17. Any obsolete crossovers/accesses shall be closed and reinstated to Council's standard kerb and gutter at the applicant's cost. This work shall be completed prior to operation of the development.
18. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. 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.
19. All commercial vehicle facilities shall be designed in accordance with AS 2890.2-2002.
20. 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.
21. Signage on this site visible from the adjacent roads shall not contain any element that flashes, scrolls, moves or changes.

22. All illuminated signs visible from Park Terrace shall be limited to a low level of illumination (i.e.  $< 150\text{Cd/m}^2$ ).
23. 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.

#### 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 applicant shall enter into a Developer Agreement with DPTI to undertake and complete the required road works.
- e) 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 for future road purposes. The consent of the Commissioner of Highways is therefore required for all new building works located on or within 6.0 metres of the possible requirement.

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.

- f) 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.



**Darby Schultz**  
**Senior Planning Officer**  
**DEVELOPMENT DIVISION (DPTI)**

# PROPOSED ALDI SALISBURY

45 PARK TERRACE  
SALISBURY, SOUTH AUSTRALIA



# PROPOSED ALDI SALISBURY

## TABLE OF CONTENTS

DRAWING NO	REVISION	DRAWING TITLE	SCALE
DA01	B	LOCATION PLAN	1:1500
DA01.1	B	CONTRACT TITLES - EXISTING	1:500
DA01.2	B	CONTRACT TITLES - PROPOSED	1:500
DA02.1	A	EXISTING SITE PLAN	1:500
DA02.2	B	DEMOLITION SITE PLAN	1:500
DA02.3	C	PROPOSED SITE PLAN	1:500
DA02.4	C	PROPOSED ROOF PLAN	1:500
DA03.1	D	ALDI EXTERNAL ELEVATIONS	1:250
DA03.2	B	RETAIL EXTERNAL ELEVATIONS	1:250
DA03.3	C	PARK TERRACE STREETSCAPE	1:250
DA05	C	PROPOSED SECTIONS	1:250
DA06.1	C	SIGNAGE PLAN	1:500
DA06.2	C	SIGNAGE DETAILS - SHEET 1	1:50
DA06.3	A	SIGNAGE DETAILS - SHEET 2	1:50
DA08.1	C	PROPOSED 3D VISUAL RENDERS - SHEET 1	NTS
DA08.2	C	PROPOSED 3D VISUAL RENDERS - SHEET 2	NTS
DA09.1	C	SHADOW DIAGRAMS	1:1000
DA09.2	C	SHADOW DIAGRAMS	1:1000



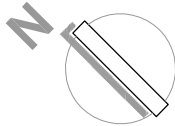


LOCATION PLAN  
1:1500

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	16.08.18	PLANNING	LT	TB

LEGEND	
BOUNDARY	
ALDI STORE	
TENANCIES	



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
LOCATION PLAN  
PROPOSED

 **NIELSEN ARCHITECTS**  
108 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 1:1500	DATE AUG 2018	DRAWN DS	CHECKED TB
PROJECT No 2180	DRAWING No DA01	STATUS DA	REV B

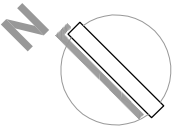




NOTES ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
CONTRACT TITLES  
EXISTING

NIELSEN ARCHITECTS

108 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	DATE	DRAWN	CHECKED
1:500	MAY 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA01.1	DA	B

CONTRACT TITLES - EXISTING

1:500

PROPOSED

LEGEND

EXISTING BOUNDARIES	
---------------------	--



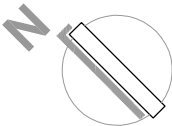


NOTES ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS

LEGEND	
ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
CONTRACT TITLES  
PROPOSED

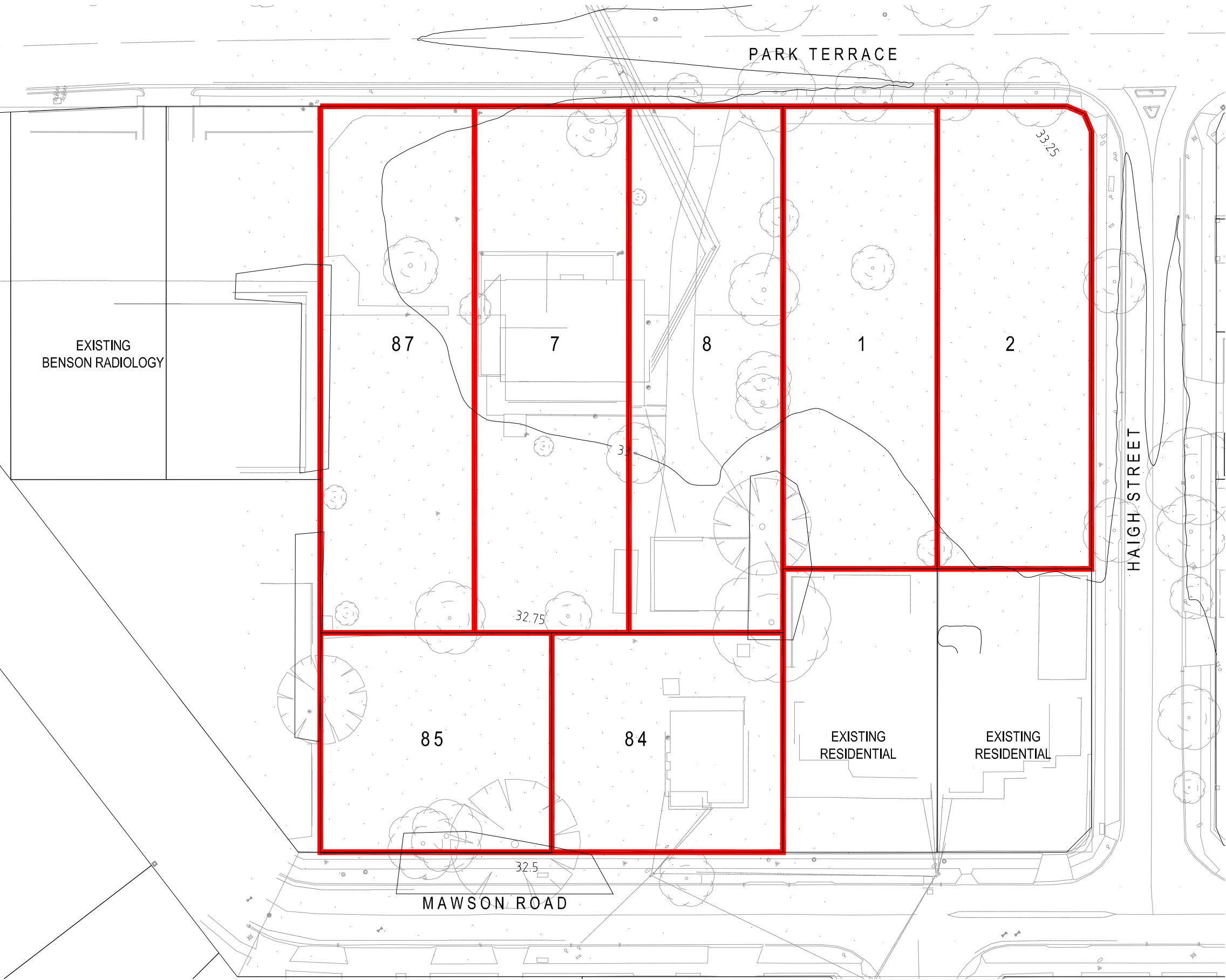
  
NIELSEN ARCHITECTS

108 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	DATE	DRAWN	CHECKED
1:500	MAY 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA01.2	DA	B

CONTRACT TITLES - PROPOSED  
1:500 PROPOSED





EXISTING SITE PLAN

1:500

NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

LEGEND

EXISTING BOUNDARY	
EXISTING CONTOUR	0.00
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00

CLIENT  
ALDI STORES



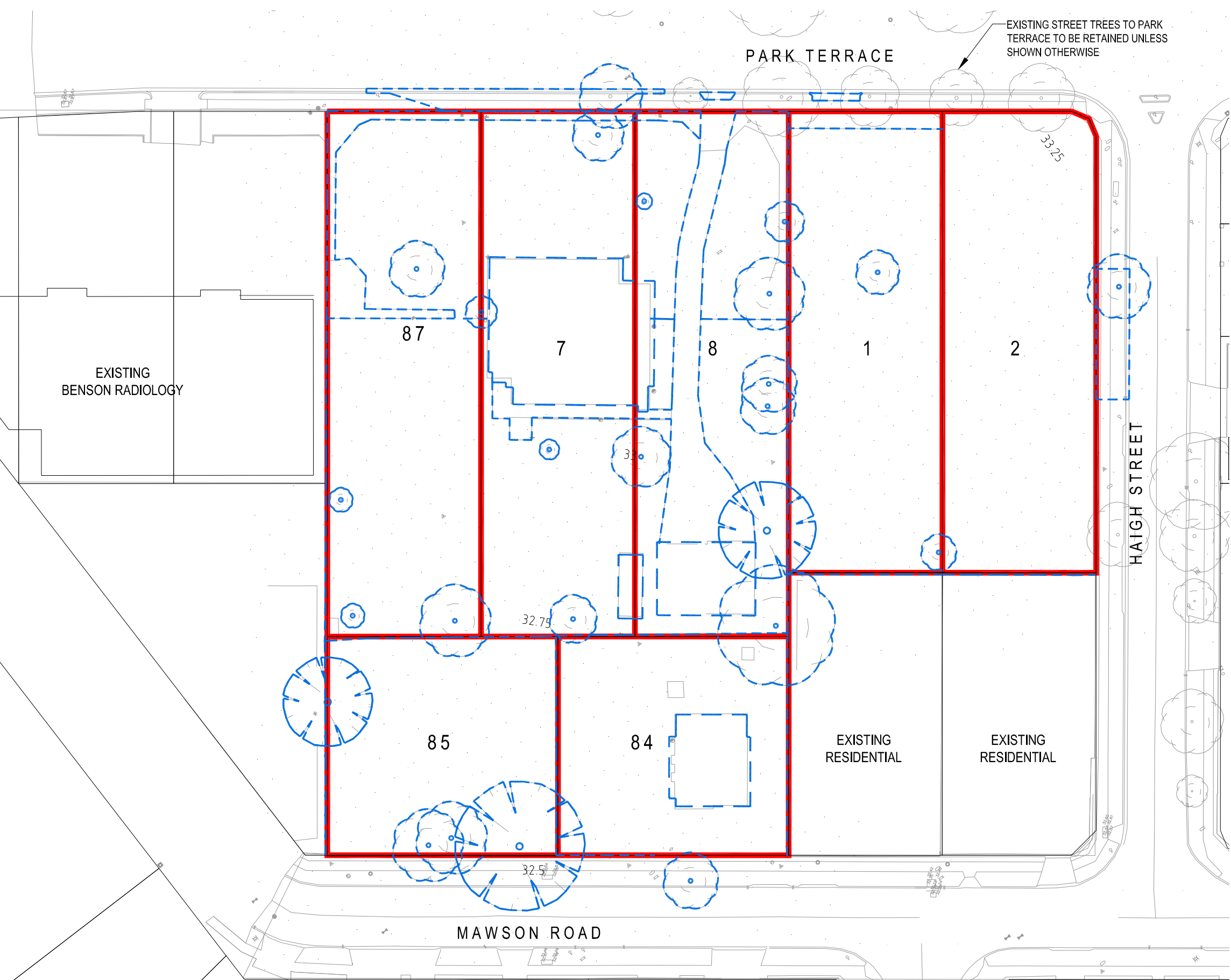
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
EXISTING SITE PLAN



108 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	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.1	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	16.08.18	PLANNING	LT	TB

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

DEMOLITION SITE PLAN  
1:500

CLIENT  
ALDI STORES



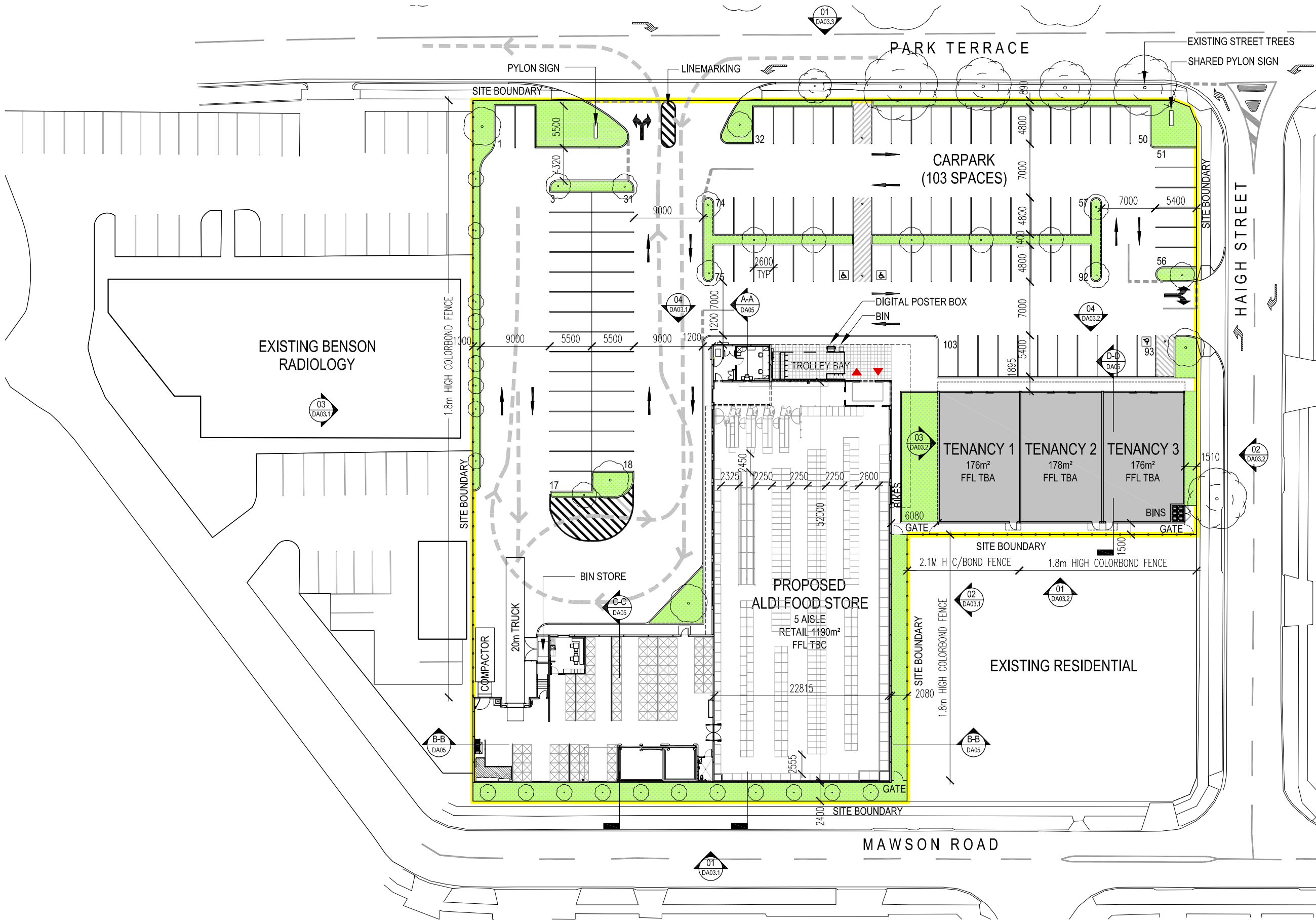
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
DEMOLITION SITE PLAN

  
NIELSEN ARCHITECTS  
108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.2	DA	B





PROPOSED SITE PLAN  
1:500

## NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	30.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB

### DEVELOPMENT

TOTAL SITE AREA	7326m²
-----------------	--------

### ALDI DESCRIPTION

ALDI GROSS AREA	1783m²
ALDI NETT AREA	1724m²
RETAIL NETT AREA	1190m²
BOH NETT AREA	475m²
AMENITIES NETT AREA	59m²
REMAINING NETT AREA	534m²
BOH PALLETS	104
CHILLER LENGTH	40m
SIZE OF TRUCK	20m

### RETAIL DESCRIPTION

RETAIL GROSS AREA	556m²
-------------------	-------

### CARPARKING

TOTAL NUMBER OF CARS	103
----------------------	-----

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED SITE PLAN

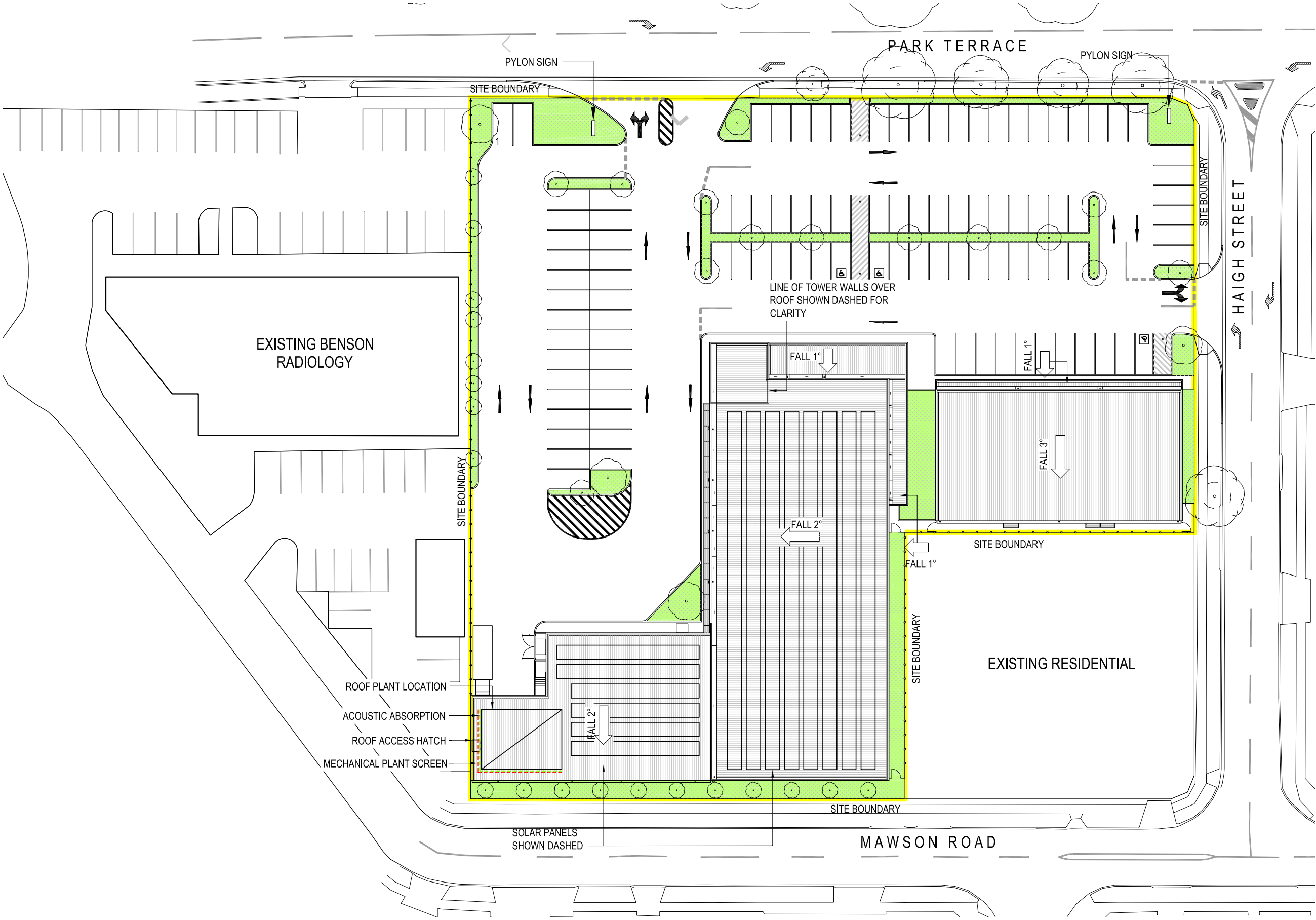


NIELSEN ARCHITECTS

108 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 AUG 2018	DRAWN DS	CHECKED TB
----------------	------------------	-------------	---------------

PROJECT No 2180	DRAWING No DA02.3	STATUS DA	REV C
--------------------	----------------------	--------------	----------



PROPOSED ROOF PLAN  
1:500

NOTES ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED ROOF PLAN

 NIELSEN ARCHITECTS  
108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA02.4	DA	C



## NOTES

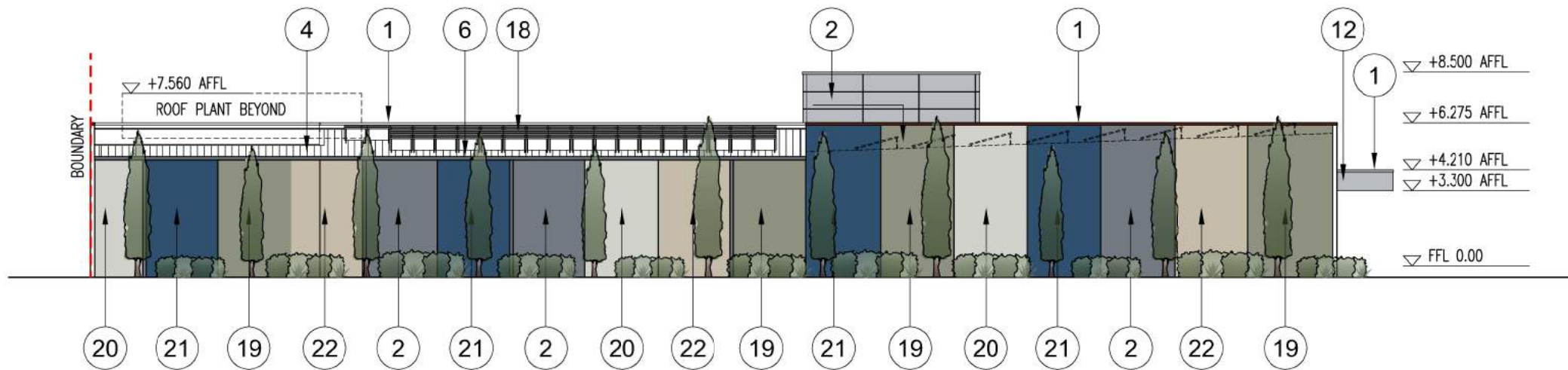
ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

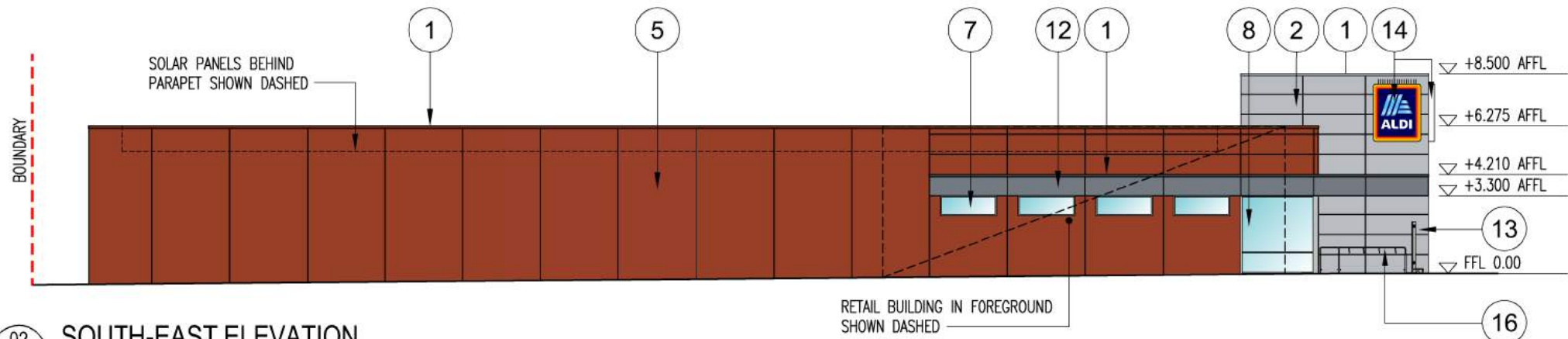
REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS
C	17.07.18	PLANNING	LT	TB
D	16.08.18	PLANNING	LT	TB

## MATERIAL SCHEDULE

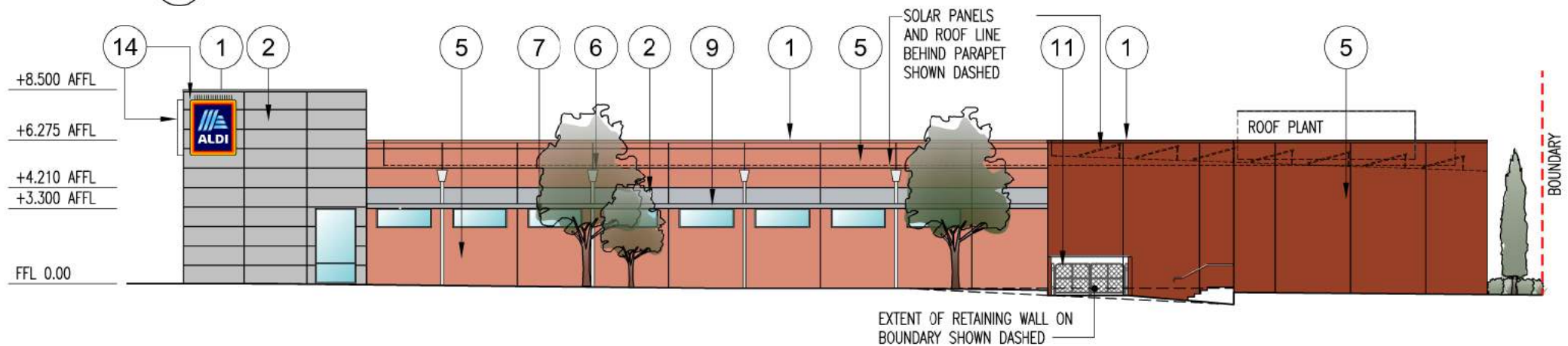
1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH. 'DRIVETIME' WHERE COLOUR VARIES.
2 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
3 - PANEL LIFT DOOR AND COMPACTOR DOOR, 'OLDE PEWTER'
4 - COLORBOND ROOF SHEETING, SURFMIST
5 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
6 - GUTTER AND DOWNPIPES - COLORBOND, 'BASALT GREY'
7 - WINDOWS - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
8 - SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
9 - SUNSCREEN - PAINTED STEEL FRAME, DULUX 'OLDE PEWTER'
10 - DOOR & FRAME, DULUX 'OLDE PEWTER'
11 - BIN STORE, PRECAST CONCRETE 'FLUORESCENT FIRE'
12 - FIBRE CEMENT FASCIA, DULUX 'DRIVETIME'
13 - POSTER BOX
14 - ALDI ILLUMINATED SIGNS
15 - COMPACTOR DOOR & FRAME - 'OLDE PEWTER'
16 - TROLLEY BAY
17 - EXTERNAL LIFESTYLE IMAGE (TOMATO)
18 - SOLAR PANELS
19 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'GULLY'
20 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SURFMIST'
21 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DEEP OCEAN'
22 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DUNE'



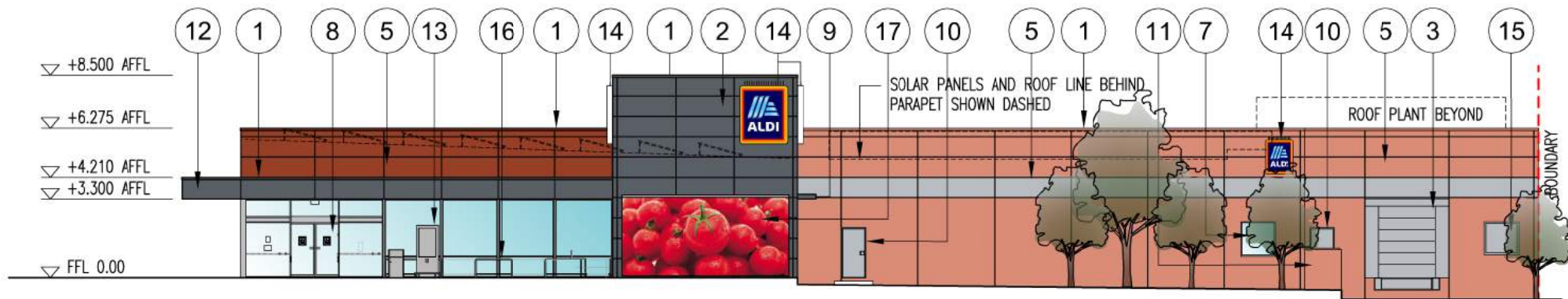
01 SOUTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



02 SOUTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED



03 NORTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



04 NORTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED

CLIENT  
ALDI STORES

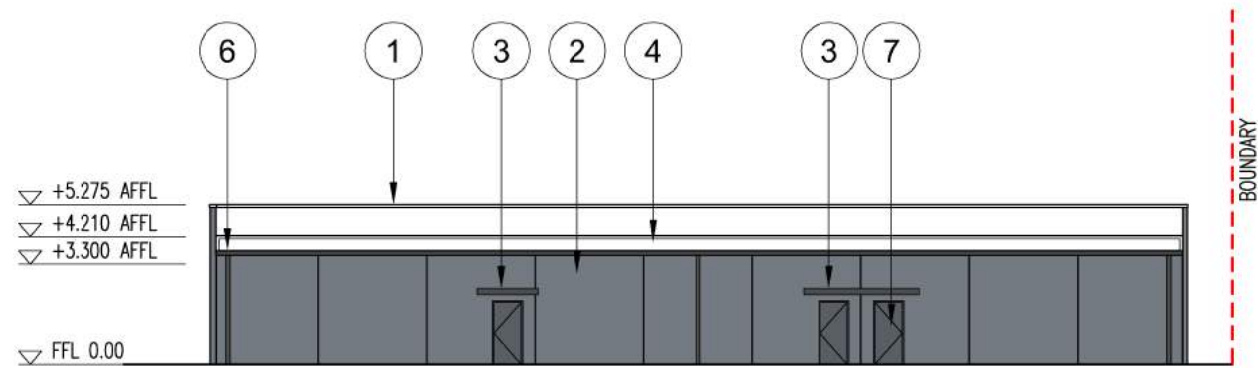


PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

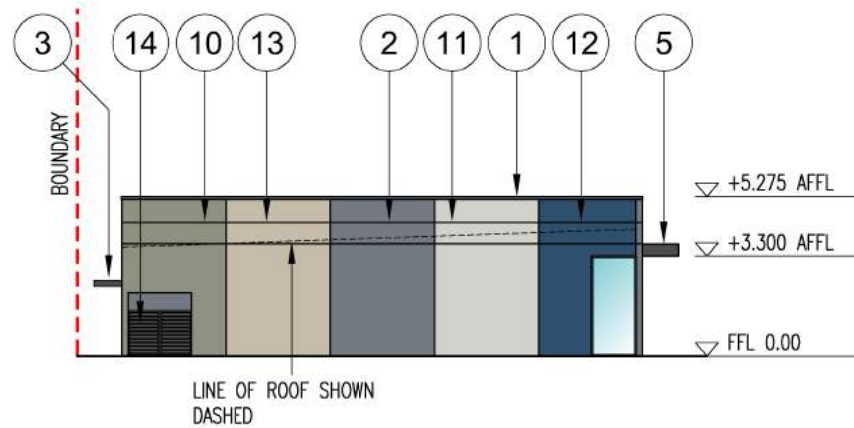
DRAWING  
ALDI EXTERNAL ELEVATIONS

108 Mt Barker Road Stirling  
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

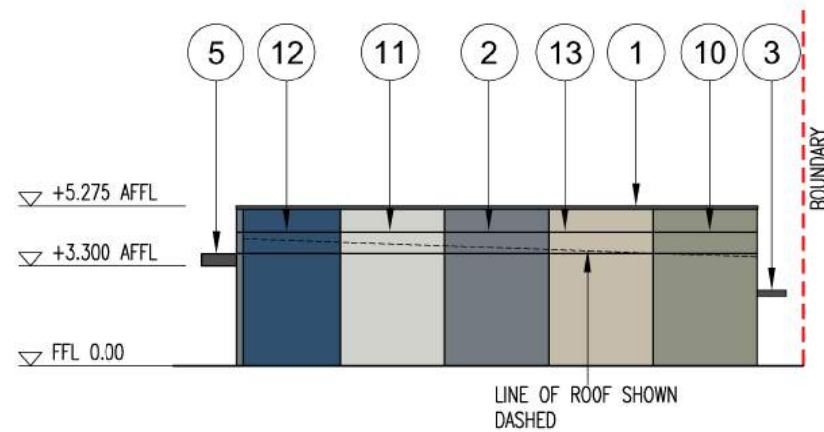
SCALE 1:250	DATE AUG 2018	DRAWN DS	CHECKED TB
PROJECT No 2180	DRAWING No DA03.1	STATUS DA	REV D



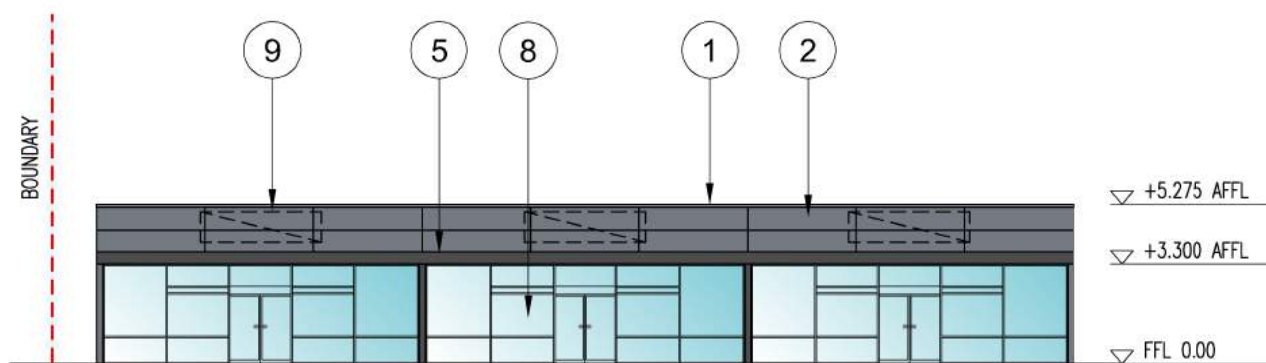
01 SOUTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



02 SOUTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED



03 NORTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



04 NORTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED

## NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB

## MATERIAL SCHEDULE

1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT WALL FINISH
2 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SHALE GREY'
3 - AWNING - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'
4 - COLORBOND ROOF SHEETING, 'SURFMIST'
5 - CANOPY - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'
6 - GUTTER AND DOWNPIPES - COLORBOND, 'MONUMENT'
7 - DOOR & FRAME - DOOR AND FRAME, DULUX 'OLDE PEWTER'
8 - SHOPFRONT - POWDERCOATED ALUMINIUM FRAMES, COLORBOND 'MONUMENT'
9 - RETAIL SIGNAGE ZONES
10 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'GULLY'
11 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SURFMIST'
12 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DEEP OCEAN'
13 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DUNE'
14 - BIN STORE - SLATTED GATE OVER - COLORBOND 'MONUMENT'

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
ALDI EXTERNAL ELEVATIONS

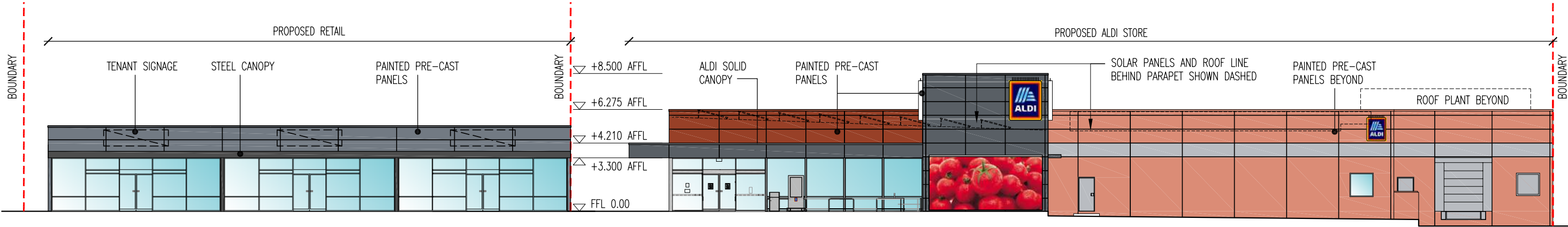


SCALE	DATE	DRAWN	CHECKED
1:250	JULY 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA03.2	DA	B



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



01

DA02.3

PARK TERRACE STREETSCAPE

1:250

CLIENT

ALDI STORES



PROJECT

ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING

PARK TERRACE STREETSCAPE



NIELSEN ARCHITECTS

108 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

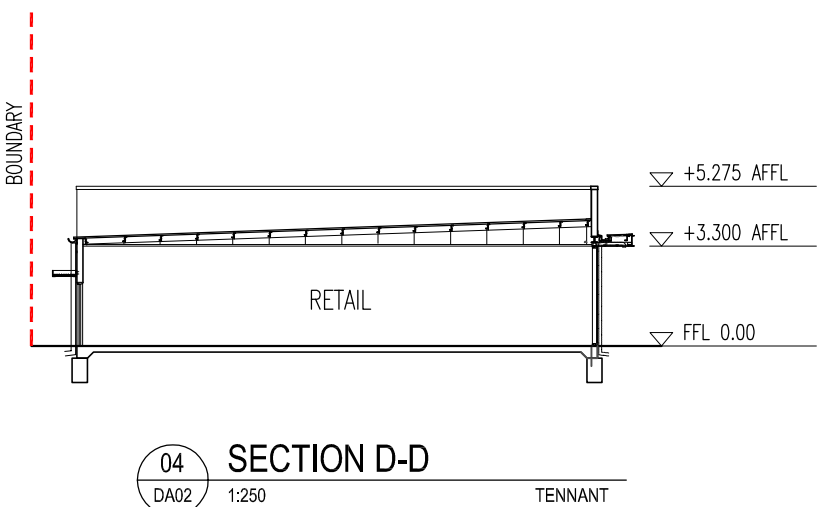
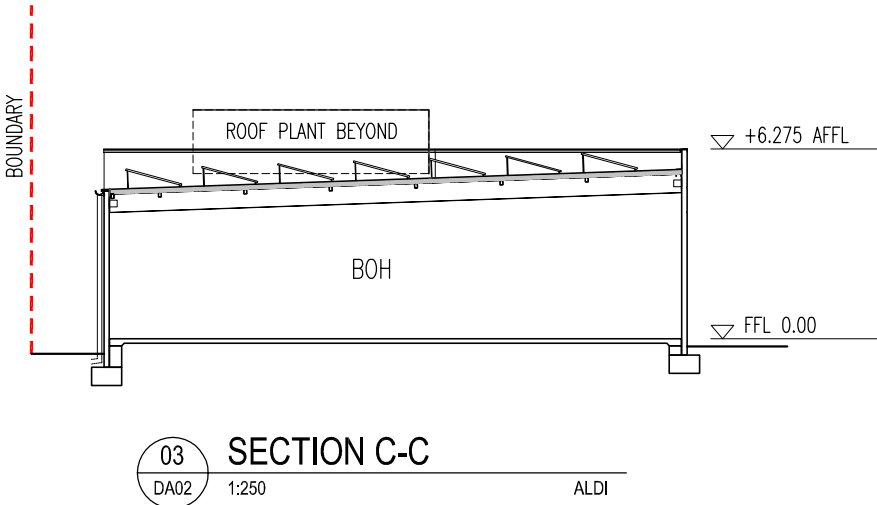
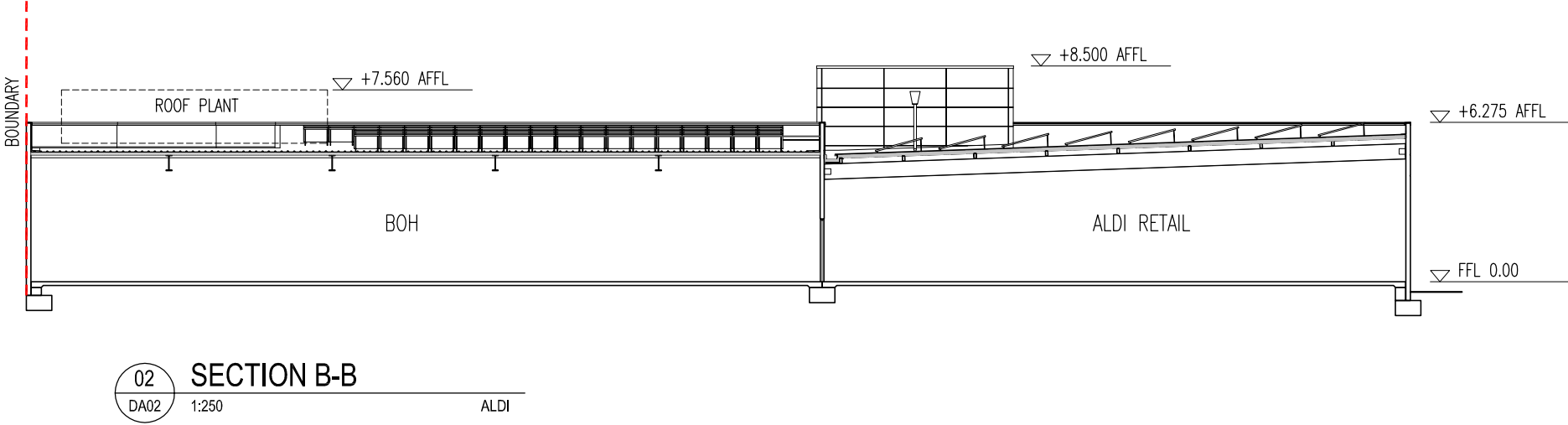
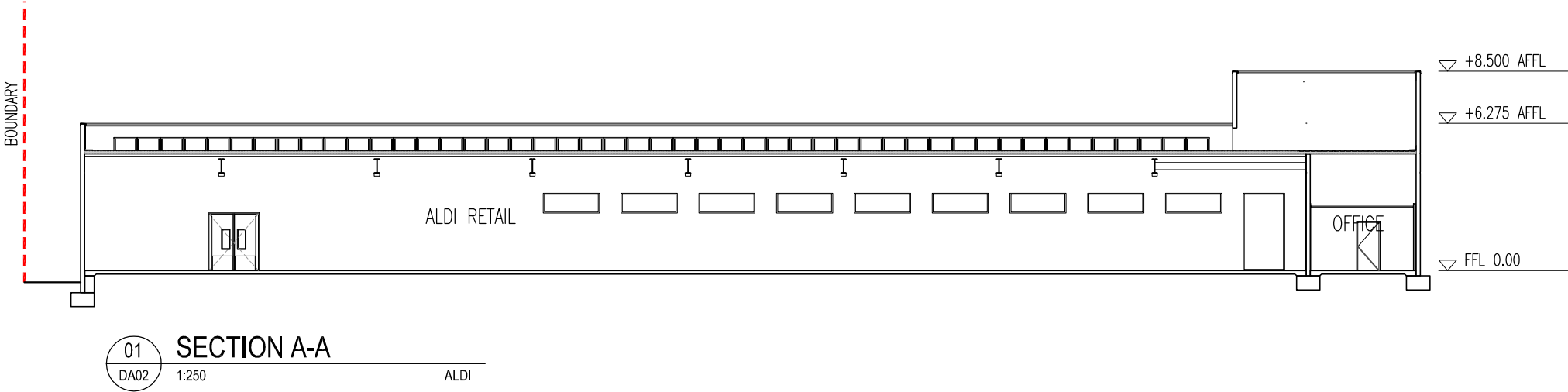
SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA03.3	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SECTIONS

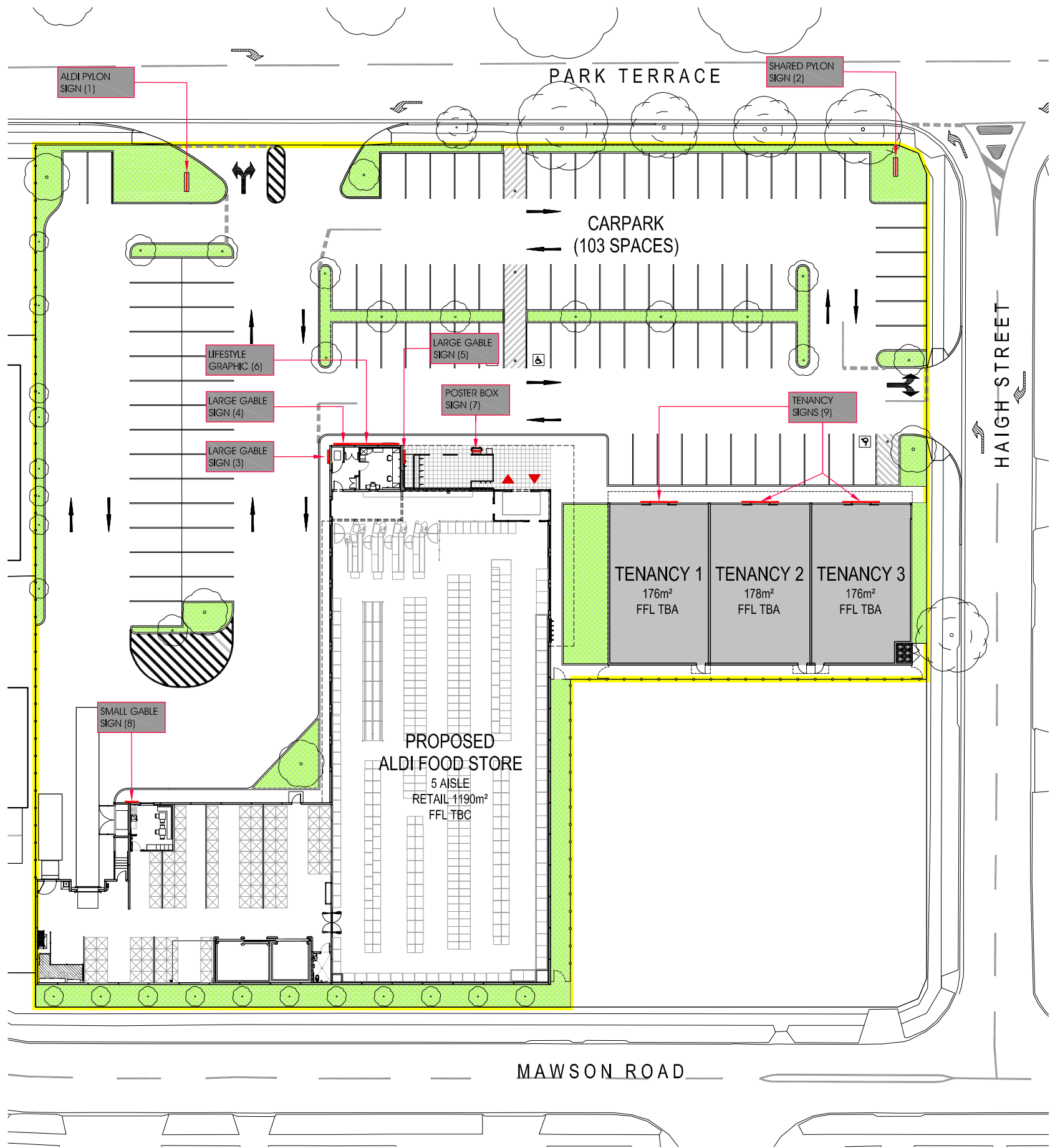


**NIELSEN ARCHITECTS**

108 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

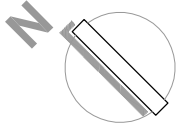
SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA05	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	30.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE PLAN

NIELSEN ARCHITECTS

108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.1	DA	C

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS
C	20.07.18	PLANNING	LT	TB



POLE  
324 DIA. X 6MM CHS  
3.95m TALL  
32mm MS BASE PLATE  
HOT DIPPED GALVANISED  
MIO PAINT FINISH

FOOTING  
CONCRETE FOOTING TO ENGINEERS DETAIL

OPENING HOURS SIGN  
P1 OPENING HOURS SIGN - 2700w X 1809h  
SAPPHIRE BLUE 4mm ACM  
INSTALLED VIA SUITABLE MOUNTING BRACKETS TO  
PYLON AND UNDERSIDE OF SIGN  
BRACKETS TO BE PAINTED DULUX 'OLDE PEWTER'

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 'OZ' FLEX FACE EXTRUSION  
1.6mm ALUMINIUM EXTERNAL CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT FINISHES  
MIO PAINT FINISH TO EXTERNAL SURFACE  
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING  
MULFORDS 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



POLE  
324 DIA. X 6MM CHS  
3.95m 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 'OZ' FLEX FACE EXTRUSION  
1.6mm ALUMINIUM EXTERNAL CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT FINISHES  
MIO PAINT FINISH TO EXTERNAL SURFACE  
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING  
MULFORDS SX GRADE FLEX FACE (NO VISIBLE JOINS)  
TECHNOGRAPH AND 3M SELF-ADHESIVE VINYL  
LIGHT OUTPUT: CALVIN - 40,000 LUMENS 16,500

02

SHARED PYLON SIGN (2)

1:50

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE DETAILS  
SHEET 1

 NIELSEN ARCHITECTS

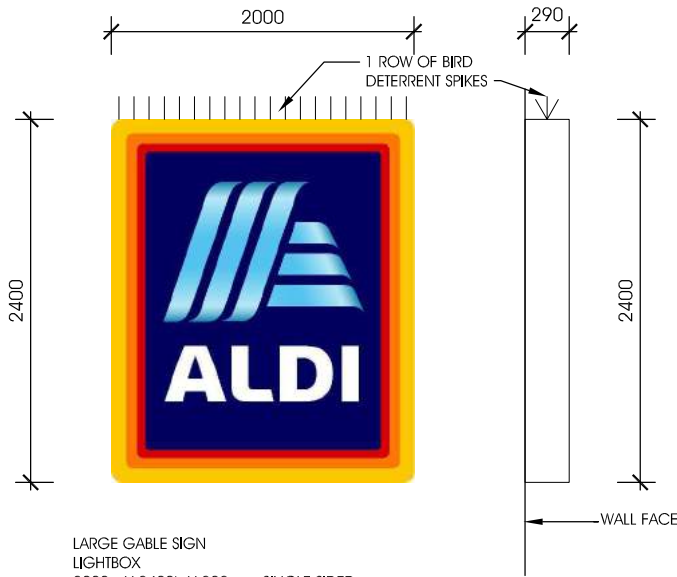
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:50	JULY 2018	DS	TB

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

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



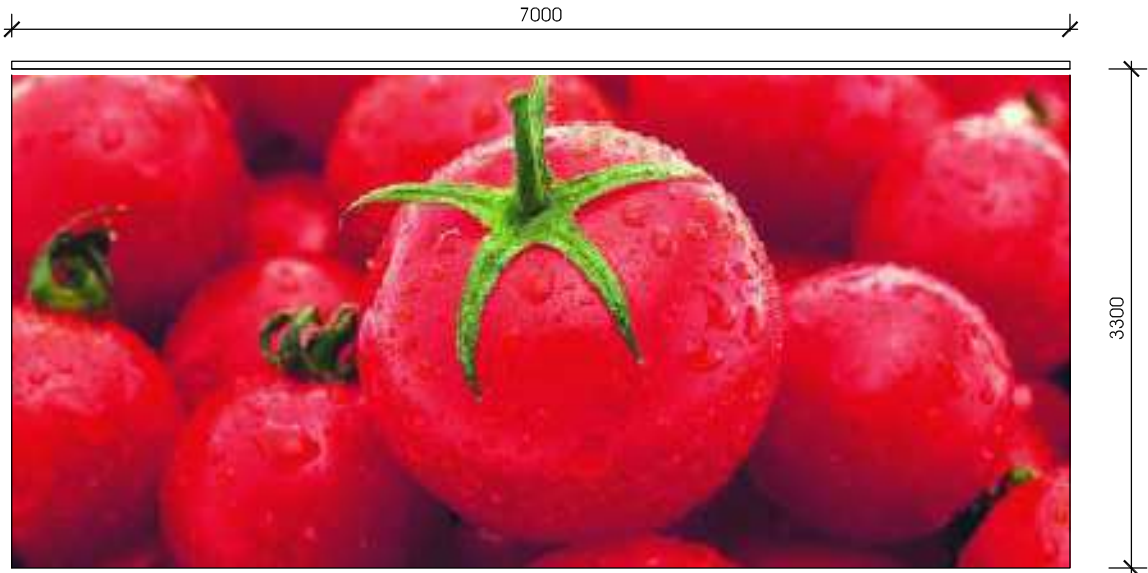
LARGE GABLE SIGN  
LIGHTBOX  
2000w X 2400h X 292mm SINGLE SIDED  
FLEXFACE WALL SIGN.  
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX  
EXTRUSION WITH 1.6mm ALUMINIUM  
CLADDING TO BACK  
PAINT FINISH EXTERNAL: DULUX OLD PEWTER  
50243 70% GLOSS IN 2 PACK POLYURETHANE  
OR POWDERCOAT FP964  
PAINT FINISH INTERNAL: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

01

LARGE GABLE SIGN (3, 4, 5)

-

1:50



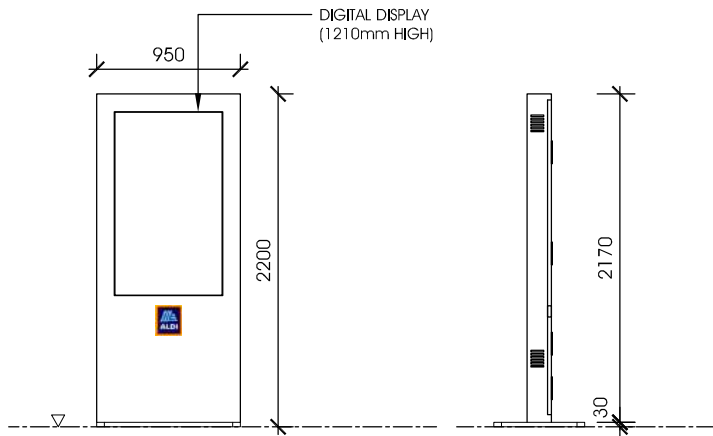
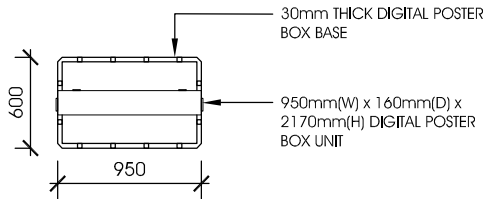
EXTERNAL LIFESTYLE IMAGE  
7000 x 3300 x 250mm SINGLE FACED DIBOND  
GRAPHIC PANEL  
INTERNAL ALUMINIUM FRAME  
50mm ALUMINIUM ANGLE COVER TRIM,  
POWDERCOAT FINISH (BLACK)  
3mm DIBOND PANEL  
APPLIED DIGITAL PRINT CAV ANTI GRAFFITI COAT  
EXTERNALLY ILLUMINATED FROM ABOVE

03

EXTERNAL LIFESTYLE GRAPHIC (6)

-

1:50

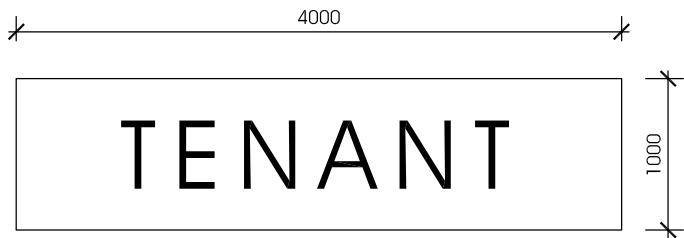


04

POSTER BOX (7)

-

1:50



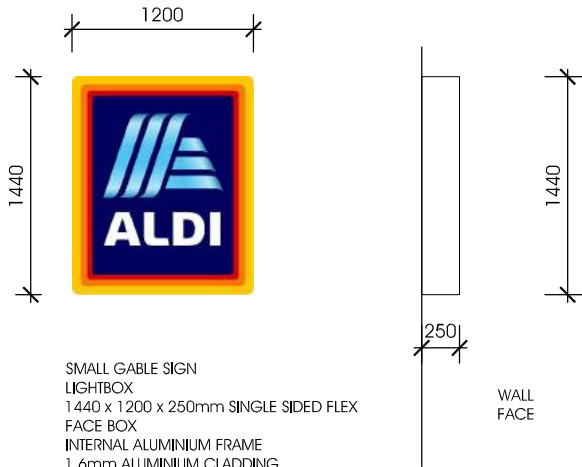
TENANCY SIGNAGE  
4000 x 1000 x 250mm ILLUMINATED SIGNAGE BOX

05

RETAIL SIGNAGE (9)

-

1:50



SMALL GABLE SIGN  
LIGHTBOX  
1440 x 1200 x 250mm SINGLE SIDED FLEX  
FACE BOX  
INTERNAL ALUMINIUM FRAME  
1.6mm ALUMINIUM CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT  
FINISHES  
MULFORDS SX GRADE FLEX FACE (NO JOINS)  
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL  
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING  
LIGHT OUTPUT: CALVIN - 40,000 LUMINS 16,500

02

SMALL GABLE SIGN (8)

-

1:50

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE DETAILS  
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
1:50	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.3	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	20.07.18	PLANNING	RP	TB
C	16.08.18	PLANNING	RP	TB



-

-

PROPOSED 3D VISUAL RENDER 1

NTS

CLIENT

ALDI STORES



PROJECT

ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING

PROPOSED 3D VISUAL RENDERS -  
SHEET 1



NIELSEN ARCHITECTS

108 Alt 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	DATE	DRAWN	CHECKED
NTS	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA08.1	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	20.07.18	PLANNING	RP	TB
C	16.08.18	PLANNING	RP	TB



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

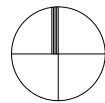
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA08.2	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	17/07/18	TENANCY & ALDI ADJUSTMENTS.	RP	TB
B	19/07/18	PLANNING	RP	TB
C	16/08/18	PLANNING	RP	TB



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

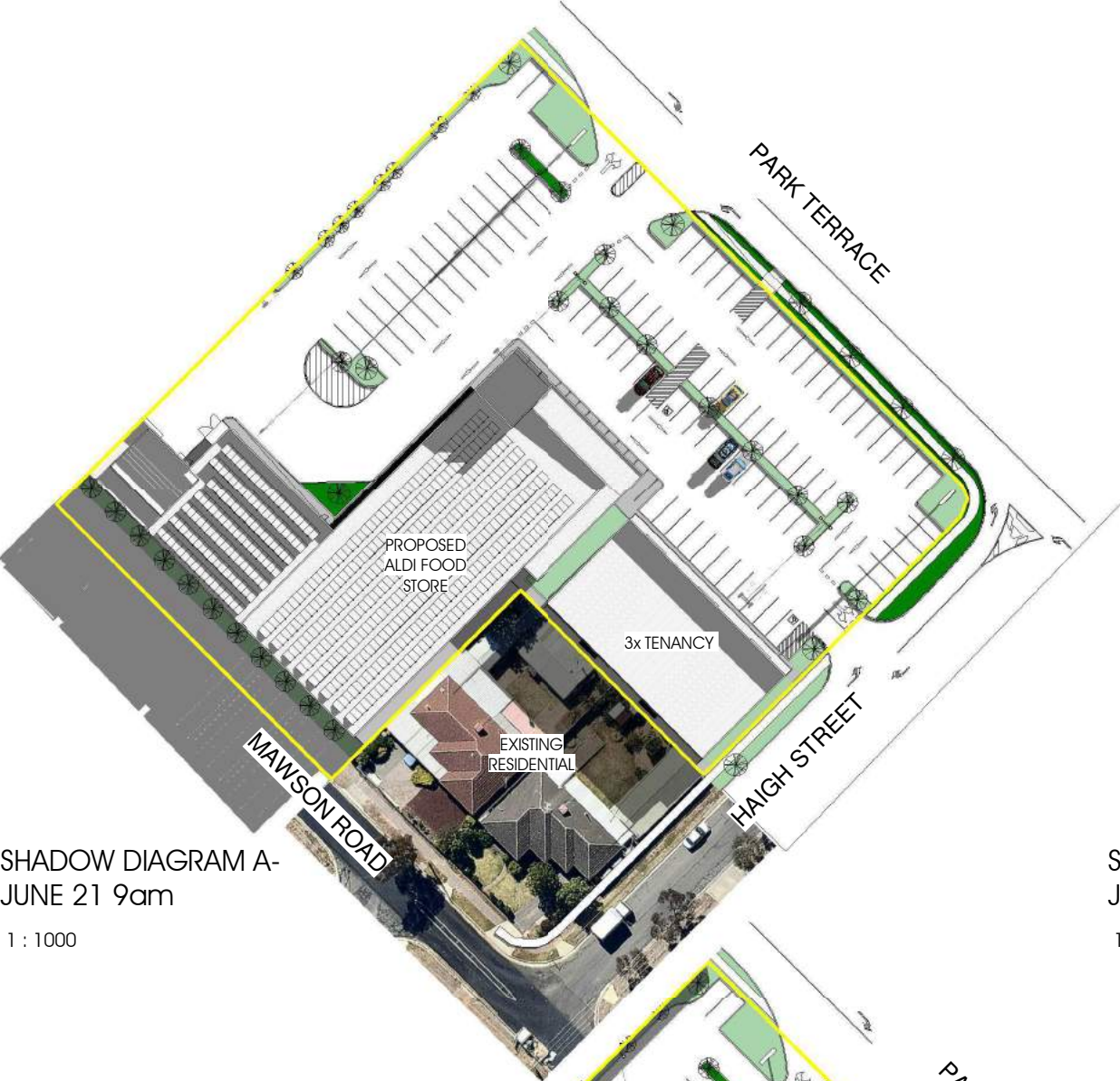


NIELSEN ARCHITECTS

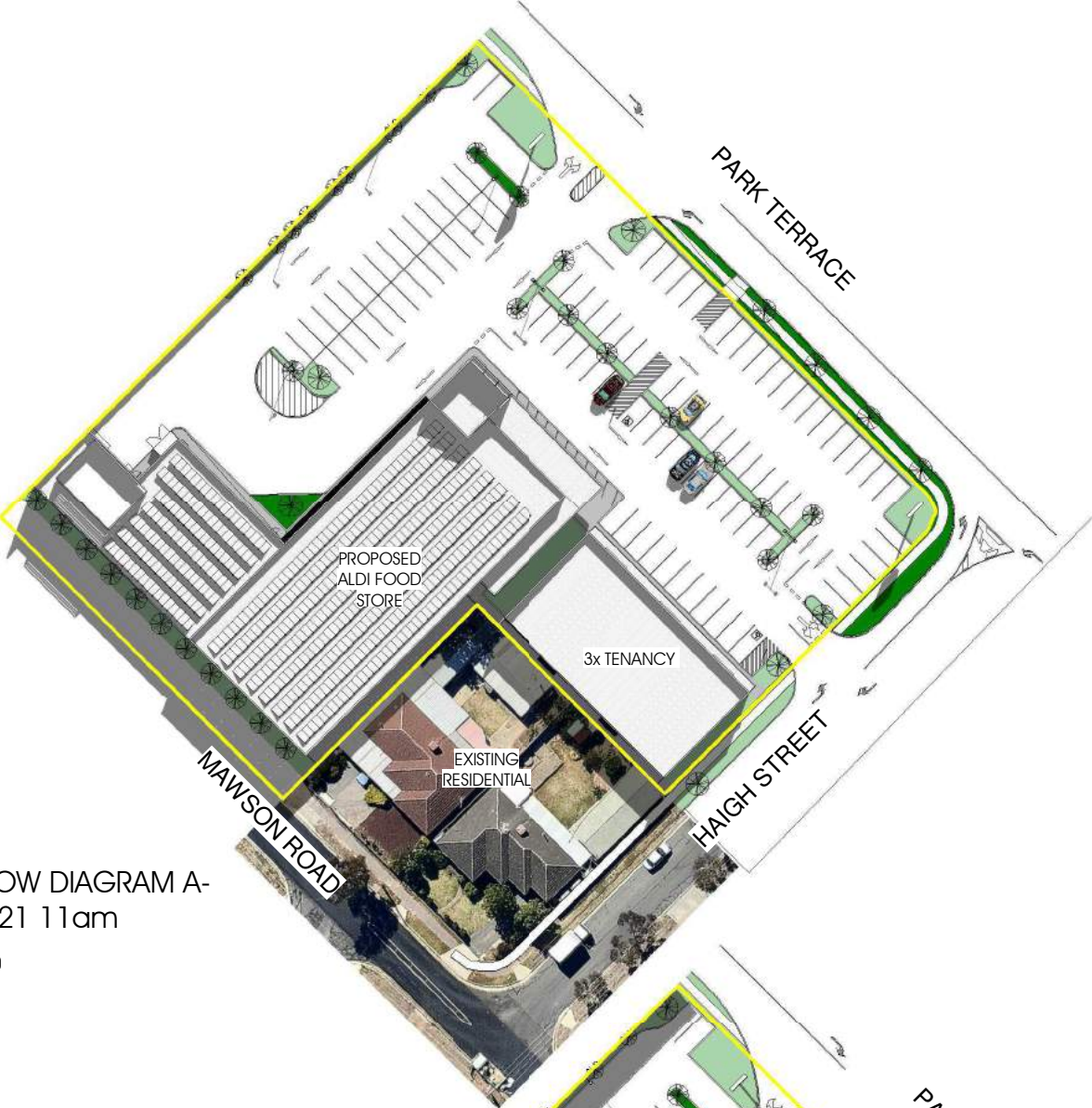
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:1000	AUG 2018	RP	TB

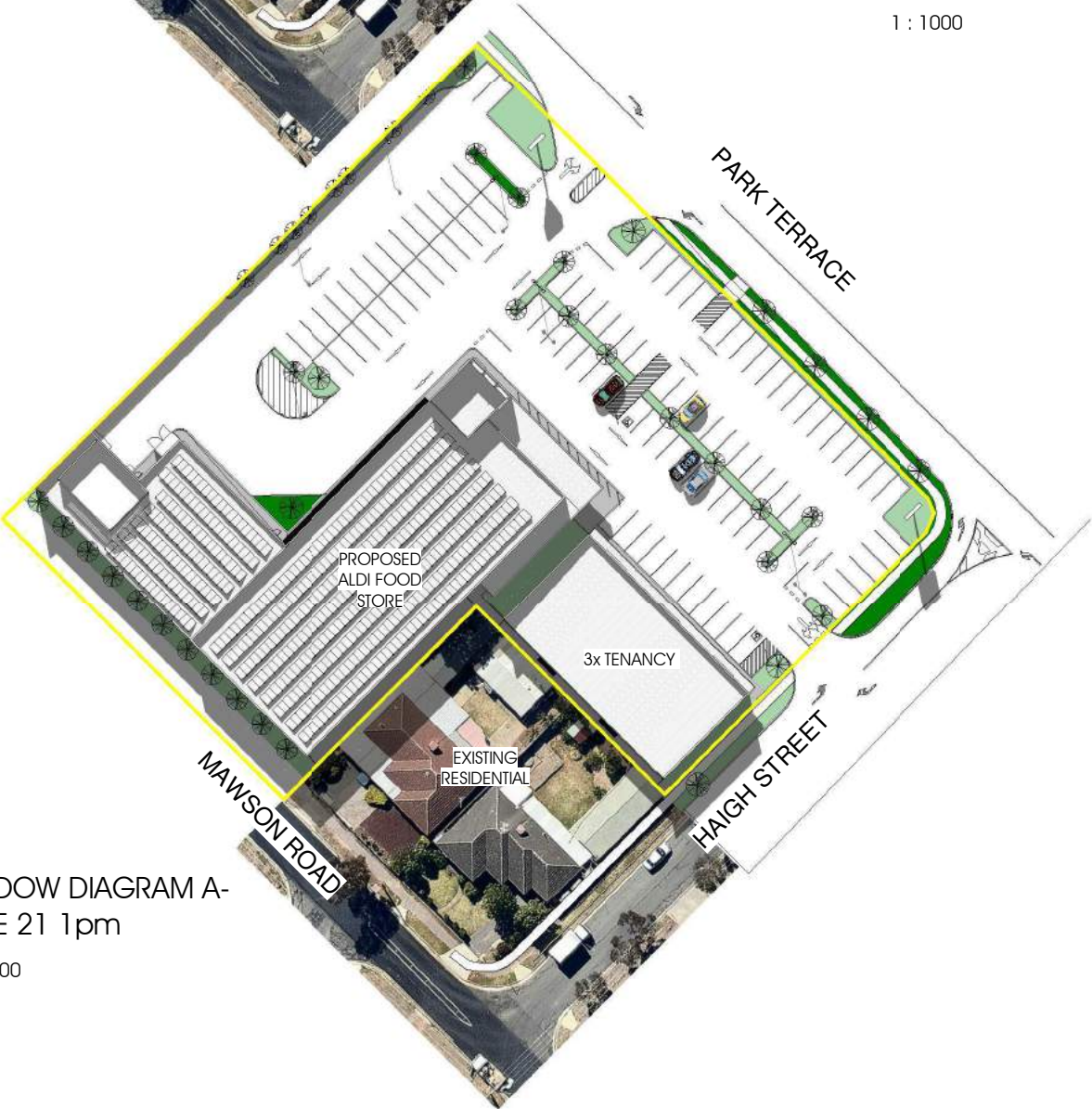
PROJECT No	DRAWING No	STATUS	REV
2180	DA09.1	DA	C



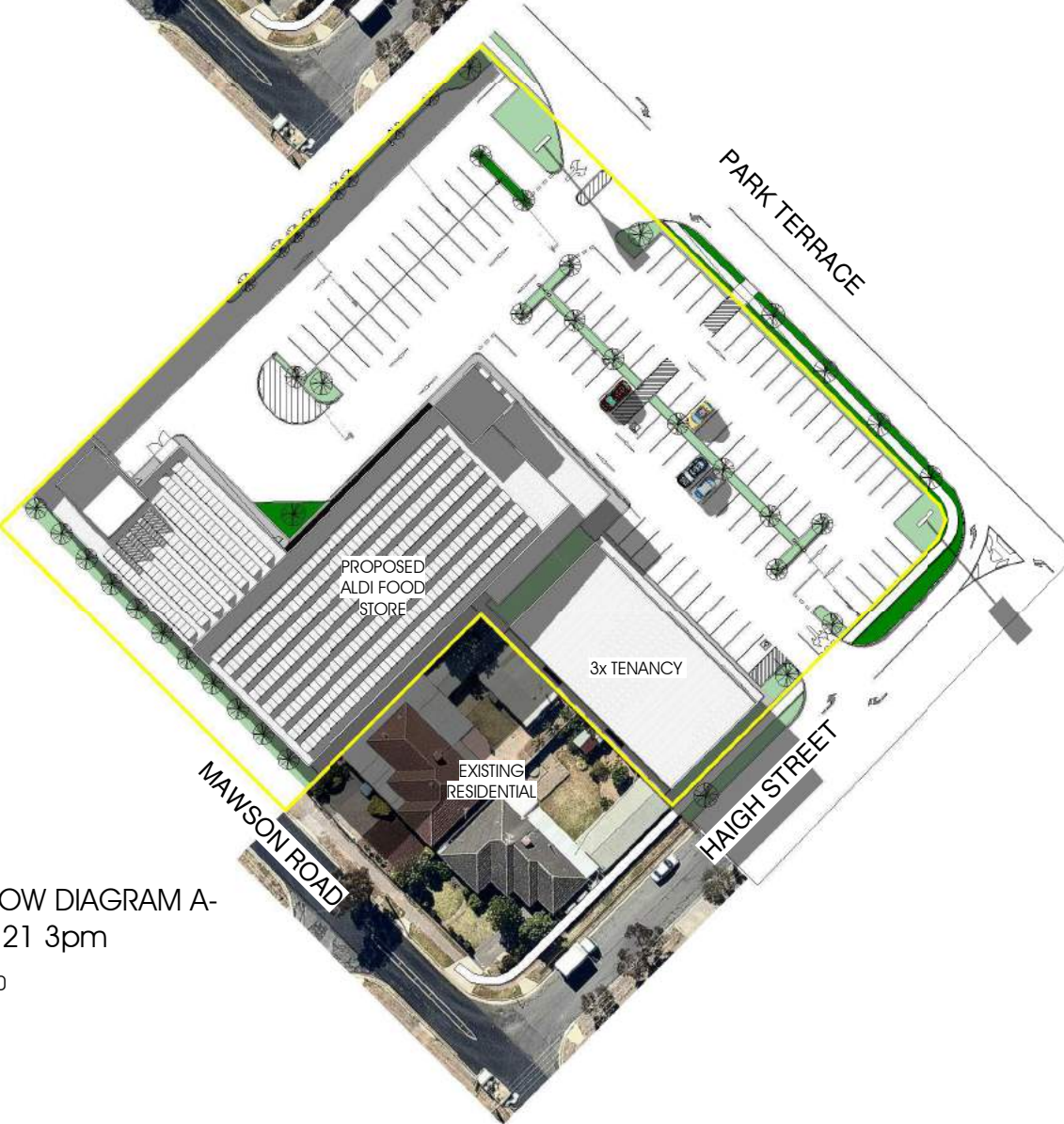
SHADOW DIAGRAM A-  
JUNE 21 9am  
1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 11am  
1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 1pm  
1 : 1000

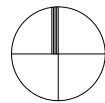


SHADOW DIAGRAM A-  
JUNE 21 3pm  
1 : 1000



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	17/07/18	TENANCY & ALDI ADJUSTMENTS.	RP	TB
B	19/07/18	PLANNING	RP	TB
C	16/08/18	PLANNING	RP	TB



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

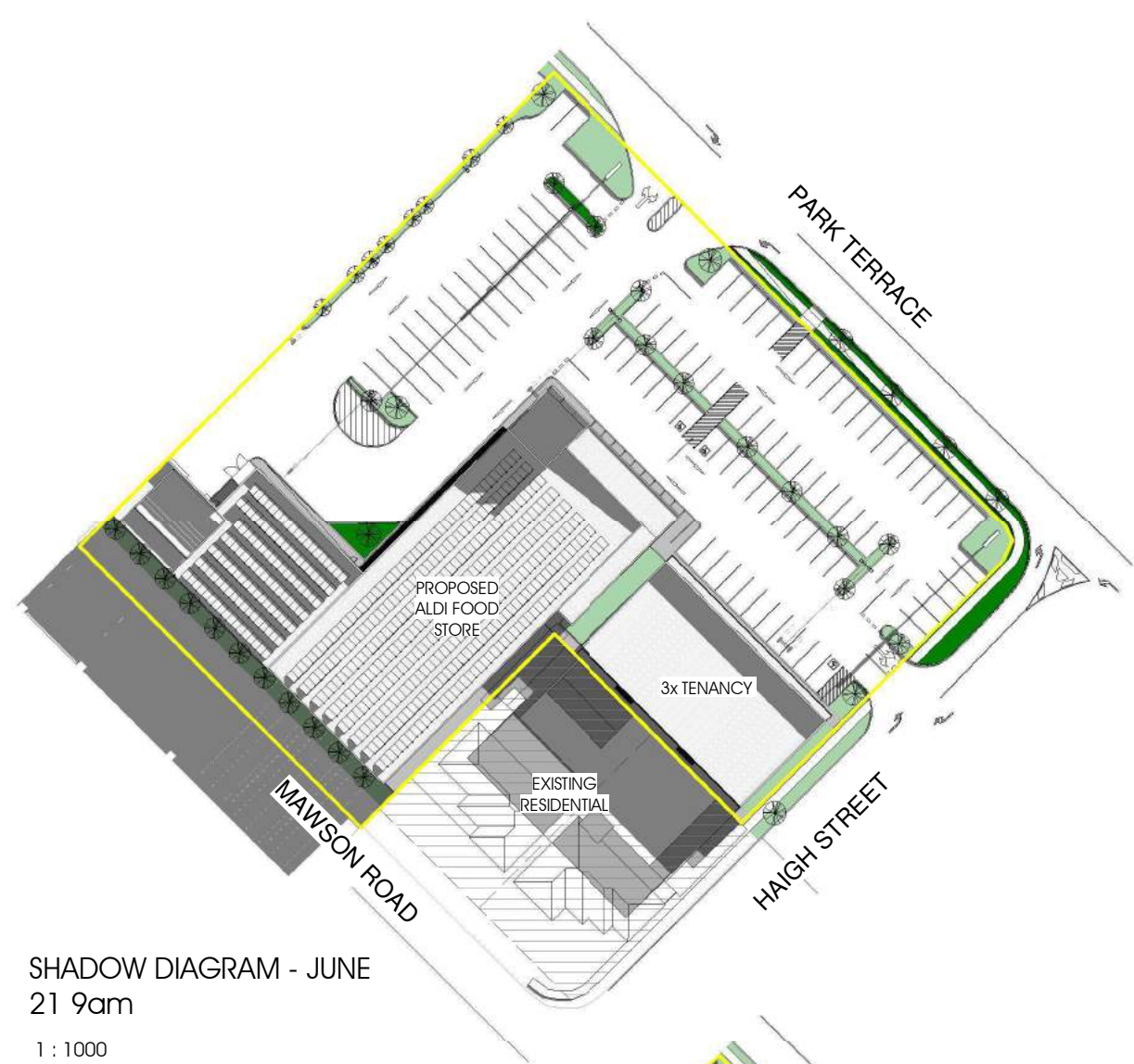
DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

NIELSEN ARCHITECTS

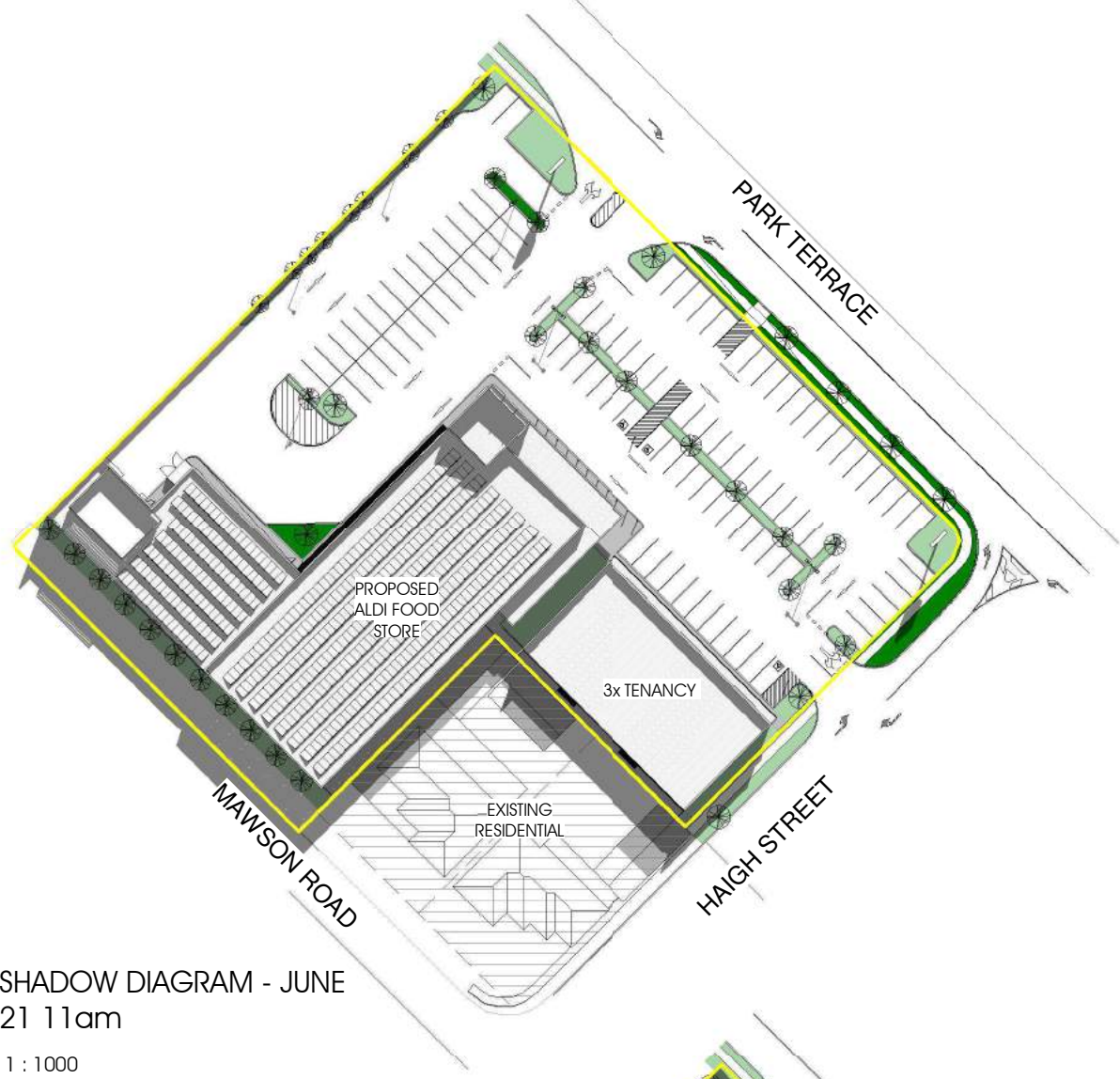
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:1000	AUG 2018	RP	TB

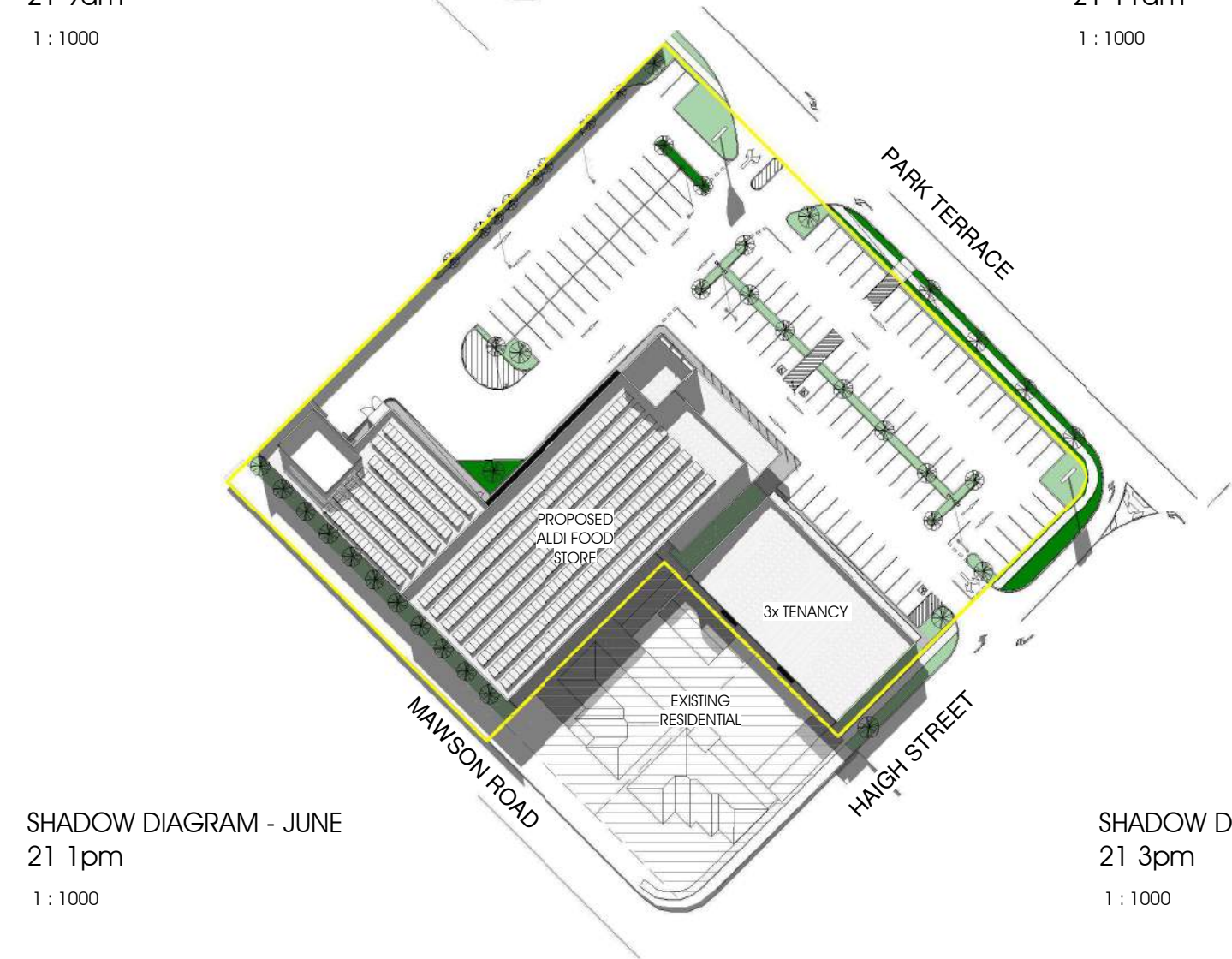
PROJECT No	DRAWING No	STATUS	REV
2180	DA09.2	DA	C



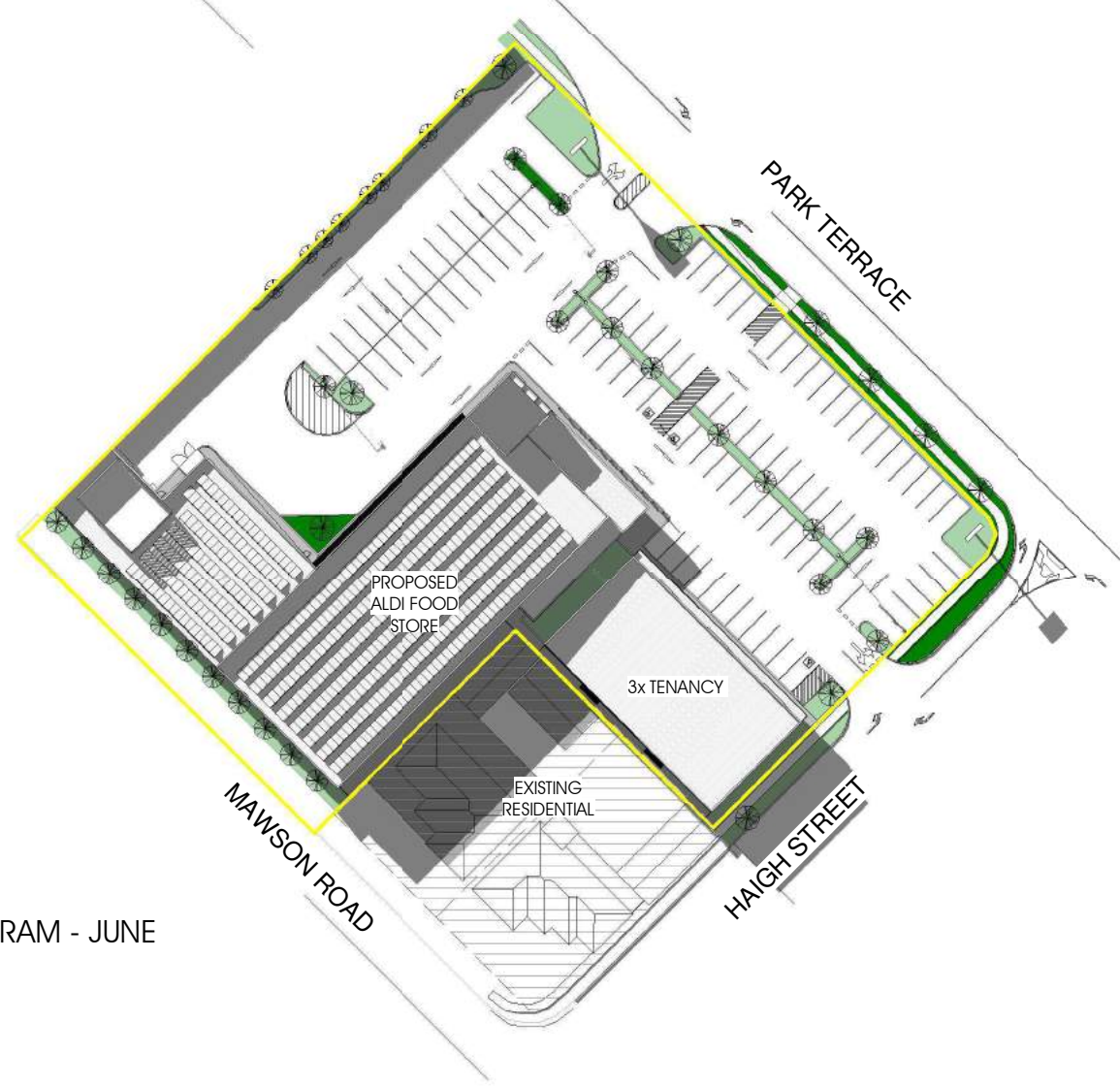
SHADOW DIAGRAM - JUNE  
21 9am  
1 : 1000



SHADOW DIAGRAM - JUNE  
21 11am  
1 : 1000

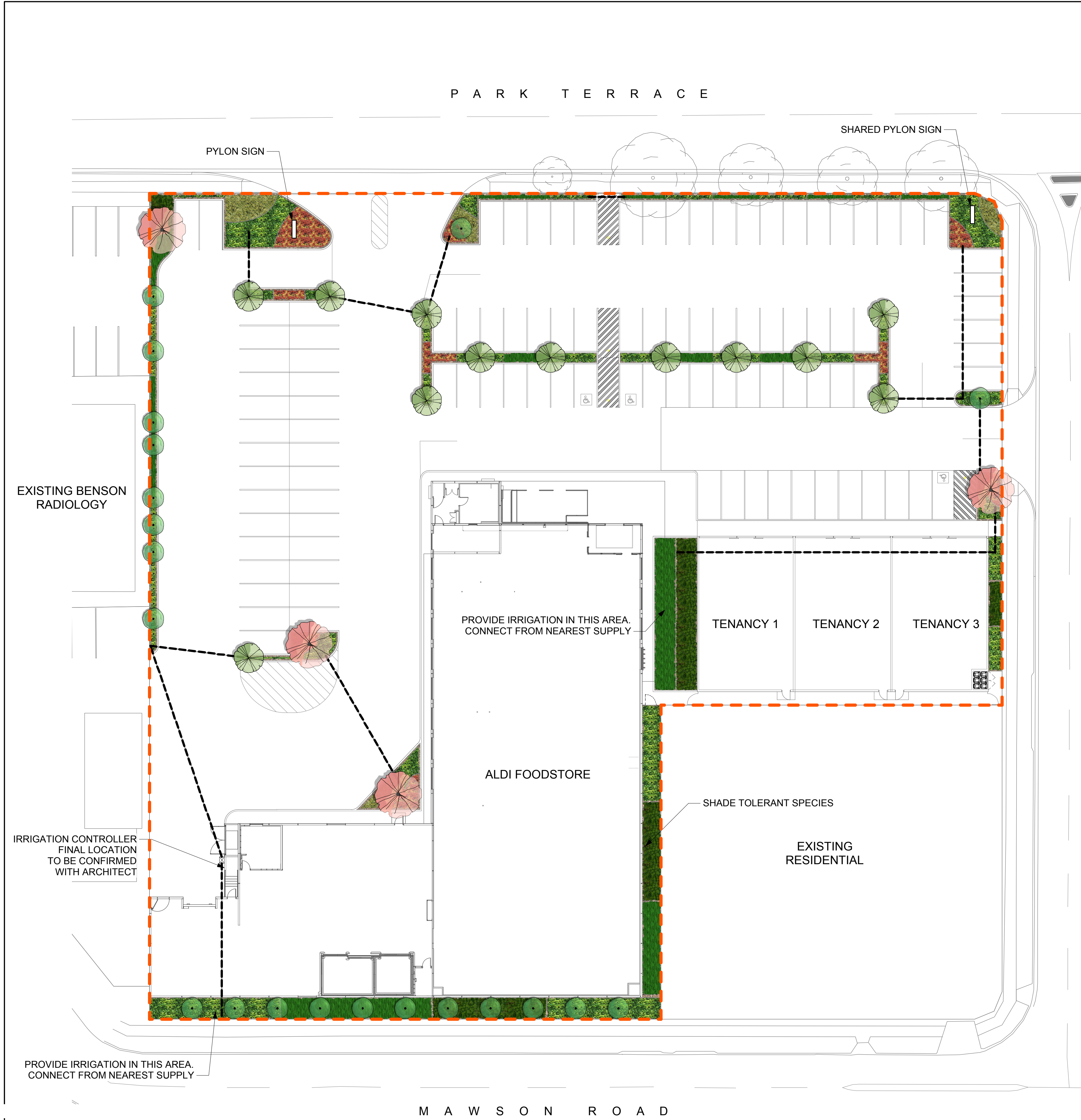


SHADOW DIAGRAM - JUNE  
21 1pm  
1 : 1000



SHADOW DIAGRAM - JUNE  
21 3pm  
1 : 1000





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 UNDESIRED 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 (CUPRESSUS SEMPERVIRENS 'GLAUCA')
- SMALL TREES (PYRUS CALLERYANA 'CAPITAL')
- MEDIUM TREES (ACER X FREEMANII 'AUTUMN BLAZE')
- EXISTING TREES TO BE RETAINED
- PROPOSED LOW SHRUBS & GROUNDCOVERS
- IRRIGATION CONDUIT (100MM DIA PVC PIPE)
- SITE BOUNDARY

PLANT PALETTE

TREES



*Acer x freemanii 'Autumn Blaze'*  
Jeffer's Red Maple  
Height: 12m  
Width: 9m

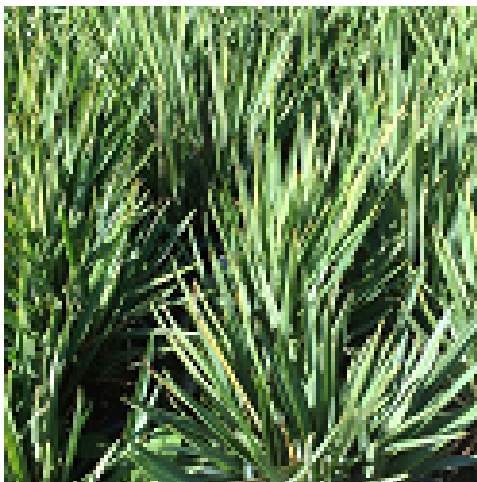


*Pyrus calleryana 'Capital'*  
Capital Callery Pear  
Height: 9m  
Width: 3m



*Cupressus sempervirens 'Glauc'*  
Pencil Pine  
Height: 11m  
Width: 2m

LOW SHRUBS & GROUNDCOVERS



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



*Dietes grandiflora*  
Butterfly Iris  
Height: 0.9m  
Width: 0.9m



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

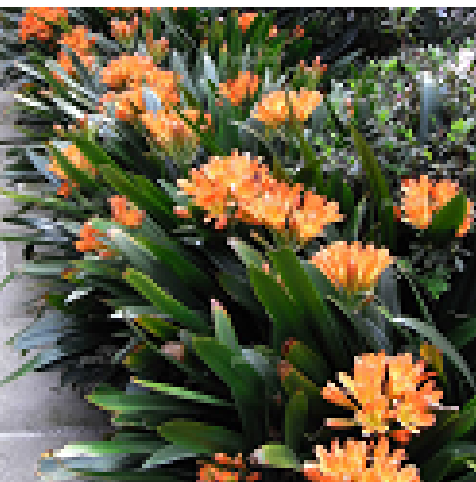


*Rosmarinus officinalis*  
Rosemary  
Height: 1.5m  
Width: 1.5m

SHADE TOLERANT SPECIES



*Westringia fruticosa*  
Natal Lily  
Height: 1.5m  
Width: 1.5m



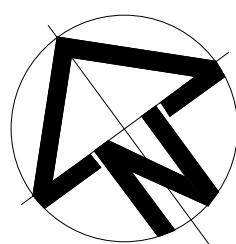
*Clivia miniata*  
Tas Red  
Height: 0.6m  
Width: 0.8m



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



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





**ALDI SALISBURY  
PLANNING STATEMENT**

Proposed Retail Development  
41-47 Park Terrace, Salisbury

Prepared for:  
**ALDI Stores**

Date:  
**May 2018**





## Proprietary Information Statement

The information contained in this document produced by Ekistics Planning and Design is solely for the use of the Client as identified on the cover sheet for the purpose for which it has been prepared and Ekistics Planning and Design undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Ekistics Planning and Design.

## Document Control

Revision	Description	Author	Date
V1	Draft Planning Statement	K Barnes	16 May 2018
V2	Final Planning Statement	K Barnes	18 May 2018

Approved by:



Date: 18 May 2018

## Contents

<b>1. EXECUTIVE SUMMARY</b>	<b>5</b>
<b>2. INTRODUCTION/BACKGROUND</b>	<b>5</b>
<b>3. THE SITE AND LOCALITY</b>	<b>6</b>
3.1 THE SITE	6
3.2 THE LOCALITY AND SURROUNDING DEVELOPMENT	10
<b>4. PROPOSED DEVELOPMENT</b>	<b>14</b>
4.1 LAND USE	14
4.1.1 OPERATIONAL ASPECTS	16
4.2 BUILT FORM AND SITE WORKS	16
4.2.1 PROPOSED ALDI STORE	16
4.2.2 PROPOSED SPECIALITY SHOPS	18
4.3 TRANSPORT, PARKING AND ACCESS	18
4.3.1 ACCESS/EGRESS	18
4.3.2 PARK TERRACE MEDIAN TREATMENT	19
4.3.3 PARKING	19
4.3.4 DELIVERIES	19
4.3.5 REFUSE COLLECTION	19
4.3.6 PEDESTRIAN AND CYCLIST ACCESSIBILITY	19
4.4 LANDSCAPING	20
4.5 REGULATED TREES	20
4.6 SIGNAGE	20
4.7 STORMWATER MANAGEMENT	21
4.8 WASTE MANAGEMENT	22
<b>5. PROCEDURAL REQUIREMENTS</b>	<b>23</b>
5.1 RELEVANT AUTHORITY	23
5.2 NATURE OF DEVELOPMENT	23
5.3 PUBLIC NOTIFICATION	23
5.4 AGENCY REFERRALS	23
<b>6. DEVELOPMENT PLAN ASSESSMENT</b>	<b>23</b>
6.1 OVERVIEW	23
6.2 ZONE AND COUNCIL WIDE PROVISIONS	26
6.2.1 LAND USE	26

6.2.2	DESIGN AND APPEARANCE	29
6.2.3	TRANSPORT, ACCESS AND PARKING	35
6.2.4	LANDSCAPING	41
6.2.5	REGULATED TREES	42
6.2.6	SIGNAGE	44
6.2.7	STORMWATER	48
6.2.8	CRIME PREVENTION	50
6.2.9	INTERFACE BETWEEN LAND USES	51

## 7. CONCLUSION 55

## Appendices

Appendix 1.	Certificates of Title	57
Appendix 2.	Proposed Plans and Elevations	58
Appendix 3.	Traffic Impact Assessment	59
Appendix 4.	ALDI Delivery and Loading Procedures	60
Appendix 5.	Landscape Plan	61
Appendix 6.	Stormwater Management Plan	62
Appendix 7.	Detail Survey Plan	63
Appendix 8.	Environmental Noise Assessment	64
Appendix 9.	Tree Management Plan	65
Appendix 10.	Waste Management Plan	66

## Figures

Figure 3.1	Allotment Identifier Plan	7
Figure 3.2	Subject Land	8
Figure 3.3	Subject land viewed from Park Terrace looking west	9
Figure 3.4	Subject land viewed from Park Terrace looking east	9
Figure 3.5	Subject land viewed from Mawson Road	10
Figure 3.6	Regulated Trees – Aleppo Pine and Illawarra Flame Tree	10
Figure 3.7	Locality Plan	12
Figure 3.8	Adjoining Consulting Room	12
Figure 3.9	Land Use Plan	13
Figure 3.10	Adjacent McDonalds Restaurant with the subject land in the background	13
Figure 3.11	St John’s Anglican Church to the north-east	14
Figure 6.1	Zoning	24
Figure 6.2	Concept Plan Map Sal/33 Core and Transition Areas	25
Figure 6.3	Core Area Analysis	29
Figure 6.4	3D Image of Park Terrace frontage	32
Figure 6.5	Adjoining dwelling	33
Figure 6.6	Adjoining dwellings to the rear of the speciality shops	34
Figure 6.7	Concept Plan Sal/34 Salisbury City Centre	40
Figure 6.8	Aleppo Pine viewed from Mawson Road	43
Figure 6.9	Existing McDonalds sign adjacent the subject land	47
Figure 6.10	KFC sign on the corner of Park Terrace and Wiltshire Street	47

<i>Figure 6.11 Shadow Diagram 11:00am 21 June</i> .....	54
<i>Figure 6.12 Shadow Diagram 1:00pm 21 June</i> .....	54

## Tables

<i>Table 2.1 Drawing Schedule</i> .....	6
---	---



## 1. Executive Summary

Category	Details
PROJECT	ALDI Salisbury
ADDRESS OF SITE	41-47 Park Terrace, 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 <sup>2</sup>
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) and three specialty shops with associated signage, car parking, earthworks and landscaping to be developed in stages plus the removal of two Regulated Trees ( <i>Brachychiton acerifolius</i> and <i>Pinus halepensis</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 and speciality shops 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 #	Drawing Title
DA01	Location Plan
DA01.1	Contract Titles – Existing
DA01.2	Contract Titles - Proposed
DA02.1	Existing Site Plan
DA02.2	Demolition Site Plan
DA02.3	Proposed Site Plan
DA02.4	Proposed Roof Plan
DA03.1	ALDI External Elevations
DA03.2	Retail External Elevations
DA03.3	Park Terrace Streetscape
DA05	Proposed Sections
DA06.1	Signage Plan
DA06.2	Signage Details - Sheet 1
DA06.3	Signage Details - Sheet 2
DA08.1	Proposed 3D Renders - Sheet 1
DA08.2	Proposed 3D Renders - Sheet 2
DA09.1	Shadow Diagrams
DA09.2	Shadow Diagrams

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;
- Environmental Noise Assessment by Sonus; and
- Waste Management Plan.

## 3. The Site and Locality

### 3.1 The Site

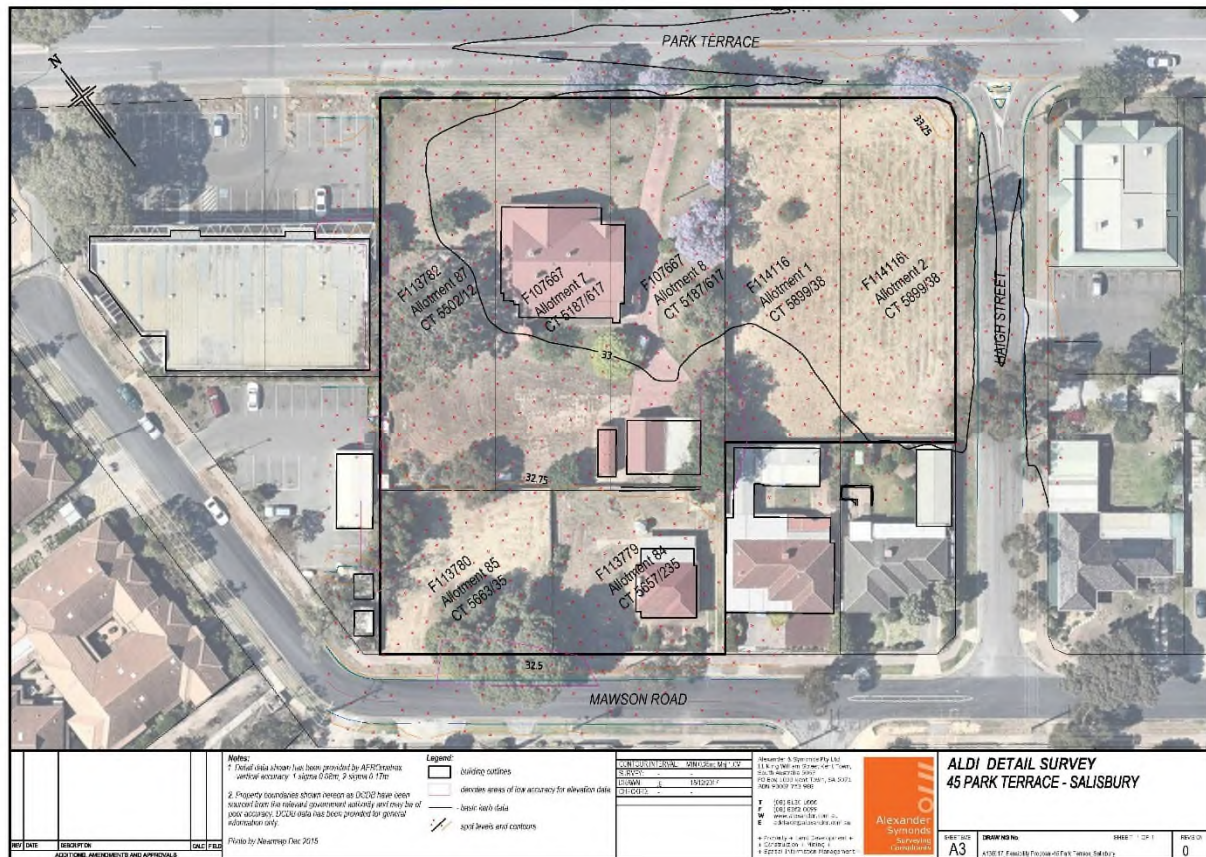
The subject land is located at 41-47 Park Terrace, Salisbury and is comprised of the following adjoining allotments (refer to **Figure 3.1** and **Appendix 1**):

- 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 3.1** Allotment Identifier Plan



The land has an area of 7,326m<sup>2</sup> and has a primary frontage of 91.445m (excluding corner cut-off) to Park Terrace, a secondary frontage of 53.64m (excluding corner cut-off) to Haigh Street and a rear boundary of 56.695m to Mawson Road. Vehicular access is currently provided to the land via Park Terrace and Mawson Road.

Currently, the land is used for residential purposes with a detached dwelling and associated outbuildings fronting Park Terrace (comprising three allotments) and a second detached dwelling fronting Mawson Road (comprising one allotment). The remaining three allotments are vacant (see **Figure 3.2** below).

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 9**):

- *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 and Illawarra Flame Tree



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.



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 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 3.7 Locality Plan



Figure 3.8 Adjoining Consulting Room





Figure 3.9 Land Use Plan

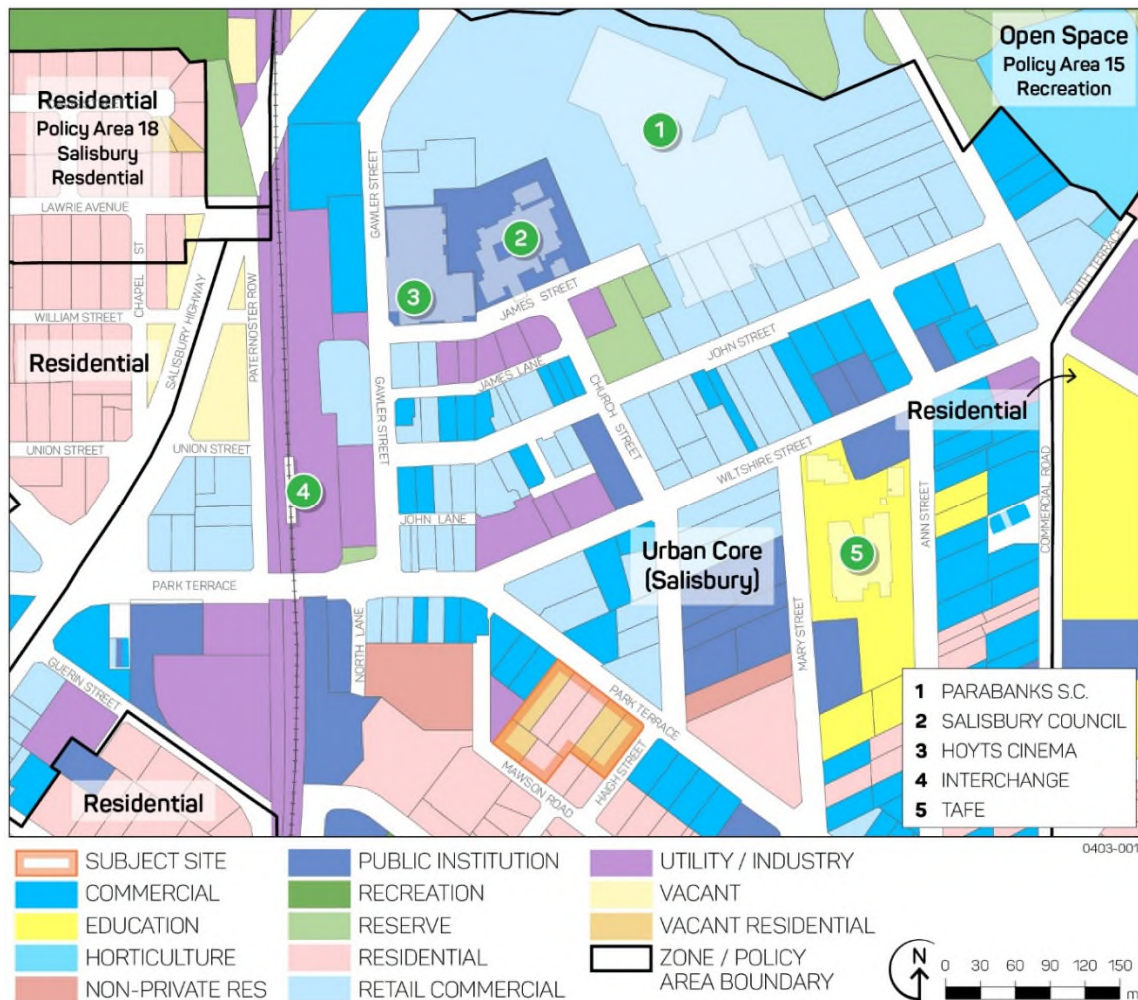


Figure 3.10 Adjacent McDonalds Restaurant with the subject land in the background



Figure 3.11 St John's Anglican Church to the north-east



## 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 two Regulated Trees (*Brachychiton acerifolius* and *Pinus halepensis*). In their place, a new ALDI Store is proposed to be constructed on the south-western portion of the land and a building containing three speciality shops will be constructed on the south-eastern portion of the land near Haigh Street. A substantial shared car-park will be established in front of the ALDI Store and speciality shops 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;
- **Stage 2:** ALDI Store;
- **Stage 3:** Specialty shops.

The siting and layout of the proposed ALDI Store and speciality shops has been influenced to a significant extent by the need to provide 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 near the rear of the site near Mawson Road. 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 resulted in a 'L' shaped building which creates a shop front closer to Park Terrace and with convenient access to the main car park.

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. In addition, heavy vehicle movements will be separated from the main section of the car park which also assists to reduce the potential for conflicts between large trucks and passenger vehicles. 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 site. 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 1,746m<sup>2</sup>, of which 1,190m<sup>2</sup> will be retail floor space, 498m<sup>2</sup> will be 'back of house' functions and 59m<sup>2</sup> will be for staff amenities.

The building containing the three speciality shops will have a gross leasable floor area of 556m<sup>2</sup> which will then be divided into three tenancies with floor areas of 176m<sup>2</sup>, 178m<sup>2</sup> and 176m<sup>2</sup> respectively.

A centralised 103 space car park will be established to service the ALDI Store and speciality shops. This will provide convenient parking near the entrances to the shops as well as ensuring that vehicles 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 1,746m<sup>2</sup> (compared with full-time supermarkets which are typically between 3,000m<sup>2</sup> to 4,000m<sup>2</sup>).

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 two single-storey buildings to be used as shops. 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 setback approximately 32 metres from Park Terrace and 1 metre from Mawson Road. The building will also be setback 0.9 metres from the shared boundary with the residential property



located at 16 Mawson Road. A small portion of the building (approximately 10.5 metres) will be located on the boundary in the eastern corner of the site.

The proposed ALDI building will have a maximum height of approximately 8.5 metres, measured from finished floor level, while the majority of the building will have a height of 6.275 metres above finished floor level. The highest portion of the building will be the ‘tower’ element which will be located on the north-east elevation of the building. The tower element is a key design feature of ALDI Stores and is intended to create visual interest while also clearly identifying the entrance of the store for customers. As noted on the elevations, the tower will be a different colour from the bulk of the Store and will feature a graphic image which will, once again, assist to create visual interest.

The main entrance to the ALDI Store will be located on the northern corner of the building while the main shop-front for the store will face Park Terrace and will be setback approximately 4.5 metres from the tower. A canopy will wrap around the front and a portion of the south-eastern side of the building to provide shelter for customers and create additional visual interest.

The north-eastern elevation (facing the main car parking area), will feature glass automatic doors at the entrance to the Store. High level windows will be installed on the south-west and north-west elevations directly below the associated canopy and sunscreen.

The loading dock and associated facilities will be located on the eastern side of the building and will be cut slightly into the ground to enable efficient transfer of goods from trucks to the Store. Accordingly, a retaining wall ranging in height from 0.30 metres to 0.50 metres will be constructed along a portion of the eastern boundary (see Civil Works Plan in the WGA Stormwater Management Plan in **Appendix 6**). A 1.8 metre Colorbond® fence will be erected above the retaining wall and will continue on the front of the site.

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

- Precast concrete panel walls on the south-east, north-west and north-east elevations – painted Dulux ‘Fluorescent Fire’;
- Precast concrete panel walls on the south west elevation painted a mixture colours (Colorbond ‘Gully’, ‘Surfmist’, ‘Deep Ocean’ and ‘Dune’;
- Precast concrete panels for the tower element – painted Dulux ‘Drive Time’;
- Fibre cement fascia – painted Dulux ‘Drive Time’;
- Windows and shopfront – anodised aluminium frames, natural finish;
- Colorbond® capping – colour to match adjacent precast panel finish;
- Downpipes and gutters – ‘Basalt Grey’;
- Compactor door and frame – Dulux ‘Olde Pewter’;
- Roof – Colorbond® sheeting – ‘Surfmist’; and
- Sunscreen – Painted steel frame, Dulux ‘Olde Pewter’.

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

Solar panels will be installed on the roof of the ALDI Store and will, generally, be located behind the parapet. Consequently, the majority of the solar panels won't be visible from surrounding land. The exception is along a portion of the south-west elevation where some views of the solar panels will be visible from Mawson Road.

#### 4.2.2 Proposed Speciality Shops

As outlined previously, the proposed development also includes a new building to be used for three speciality shops. This building will be located in the south-eastern portion of the site adjoining Haigh Street and will be setback approximately 37 metres from Park Terrace and 1.51 metres from Haigh Street. It will also be setback 1.5 metres from the residential property to the rear.

The building will be 6.275 metres in height and will face towards the main car parking area. This 'shop front' will feature a row of large windows and sliding doors located under a canopy to provide shelter for customers.

The south-east elevation and north-west elevations feature a mixture of colours to create visual interest and to break up the bulk of the building.

### 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 70 metres 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 25 metres south of the Park Terrace/Haigh Street intersection.

20 metre long semi-trailers 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 95<sup>th</sup> 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.

#### 4.3.3 *Parking*

A total of 103 car parking spaces are proposed for the site to be shared amongst the ALDI Store and the speciality shops.

#### 4.3.4 *Deliveries*

A loading area is proposed to be located at the eastern end of the ALDI building. The ALDI loading dock will be provided in accordance with ALDI's standard detail and seeks 24 hour delivery access with two main deliveries made per day by 20 metre long semi-trailers. 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, six small-medium sized trees (Crepe Myrtles and Capital Pears) will be planted within the car park. Four other medium trees (Tukeroos) will be located near the entrances to the car park and near the manoeuvring area for the semi-trailers.

The trees 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.

#### 4.5 Regulated Trees

As outlined previously, the proposed development involves the removal of two Regulated Trees as follows:

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

Arborman Tree Solutions have prepared a Tree Management Report (**Appendix 9**) 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 which requires approval prior to its removal.

#### 4.6 Signage

The application proposes to erect two 8 metre high internally illuminated pylon signs – one on the corner of Park Terrace and Haigh Street and one near the main entrance to the site on Park Terrace. The main face of the signs will be 3.0 metres by 3.6. The sign on the corner of Park Terrace and Haigh Street will feature the ALDI logo with a separate sign below measuring 1.2m by 3m for advertising associated with the speciality shops.

The sign near the main vehicular entrance will also feature the ALDI logo as well as a triangular 'opening hours sign' below.

Three internally illuminated gable signs measuring 2.0 metres by 2.4 metres will be attached to the tower element of the proposal. In addition, an internally illuminated 'lifestyle graphic', measuring 7 metres by 3.3



metres, will be located on the north-east elevation of the tower element to provide additional visual interest to the building.

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.

Three internally illuminated signs measuring 4 metres by 1 metre will be placed above the shopfront of the specialty shops.

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 217m<sup>3</sup>. 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 Terrace.*

*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. Due to the proposed fall of the roof, many of the downpipes are located on the southern side of the building, resulting in longer pipe runs.*

*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 via a pumping main.*

*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 made under Schedule 10, Part 20 of the *Development Regulations*, 2008 was accepted by the State Coordinator-General by letter dated 19 April 2018.

### 5.2 Nature of Development

As outlined in Section 4.1, it is considered that the proposal is best described as the demolition of existing dwellings and removal of two Regulated Trees (*Brachychiton acerifolius* and *Pinus halepensis*) together with the staged construction of a new supermarket (ALDI Store) and three speciality shops with associated car parking, signage, earthworks and landscaping.

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 500m<sup>2</sup> and given that the subject land is in the Transition Area of the Urban Core Zone, the proposal is a Category 2 form of development.

### 5.4 Agency Referrals

Given that the State Commission Assessment Panel (SCAP) is 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** on the following page identifies the Zoning of the land and locality.

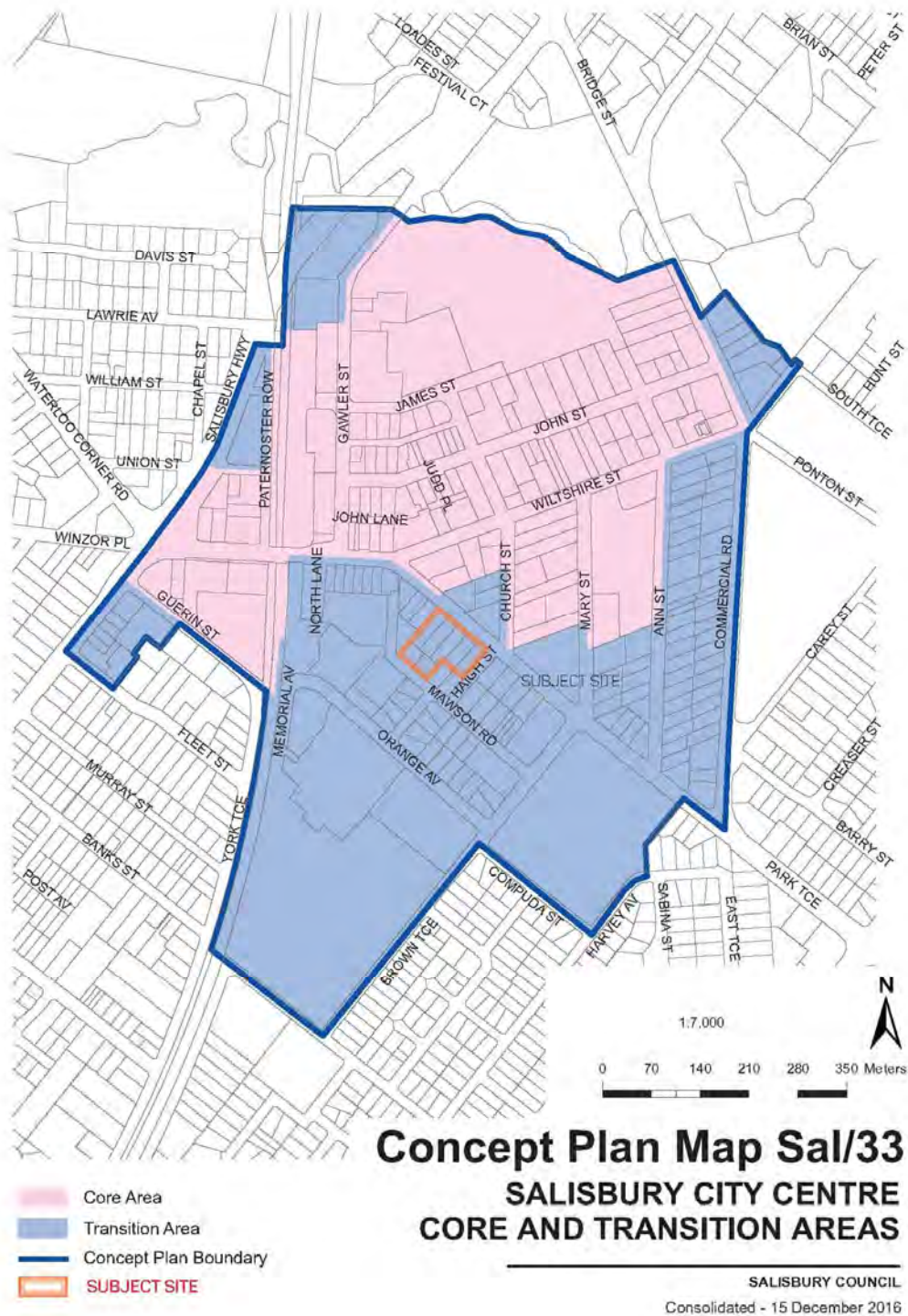


Figure 6.1 Zoning



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 seen on **Figure 6.2**, the subject land is located on 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 and three speciality shops. 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 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 500m<sup>2</sup> 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 500m<sup>2</sup> (as sought by PDC 8), would not achieve the significant redevelopment sought by the Desired Character, 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 gateway to the City Centre. The ALDI Store and specialty shops 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:

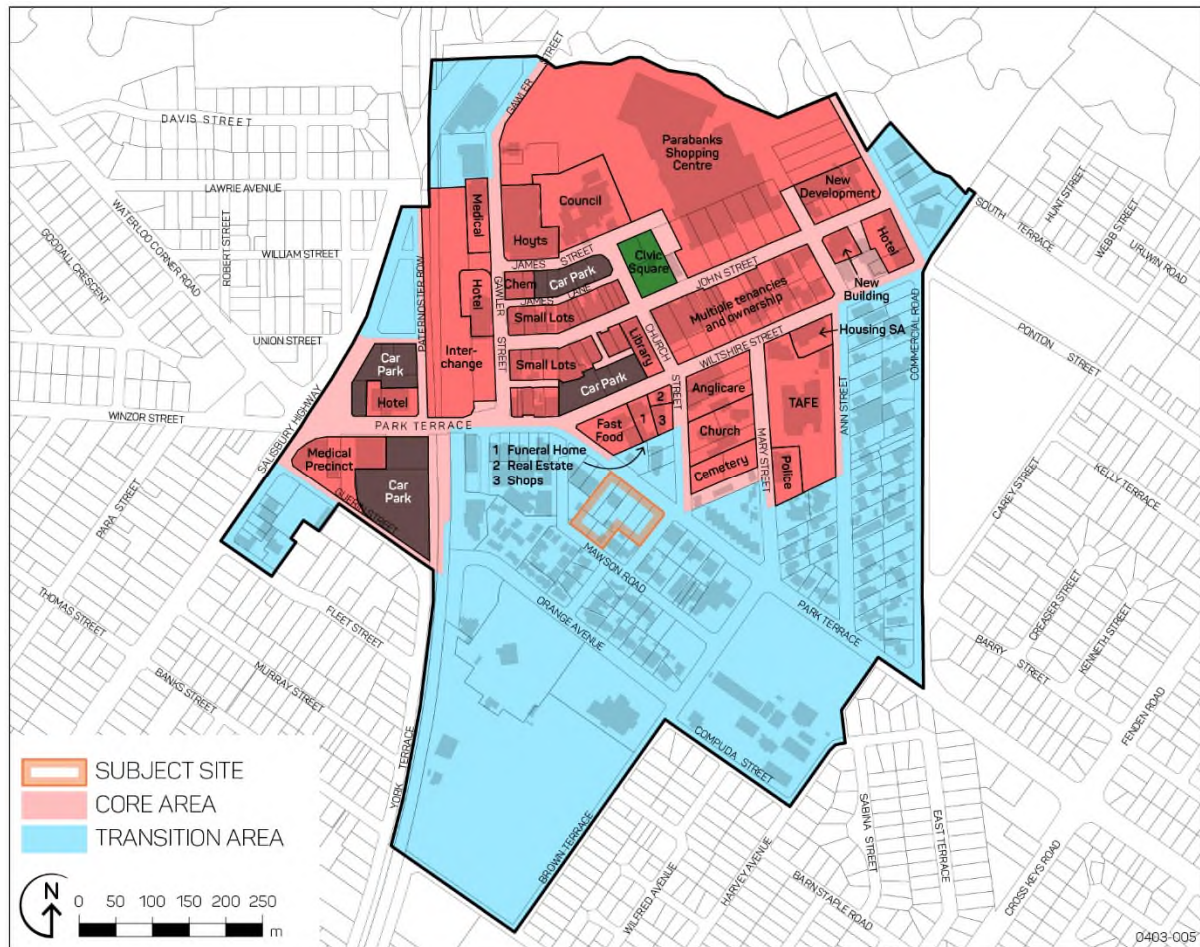
- A significant number of public and institutional uses on large parcels of land including:
  - » A TAFE Campus;
  - » The Anglican Church, cemetery (both State Heritage places) and community centre;
  - » Council office and separate library;
  - » Public transport interchange.
- Other significant existing 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 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 shops 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:

- Buildings 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 shopfronts.

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

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 a range of design elements intended to, where possible, avoid blank walls exposed to public view and reduce visual bulk, including the use of:
  - » Large windows, a canopy and a photo image graphic on the north-east elevation of the ALDI Store to clearly identify the entrance to the store, create visual interest and activate the Park Terrace frontage;
  - » Landscaping to soften the appearance of the buildings when viewed from Park Terrace while also providing an attractive environment for customers;
  - » Large windows along the north-east elevations of the speciality shops to create visual interest; and
  - » A range of colours on the precast concrete panels along the south-west elevation of the Store;
- 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 landscaping around the proposed buildings and within the car-parking areas;
- Through the integration of plant equipment within the overall design of the building; and
- By locating the loading and service areas away from the main frontage of the buildings.

Some of the design features described above are illustrated in the 3D image contained in **Figure 6.4**.

**Figure 6.4** 3D Image of Park Terrace frontage



It is noted that PDC 4 indicates that side boundary walls should be sited and limited in length and height to minimise the visual impact of the building and to allow adequate sun light to neighbouring buildings. It is



further noted that the wall on the south-eastern side of the ALDI Store is sited relatively close (0.9 metres) to the adjoining boundary, has a height of 6.275 metres and extends along the majority of this boundary.

While the siting and length of the south-eastern wall of the ALDI Store does not fully respond to PDC 4's desire for walls near the boundary to be limited in length and height, it is noted that a shed and enclosed carport is located along the other side of boundary in association with the adjoining dwelling (see **Figure 6.5**). Therefore, the visual impact of the ALDI Store will be reduced somewhat. In addition, the existing shed and enclosed carport means that the dwelling's access to sunlight from this direction is already restricted.

It is also important to note that the adjoining dwelling is located in the same Urban Core (Salisbury) Zone as the proposed ALDI Store and that a wide range of land uses and developments are envisaged within this Zone. For this reason, a degree of change to the character of the locality is inevitable and, accordingly, it would be unreasonable to expect that the existing dwelling should expect to enjoy the same level of amenity that would be available in a Residential Zone.

**Figure 6.5** *Adjoining dwelling*



In terms of the rear wall of the speciality shops, it is noted that a 1.5 metre setback will be provided to the rear boundary. This setback, along with the presence of sheds in the rear yards of the adjoining dwellings (see **Figure 6.6**), will reduce the visual impact of the 6.275 metre high wall near the boundary.

Figure 6.6 Adjoining dwellings to the rear of the speciality shops



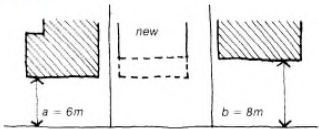
### Setbacks from Road Boundaries

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>When <math>b - a \leq 2</math>, setback of new dwelling = a or b</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 of Park Terrace, it is noted that the ALDI building will be setback slightly more than the adjoining consulting room (Benson Radiology) to the north-west. However, despite the slight difference in front setback, the two buildings complement one another in terms of their siting and the location of their respective carparks. For this reason, the setback of the ALDI Store does not result in a negative impact on the character of the locality. In addition, it is noted that the setbacks of the ALDI Store and speciality shops are governed by the placement of the secondary access off Haigh Street and the need provide an appropriate distance between this entrance and Park Terrace.

In terms of the setback to the secondary frontage of Mawson Road, it is noted that the ALDI Store does not satisfy PDC 25's desire for setbacks to reflect the setbacks of adjoining buildings. Rather, the ALDI Store will be set approximately 5 metres closer to Mawson Road than the adjoining dwelling to the south-east.

It is noted that the shape of the subject land, as well as the need to provide a suitable area for semi-trailers to manoeuvre within the site, has meant that the ALDI Store and associated loading dock needs to be located relatively close to the Mawson Road frontage. In other words, if the building was moved further to the north to achieve a much larger setback to Mawson Road, significant difficulties could arise in terms of providing heavy vehicle access to the Store while still meeting the relevant Australian Standards.

In order to reduce the visual impact of the ALDI Store on the Mawson Road frontage, the proposal includes a 1 metre wide landscaping strip as well as variations in the colours of the concrete panels on the south-west elevation. This approach has been used successfully to reduce the visual impact on a number of other ALDI Stores throughout the metropolitan area.

In summary, the proposed development is generally consistent with the majority of the relevant Design and Appearance provisions of the Development Plan. It is noted that the proposal does not fully address the provisions relating to the siting of walls near boundaries and setbacks to the secondary road frontages. However, on balance, the design response is considered to be acceptable given that the Zone is seeking an intensification of development and given that the siting of the building reflects the need to provide appropriate manoeuvring areas for large trucks on the land while also establishing convenient and efficient parking areas of customers.

### 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 on the following page.



## 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 three disabled parking spaces; 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 100m<sup>2</sup> and a maximum of 6 spaces per 100m<sup>2</sup> is required for non-residential development (excluding tourist accommodation). This would equate to a minimum of 68 spaces and a maximum of 137 spaces. Given that the proposal provides 103 spaces, the proposed development satisfies Table Sal/2A.

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

- *The proposed supply of 103 spaces (4.5 spaces per 100 sq. m) exceeds the minimum requirements of the Development Plan (3 spaces per 100 sq. m) and will provide adequate parking for the proposed development during peak periods.*
- *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 331 two-way vehicle movements per hour during the peak period and 2,928 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. In particular, it is noted that GTA has identified that sufficient on-site parking spaces will be provided to meet the standards contained in the Council's Development Plan.

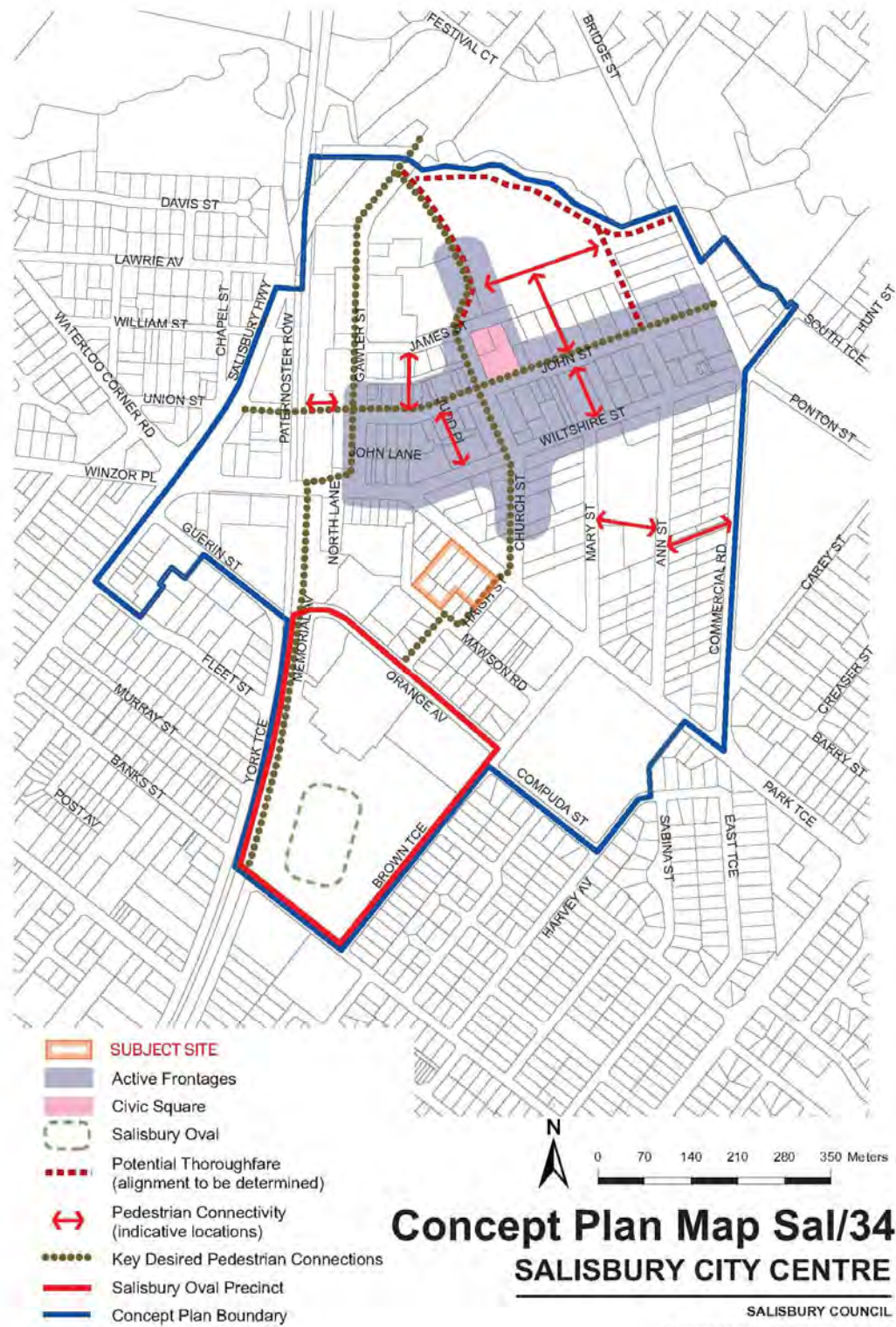
### **Pedestrian Access**

Concept Plan Map Sal/34 (see **Figure 6.7**) 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.

The proposed retail development will complement the desired pedestrian connection by providing an additional destination or stopping point for pedestrians walking between the town centre and the Salisbury Oval Precinct. Easy and convenient access for pedestrians will be provided from Haigh Street (in front of the speciality shops

and from Park Terrace (via a designated pedestrian path within the car park). Therefore, the proposed development is consistent with Concept Plan Map Sal/34.

Figure 6.7 Concept Plan Sal/34 Salisbury City Centre



#### 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 addition, seven small- medium trees will be located within the car park and four medium sized trees will be located along Park Terrace, Haigh Street and in the car park near the loading dock.

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

### 6.2.5 Regulated Trees

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, neither tree is indigenous to the locality or is a rare or endangered species. Also, neither tree provides an important habitat for native fauna and, in the case of the Aleppo Pine, it is listed as a declared weed under certain circumstances. On this basis, the trees do not demonstrate sufficient environmental value to warrant their protection.

In terms of the aesthetic value of the trees, 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 contrast, the Aleppo Pine is in a prominent location near the footpath on Mawson Road. However, while substantial in size, the Aleppo Pine is out of character with both the existing street trees along Mawson Road and the trees within the yards of the dwellings in the locality. The tree also overhangs the footpath and appears to be dropping leaf litter onto the road reserve (see **Figure 6.8**), potentially resulting in maintenance issues for the Council. With this mind, while the Aleppo Pine is visually prominent, it is not considered to provide a positive contribution to the character of the locality.

**Figure 6.8** Aleppo Pine viewed from Mawson Road



In terms of the second test, it is noted that PDC 2 provides a number of criterion which, if satisfied, may allow for the removal of a Regulated Tree. Based on the Arborman Report, it is clear that both trees are healthy, do not represent a risk to public safety and are not causing damage to a building. However, the retention of both trees would severely restrict the development potential of the subject land given the need to establish a Tree Protection Zone around the trees. Accordingly, the removal of the trees is supported by clause (d) of PDC 2 in that development that is reasonable and expected would not otherwise be possible if the trees were retained.

In summary, the trees have limited environmental value and in the case of the Aleppo Pine, could constitute a declared weed under certain circumstances. In addition, the Illawarra Flame Tree is not a noticeable visual element in the locality and the Aleppo Pine does not provide a positive contribution to the character of the locality. Finally, if retained, the trees would prevent 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 both trees 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 signs along Park Terrace will be 8 metres in height, they do 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 tower element of the ALDI Store (8.5 metres) as sought by PDC 15. They are 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 6.9** and **6.10**). 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 6.9 Existing McDonalds sign adjacent the subject land



Figure 6.10 KFC sign on the corner of Park Terrace and Wiltshire Street





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

- While there will be two pylon (freestanding) signs, they will provide an important directional role for customers to identify the car park entrances;
- 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 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 189m<sup>2</sup> detention tank within the car park. Downpipes from the new buildings 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.*

The proposed development has responded to the ‘interface between land uses’ provisions of the Development Plan by siting the ALDI building 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.

In addition, it is noted that the potential transfer of noise to adjacent residential properties will be minimised by:

- Facing the main entrance to the ALDI Store towards the customer car park rather than towards the residential area;
- Maintaining typical shopping hours for supermarkets;
- Enclosing the plant equipment within the tower element of the ALDI Store; and
- Ensuring that car park lighting achieves appropriate Australian Standards and minimises spill or glare towards residential areas.

In order to confirm that the proposed development satisfies the requirements of the Development Plan, Sonus have prepared an Environmental Noise Assessment (**Appendix 8**). 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 operation of the compactor to the hours between 7am and 10pm;
- Restrict the hours of rubbish collection from the site and any use of the refuse area to the hours of Division 3 of the Environment Protection (Noise) Policy 2007. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day;

- Construct a barrier around the roof mounted mechanical plant to block line of sight between the equipment and the residences; and
- Construct the proposed 1.8m high “Colorbond” fence at the site boundary such that it is sealed airtight at all junctions, including at the ground and at the building wall.

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).*

In order to assist with the interpretation of PDC 19, consideration has also been given to PDCs 11 and 12 in the General Section under the heading ‘Residential Development’:

**PDC 11** *Development should ensure that 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 am and 5 pm on the 21 June.*

**PDC 12** *Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:*

- (a) *half of the existing ground-level open space*
- (b) *35 square metres of the existing ground-level open space (with at least one of the area’s dimensions measuring 2.5 metres).*

*Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.*

While PDCs 11 and 12 are not strictly applicable to the proposed development as they apply to residential development, they provide a useful guide to determine the extent of overshadowing which may or may not be acceptable. With this in mind, shadow diagrams have been prepared by the Architect which indicate that at least two hours of sunlight will be provided to the rear yard of the adjoining dwellings on 21 June (Winter solstice). This is demonstrated in **Figures 6.11** and **6.12** which contain extracts of the shadow diagrams showing shadows cast at 11:00am and 1:00pm on 21 June.



Figure 6.11 Shadow Diagram 11:00am 21 June

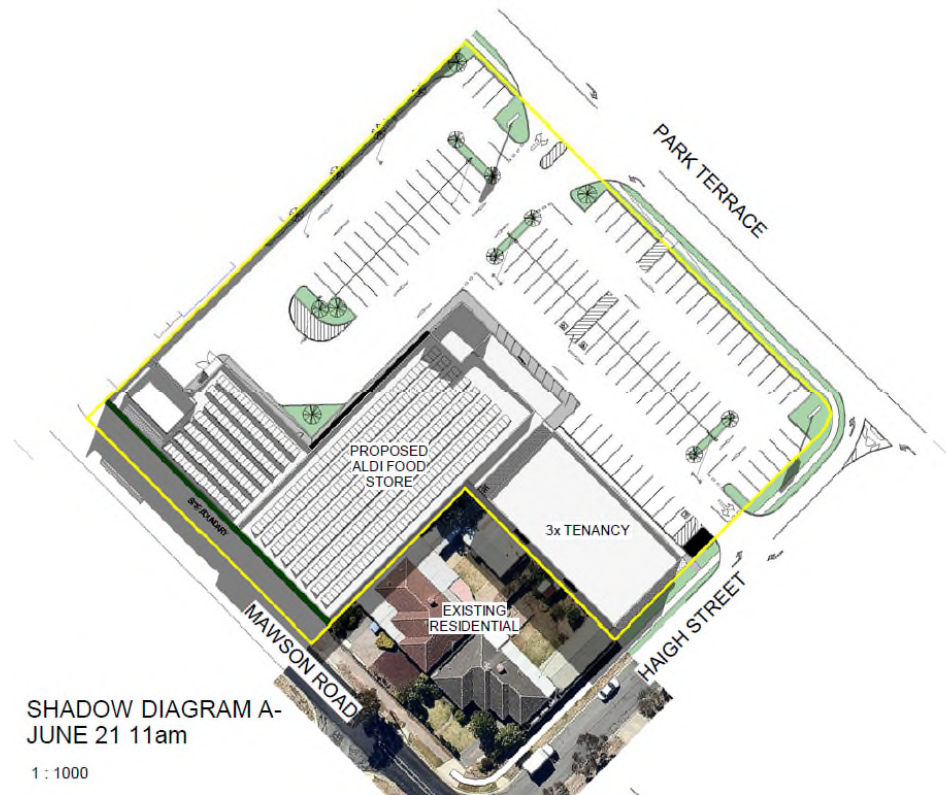
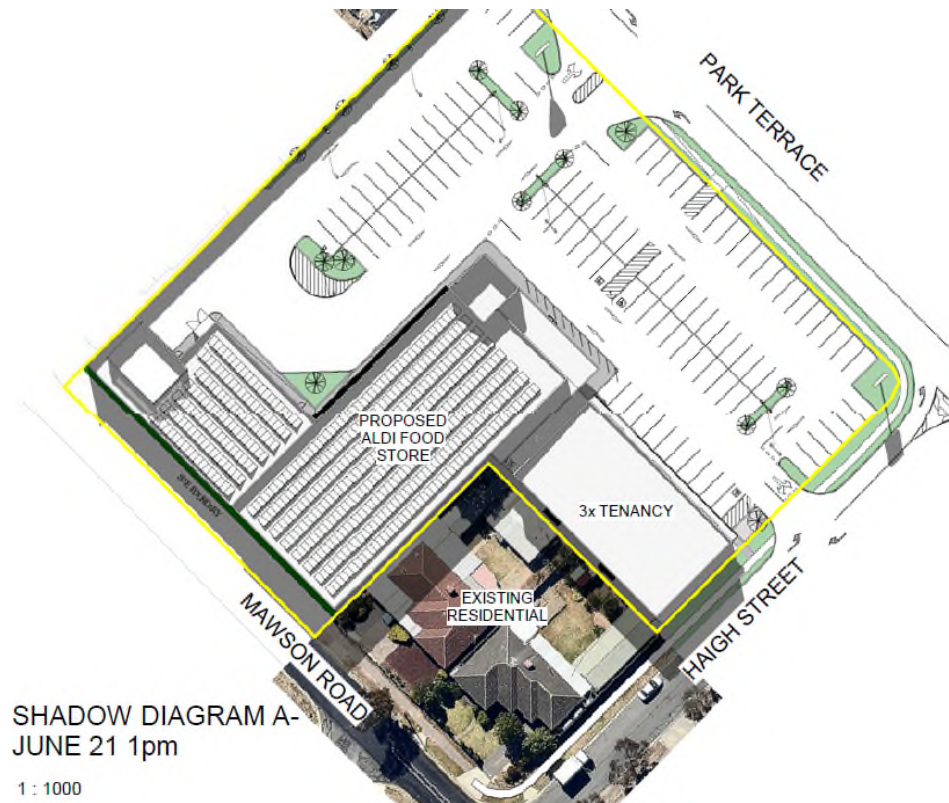


Figure 6.12 Shadow Diagram 1:00pm 21 June



It is also noted that substantial outbuildings are located in the rear yard of 16 Mawson Street which would not be affected by shadows cast by the proposed development. In addition, the north-western side of the dwelling is enclosed by a carport which already prevents sunlight from entering any habitable rooms on this side of the dwelling.

On this basis, the proposed development will not detrimentally affect the amenity of the adjoining residential properties in terms of overshadowing and, in particular, will ensure that at least two hours of direct sunlight is provided to more than half the area of the private open space between the hours of 9:00am and 3:00pm on 21 June.

## 7. Conclusion

This development application seeks to construct an ALDI Store and three speciality shops within the Urban Core (Salisbury) Zone of the Salisbury Council Development Plan. Given the subject land's location and its ability to provide convenient access for customers and delivery trucks, the site is well suited for its intended use for retail development.

Following an inspection of the subject land and locality, a review of the proposed plans and associated documentation 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 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 building features a contemporary design which, combined with the proposed materials and finishes, appropriately responds to the desired character of the locality as expressed in the Urban Core (Salisbury) Zone;
- While the setback of the building to Mawson Road is less than sought by the Development Plan, this is offset by the need to provide safe and efficient manoeuvring areas for semi-trailers accessing the site from Park Terrace;
- The proposed landscaping will improve the amenity of the locality and soften views of the building from surrounding streets and adjacent properties;
- 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 minimum 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.

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.

## Appendix 1. Certificates of Title





# 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 )

REGION : EMAIL

AGENT : KELL BOX NO : 048

SEARCHED ON : 16/08/2013 AT : 11:13:33

CLIENT REF 288345:LGA

PARENT TITLE : CT 2454/43

AUTHORITY : CONVERTED TITLE

DATE OF ISSUE : 16/06/1999

EDITION : 2

### 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

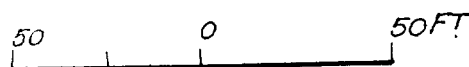
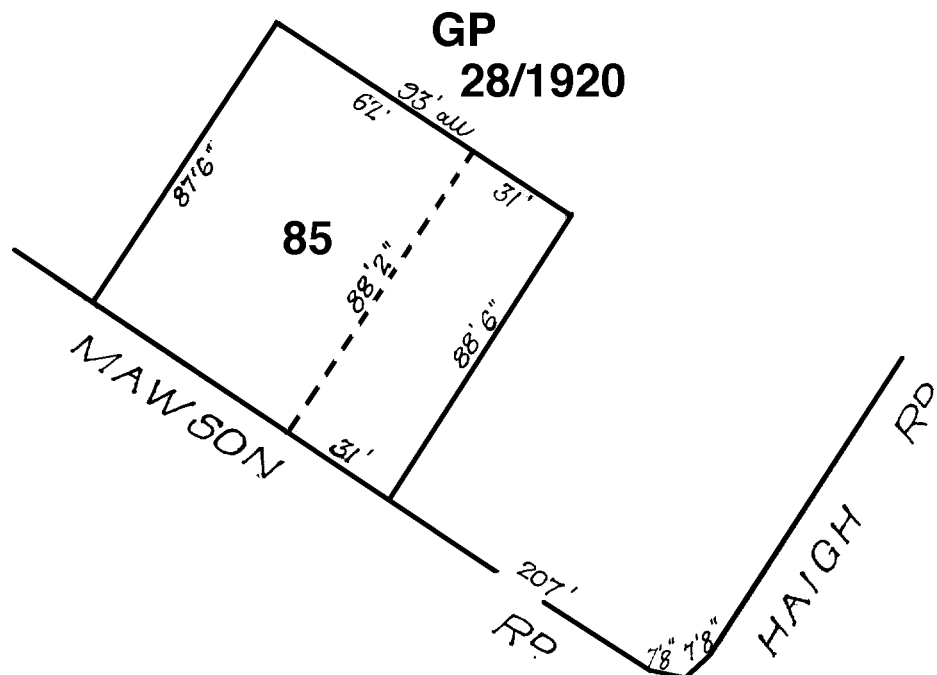
-----  
NIL

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

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2454/43

LAST PLAN REF: GP 28/1920



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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



# 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

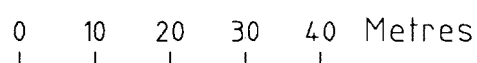
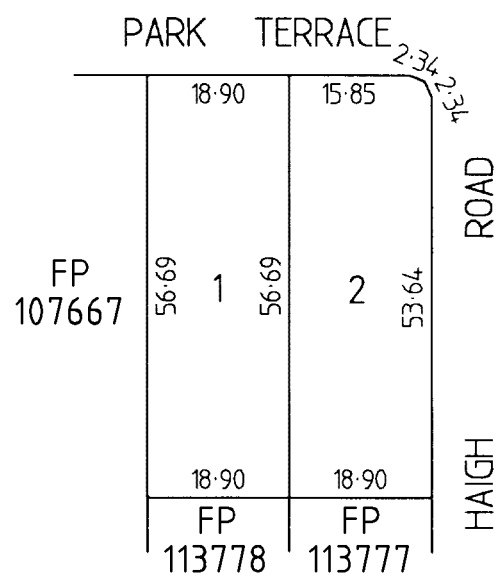
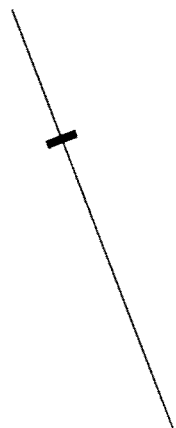
REGISTRAR-GENERAL'S NOTES

NIL

END OF TEXT.



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

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

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

COST : \$25.75 (GST exempt )

REGION : EMAIL

AGENT : KELL BOX NO : 048

SEARCHED ON : 16/08/2013 AT : 11:13:07

CLIENT REF 288345:LGA

PARENT TITLE : CT 4284/177

AUTHORITY : CONVERTED TITLE

DATE OF ISSUE : 19/05/1994

EDITION : 2

### 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

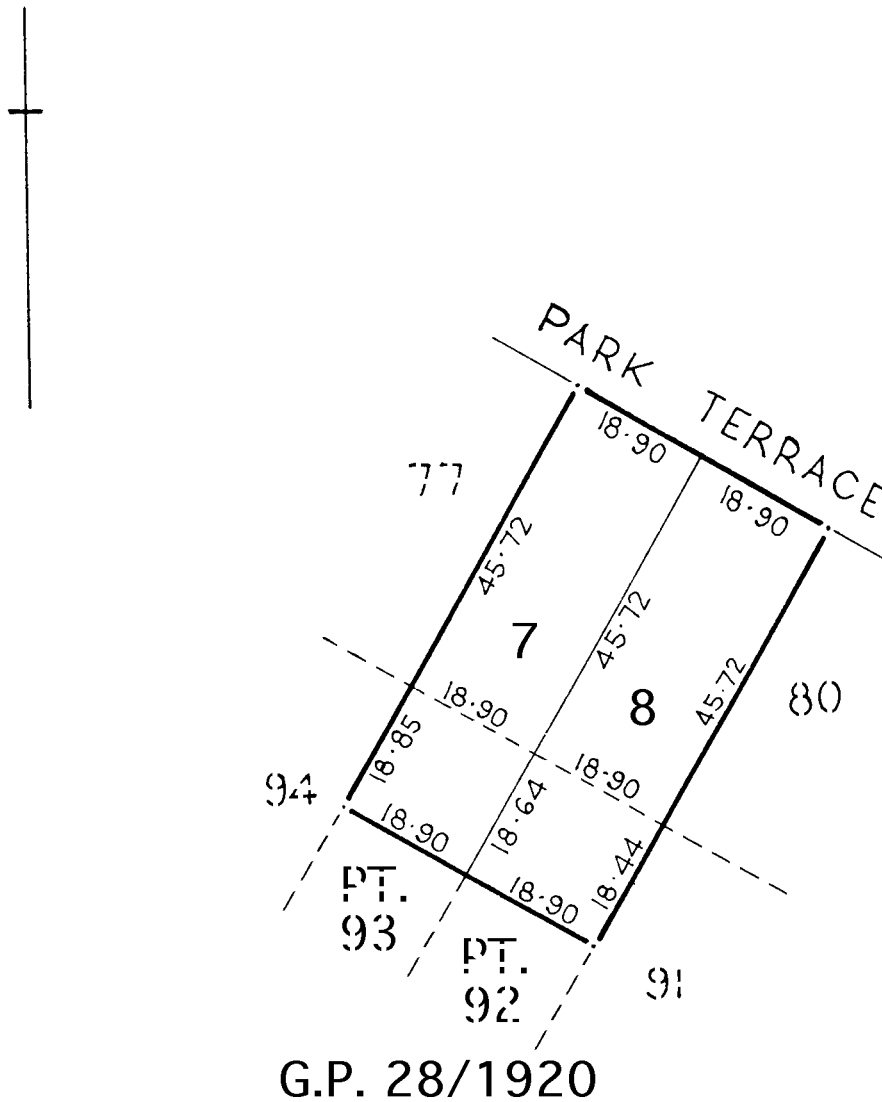
END OF TEXT.

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.



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

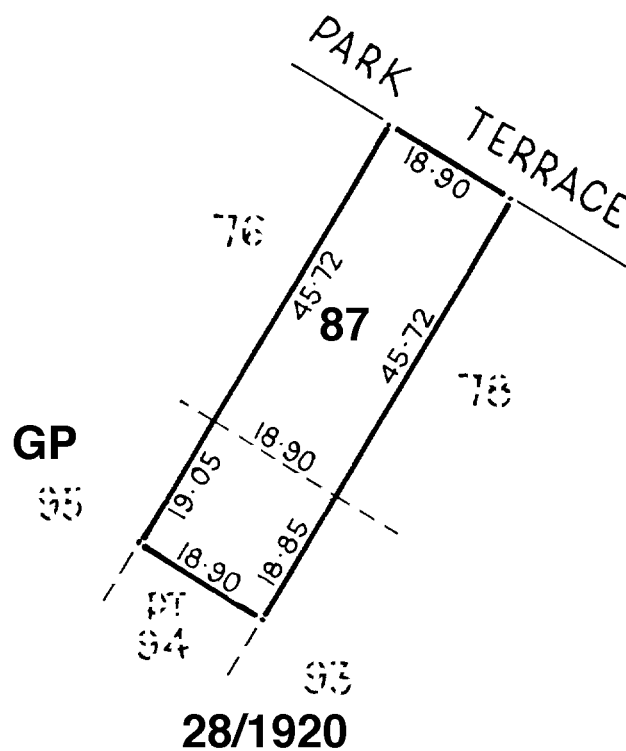
### REGISTRAR-GENERAL'S NOTES

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

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 4284/176 LAST PLAN REF: GP 28/1920



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 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

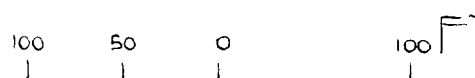
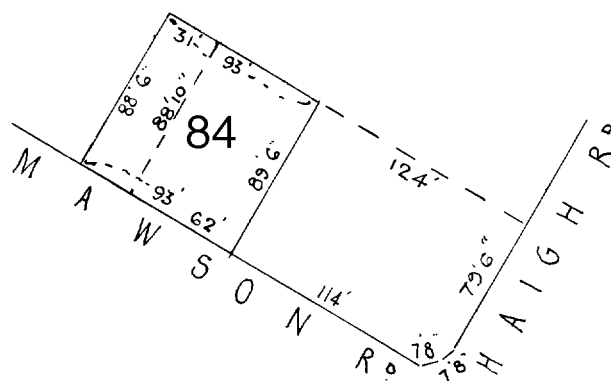
END OF TEXT.

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



DISTANCES ARE IN FEET AND INCHES  
FOR METRIC CONVERSION

1 FOOT = 0.3048 metres

1 INCH = 0.0254 metres

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

## Appendix 2. Proposed Plans and Elevations

PROPOSED ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SOUTH AUSTRALIA





# PROPOSED ALDI SALISBURY

## TABLE OF CONTENTS

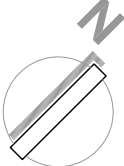
DRAWING NO	REVISION	DRAWING TITLE	SCALE
DA01	A	LOCATION PLAN	1:1500
DA01.1	A	CONTRACT TITLES - EXISTING	1:500
DA01.2	A	CONTRACT TITLES - PROPOSED	1:500
DA02.1	A	EXISTING SITE PLAN	1:500
DA02.2	A	DEMOLITION SITE PLAN	1:500
DA02.3	A	PROPOSED SITE PLAN	1:500
DA02.4	A	PROPOSED ROOF PLAN	1:500
DA03.1	B	ALDI EXTERNAL ELEVATIONS	1:250
DA03.2	A	RETAIL EXTERNAL ELEVATIONS	1:250
DA03.3	A	PARK TERRACE STREETSCAPE	1:250
DA05	A	PROPOSED SECTIONS	1:250
DA06.1	A	SIGNAGE PLAN	1:500
DA06.2	B	SIGNAGE DETAILS - SHEET 1	1:50
DA06.3	A	SIGNAGE DETAILS - SHEET 2	1:50
DA08.1	A	PROPOSED 3D VISUAL RENDERERS - SHEET 1	NTS
DA08.2	A	PROPOSED 3D VISUAL RENDERERS - SHEET 2	NTS
DA09.1	A	SHADOW DIAGRAMS	NTS
DA09.2	A	SHADOW DIAGRAMS	NTS



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figure dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

LEGEND	
BOUNDARY	
ALDI STORE	
TENANCIES	



CLIENT	
ALDI STORES	

PROJECT	
ALDI SALISBURY	
45 PARK TERRACE	
SALISBURY, SA	

DRAWING	
LOCATION PLAN	
PROPOSED	



108 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

**NIELSEN ARCHITECTS**

SCALE	DATE	DRAWN	CHECKED
1:1500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA01	DA	A

LOCATION PLAN

1:1500



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

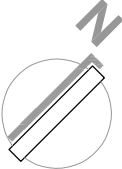
REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS



PARK TERRACE

HAIGH STREET

MAWSON ROAD



CLIENT	
ALDI STORES	


PROJECT	
ALDI SALISBURY	
45 PARK TERRACE	
SALISBURY, SA	

DRAWING	
CONTRACT TITLES	
EXISTING	



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

SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA01.1	DA	A

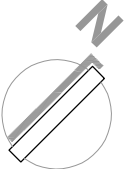
LEGEND	
EXISTING BOUNDARIES	



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS

LEGEND	
ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	



CLIENT

ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
CONTRACT TITLES  
PROPOSED

NIElsen ARCHITECTS

P.O. Box 691 Stirling SA 5152

South Australia 5152

ph: 08 8339 8008

f: 08 8339 2004

admin@nielsenarchitects.com.au

www.nielsenarchitects.com.au


SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA01.2	DA	A

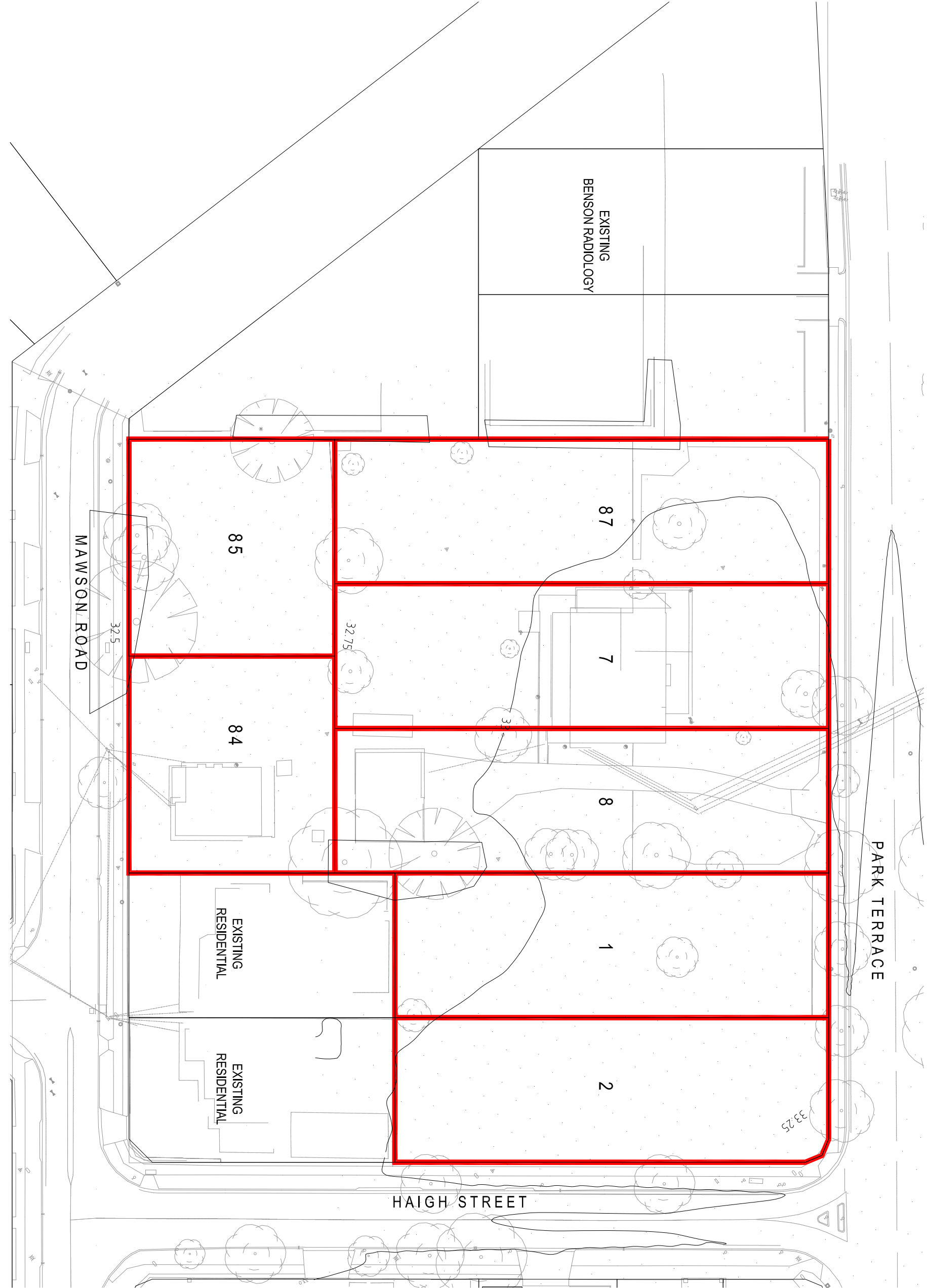




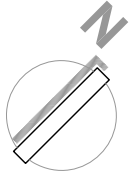
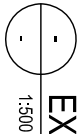
Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKC
A	19.03.18	FOR APPROVAL	DS	TB

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



EXISTING SITE PLAN



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
EXISTING SITE PLAN

108 Mt Barker Road, Shilling  
South Australia 5152  
P: 08 8339 8008  
F: 08 8339 2004  
P.O. Box 691 Shilling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

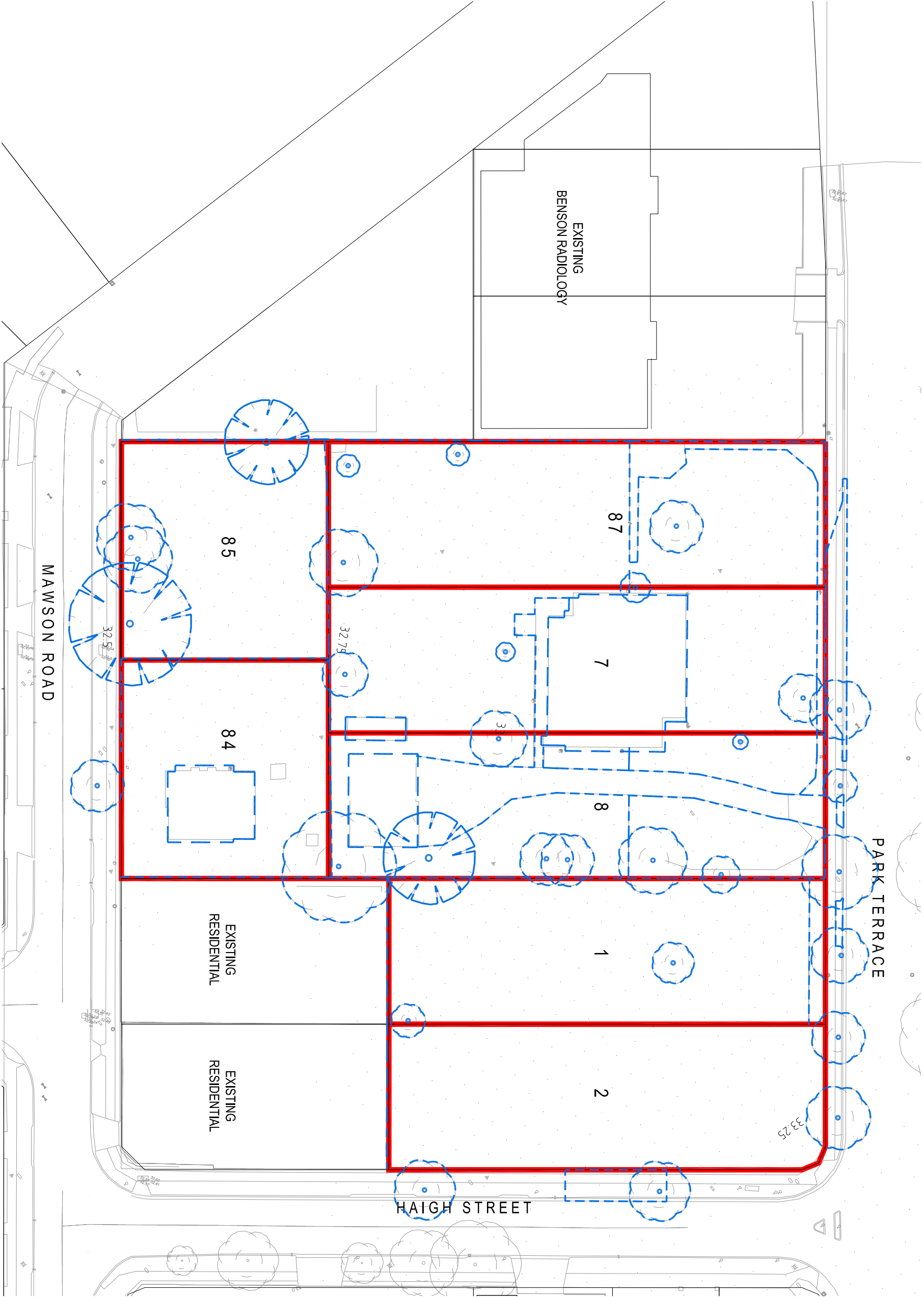
NIELSEN ARCHITECTS

SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.1	DA	A

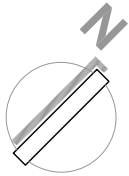
Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

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



 DEMOLITION SITE PLAN  
1:500



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
DEMOLITION SITE PLAN

108 Mt Barker Road Siding  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
p.o. box 691 Siding SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

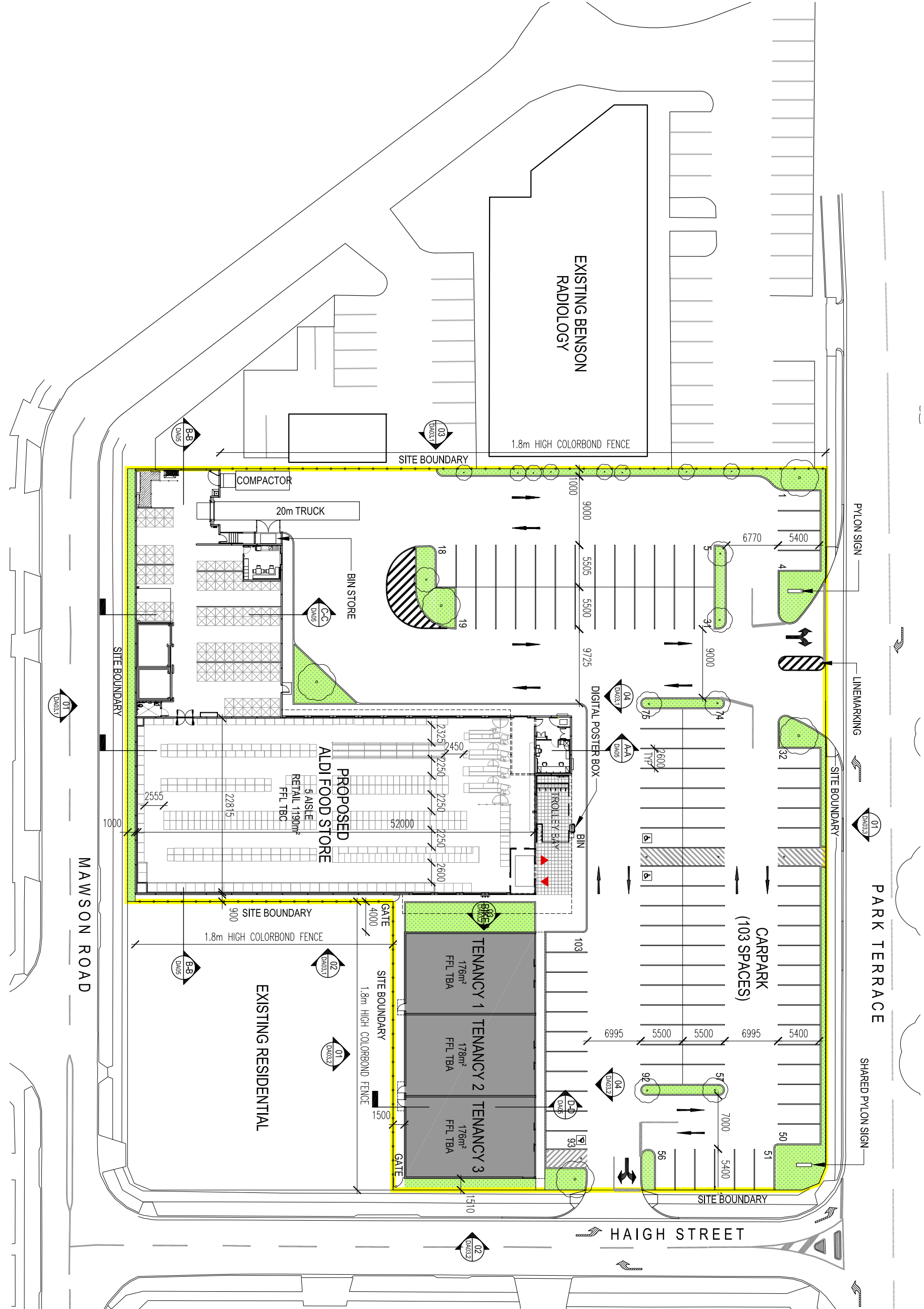
**NIELSEN ARCHITECTS**

SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.2	DA	A

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

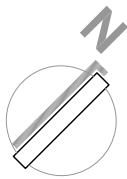
REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m <sup>2</sup>
ALDI DESCRIPTION	
ALDI GROSS AREA	1789m <sup>2</sup>
ALDI NETT AREA	1746m <sup>2</sup>
RETAIL NETT AREA	1190m <sup>2</sup>
BOH NETT AREA	498m <sup>2</sup>
AVENUES NETT AREA	59m <sup>2</sup>
REMAINING NETT AREA	557m <sup>2</sup>
BOH PALLETS	117
CHILLER LENGTH	40m
SIZE OF TRUCK	20m
RETAIL DESCRIPTION	
RETAIL GROSS AREA	556m <sup>2</sup>
CARPARKING	
TOTAL NUMBER OF CARS	103



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKC
A	19.03.18	FOR APPROVAL	DS	TB



CLIENT  
ALDI STORES

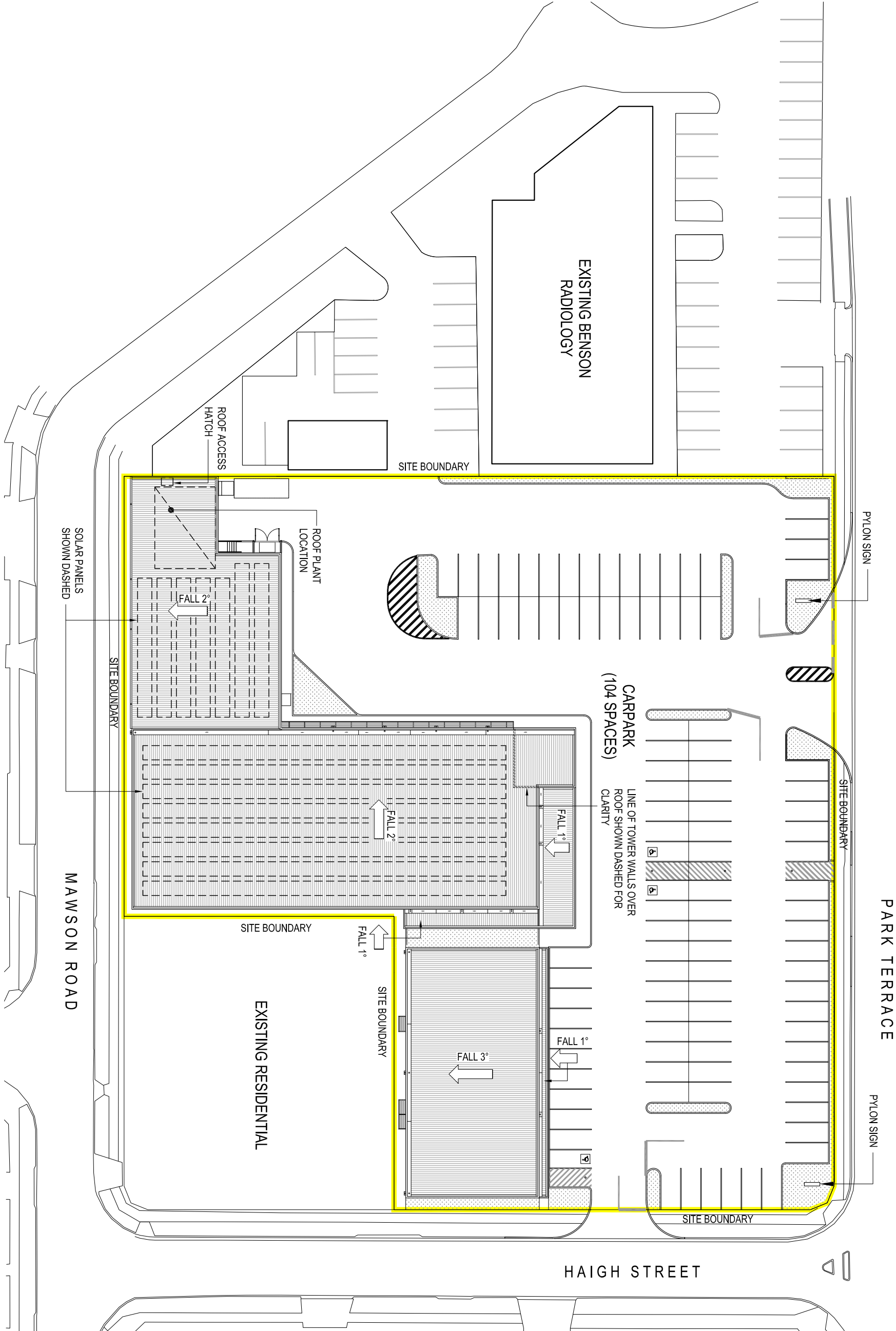
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED ROOF PLAN

108 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

**NIELSEN ARCHITECTS**

SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.4	DA	A



PROPOSED ROOF PLAN

1:500

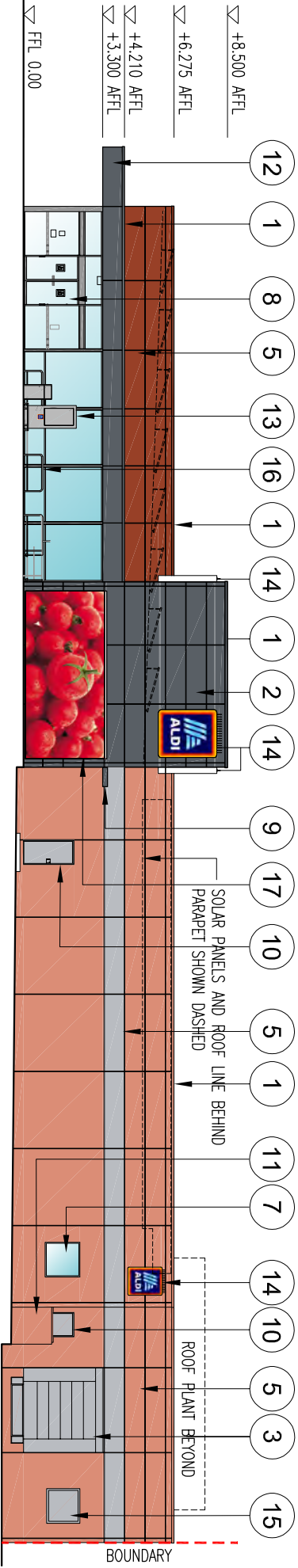
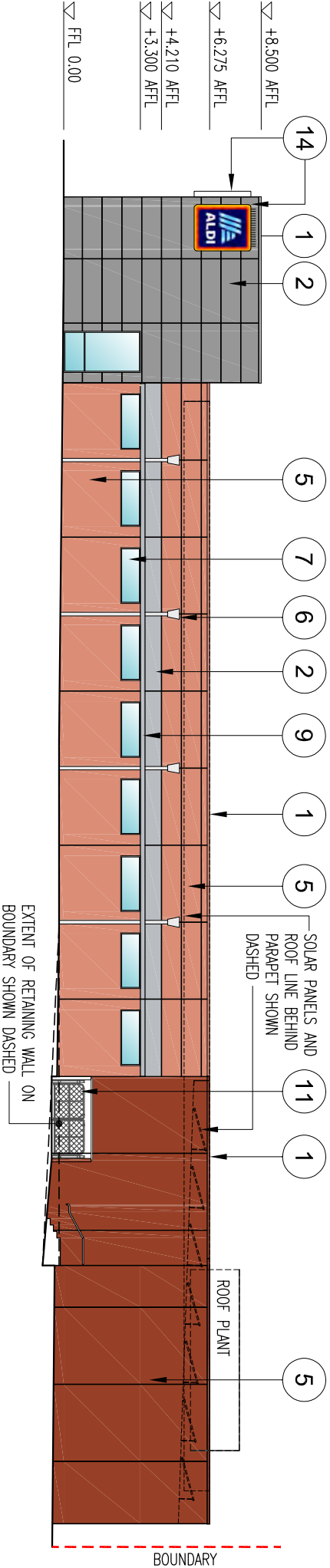
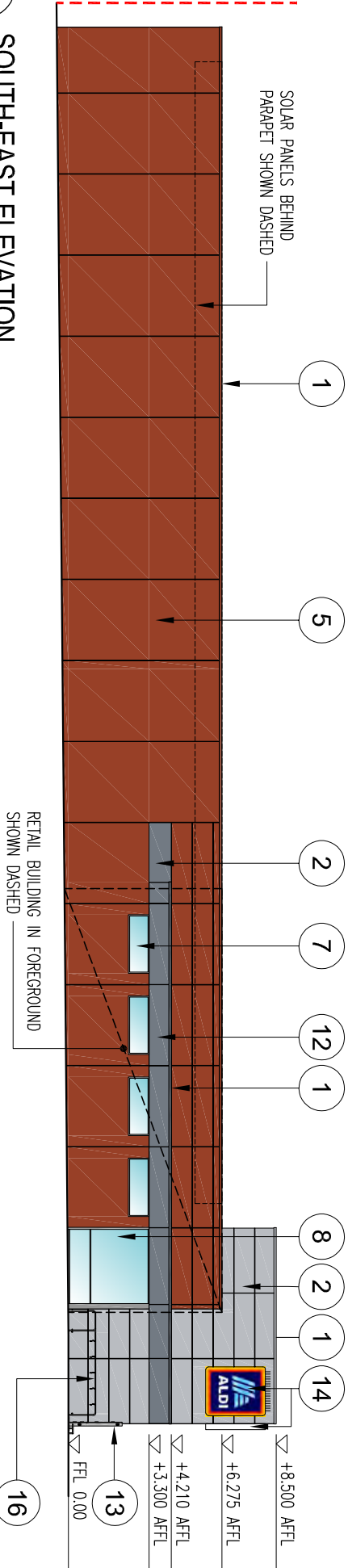
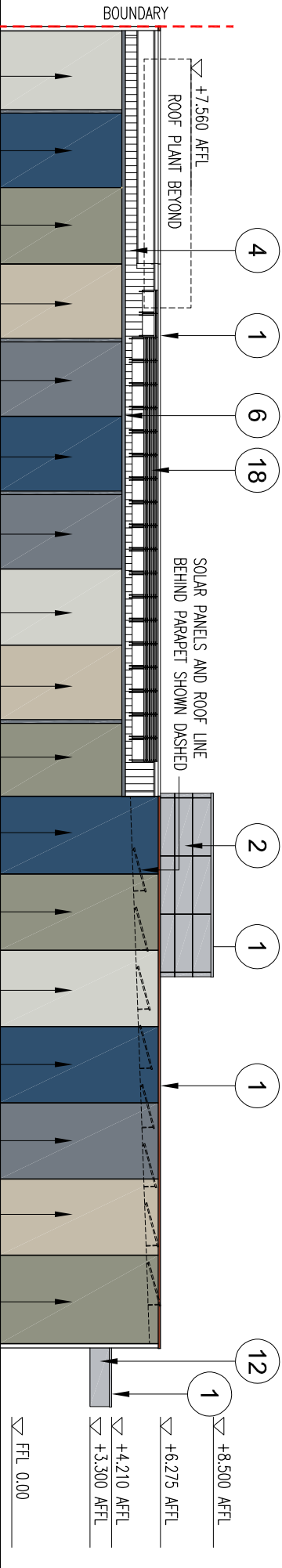


Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or set-out.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS

MATERIAL SCHEDULE

1 - COLORBOND CARPING, COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH
2 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
3 - PANEL LIFT DOOR AND COMPACTOR DOOR, 'OLDE PEWTER'
4 - COLORBOND ROOF SHEETING, SURFIMIST
5 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
6 - GUTTER AND DOWNPIPES - COLORBOND, 'BASALT GREY'
7 - WINDOWS - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
8 - SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
9 - SUNSCREEN - PAINTED STEEL FRAME, DULUX 'OLDE PEWTER'
10 - DOOR & FRAME, DULUX 'OLDE PEWTER'
11 - BIN STORE, PRECAST CONCRETE 'FLUORESCENT FIRE'
12 - FIBRE CEMENT FASCIA, DULUX 'DRIVETIME'
13 - POSTER BOX
14 - ALDI ILLUMINATED SIGNS
15 - COMPACTOR DOOR & FRAME - 'OLDE PEWTER'
16 - TROLLEY BAY
17 - EXTERNAL LIFESTYLE IMAGE (TOMATO)
18 - SOLAR PANELS
19 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND GULLY
20 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND SURFIMIST
21 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND DEEP OCEAN
22 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND DUNE



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
ALDI EXTERNAL ELEVATIONS

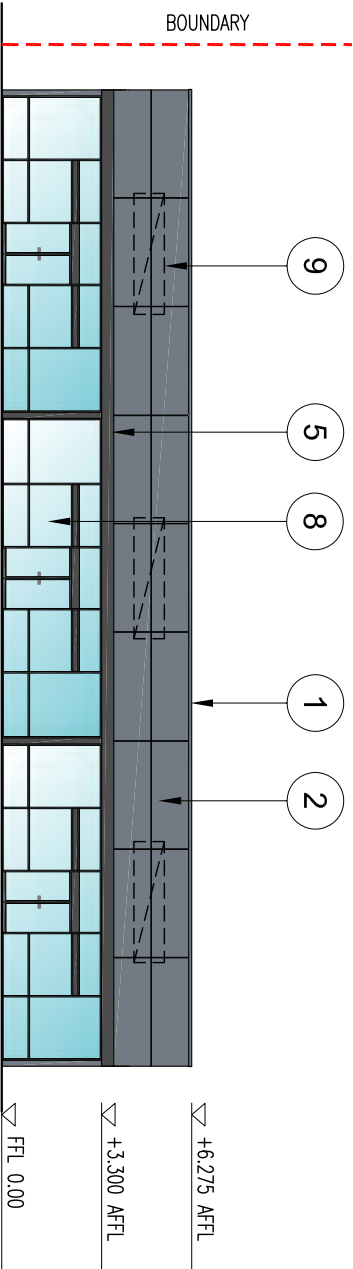
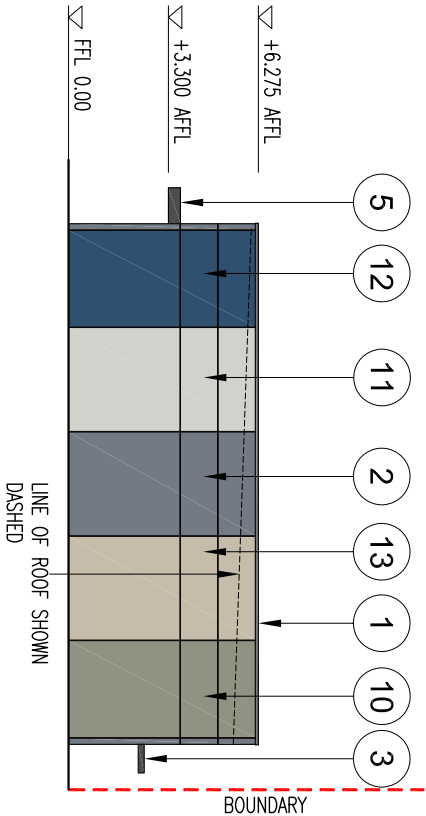
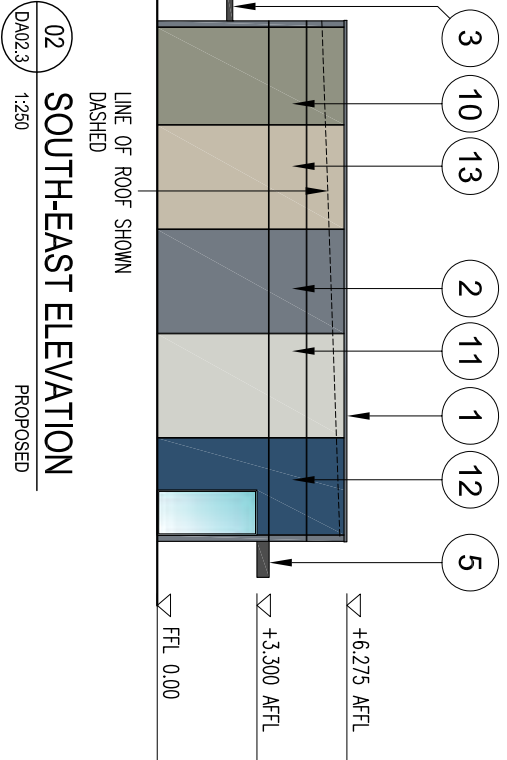
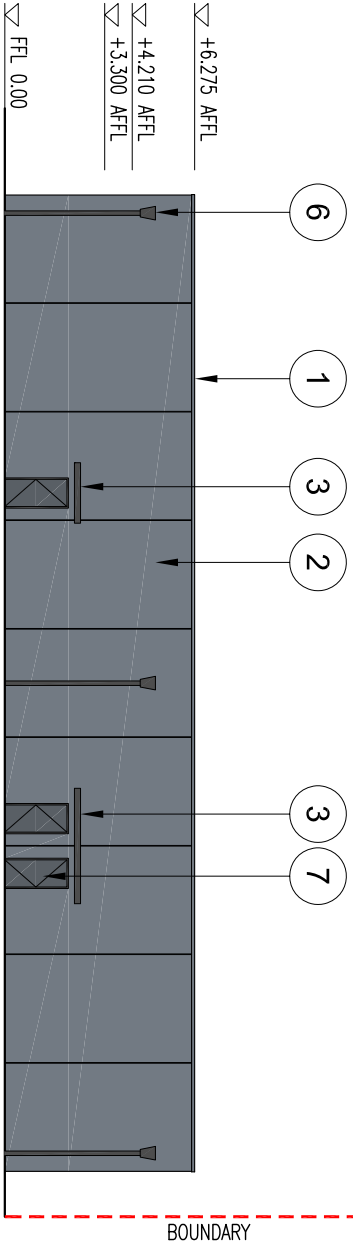


SCALE	DATE	DRAWN	CHECKED
1:250	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA03.1	DA	A

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or install.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

MATERIAL SCHEDULE	
1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT WALL FINISH	
2 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SHALE GREY'	
3 - AWNING - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'	
4 - COLORBOND ROOF SHEETING, 'SURFMIST'	
5 - CANOPY - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'	
6 - RAINWATER HEADS AND DOWNPIPES - COLORBOND, 'MONUMENT'	
7 - DOOR & FRAME - DOOR AND FRAME: DULUX OLDE PEWTER	
8 - SHOPFRONT - POWDERCOATED ALUMINIUM FRAMES, COLORBOND 'MONUMENT'	
9 - RETAIL SIGNAGE ZONES	
10 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'GULLY'	
11 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SURFMIST'	
12 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DEEP OCEAN'	
13 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DUNE'	



CLIENT

ALDI STORES

PROJECT  
ALDI SAUSBURY  
45 PARK TERRACE  
SAUSBURY, SA

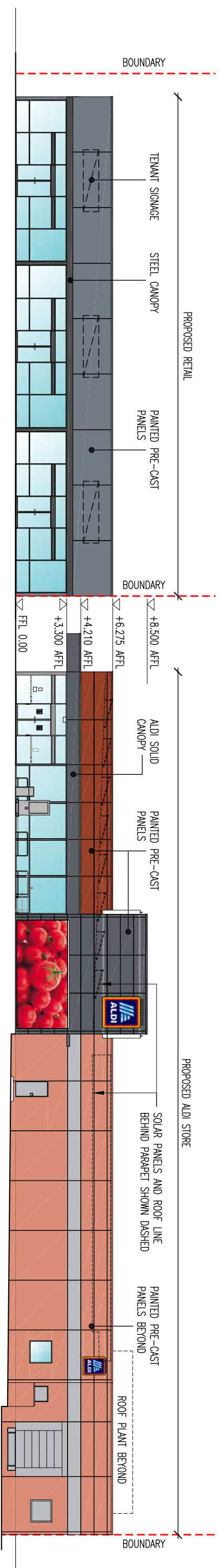
DRAWING  
ALDI EXTERNAL ELEVATIONS

1108 Mc Barker Road Sifling  
South Australia 5152  
PC: 08 8339 8008  
F: 08 8339 2004  
P.O. Box 691 Sifling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:250	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA03.2	DA	A

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKE
A	19.03.18	FOR APPROVAL	DS	TB



## PARK TERRACE STREETSCAPE

01 PA  
DA02.3 1:250

1:250

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING

## PARK TERRACE STREETSCAPE

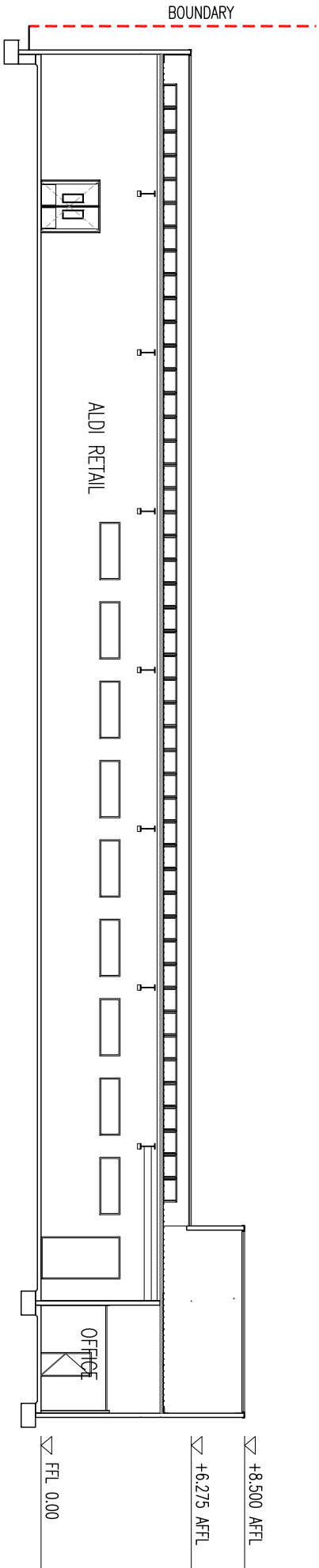


**NIELSEN ARCHITECTS**  
www.nielsenarchitects.com.au

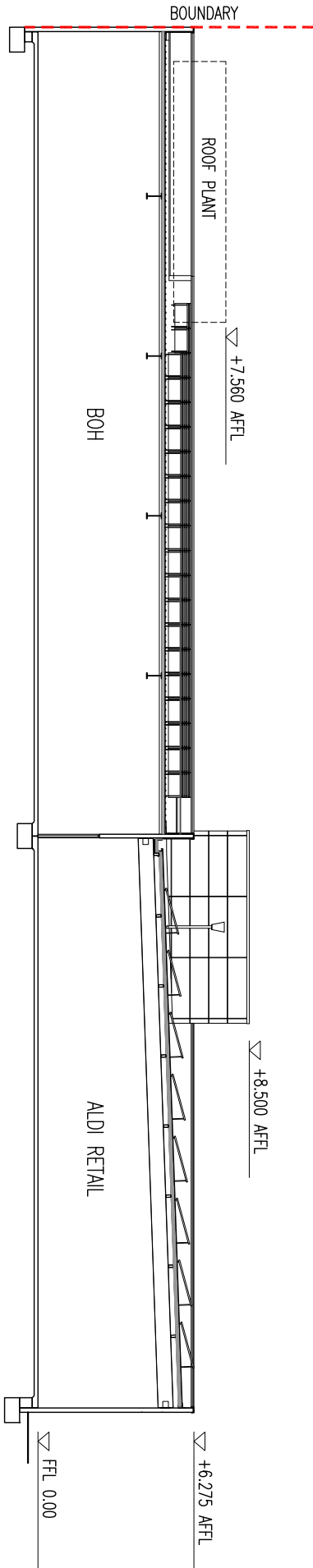
SCALE	DATE	DRAWN	CHECKED
1:250	MAR 2018	DS	TB
PROJECT No 2180	DRAWING No DA03.3	STATUS DA	REV A

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

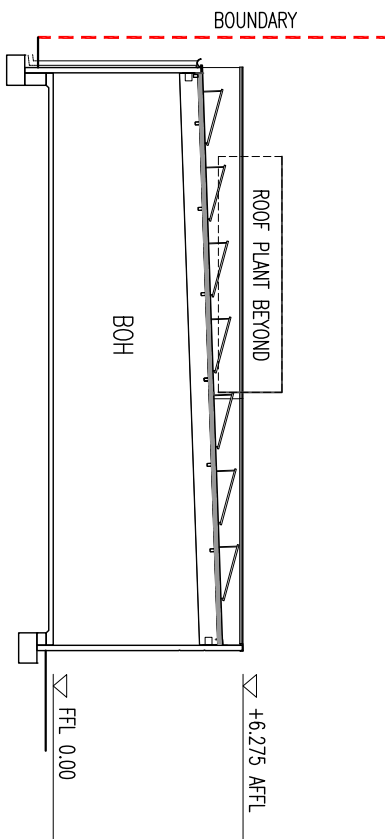
REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



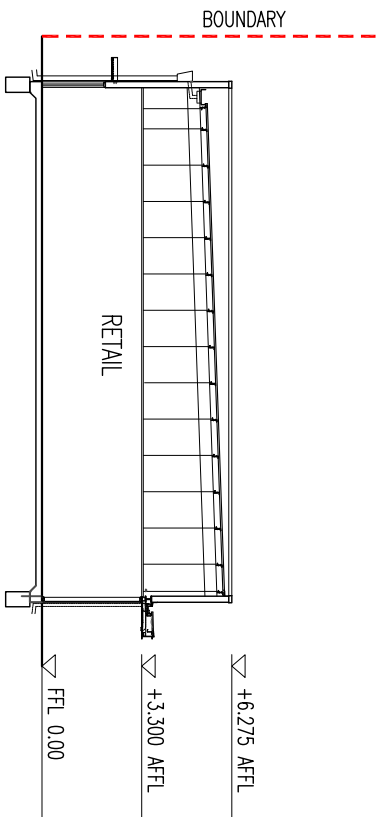
01 SECTION A-A  
DA02 1:250 ALDI



02 SECTION B-B  
DA02 1:250 ALDI



03 SECTION C-C  
DA02 1:250 ALDI



04 SECTION D-D  
DA02 1:250 ALDI



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SECTIONS



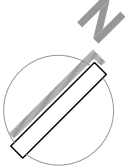
108 Mt Barker Road Stirling  
South Australia 5152  
Pc: 08 8339 8008  
F: 08 8339 2004  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:250	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA05	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setup.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



CLIENT  
ALDI STORES

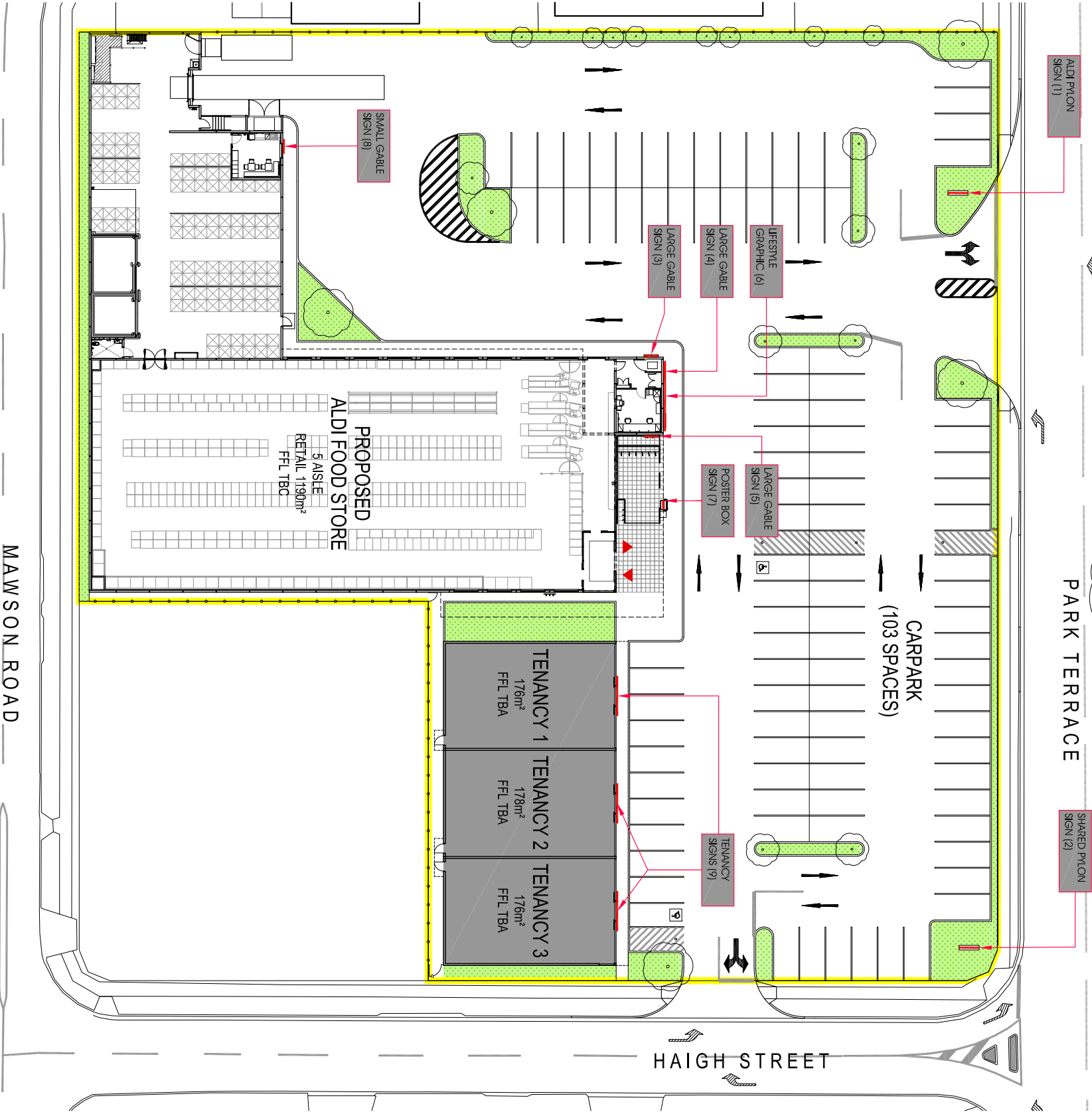


PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE PLAN

1108 Mt Barker Road Stirling  
South Australia 5152  
pt 08 8339 8008  
ff 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
adri@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

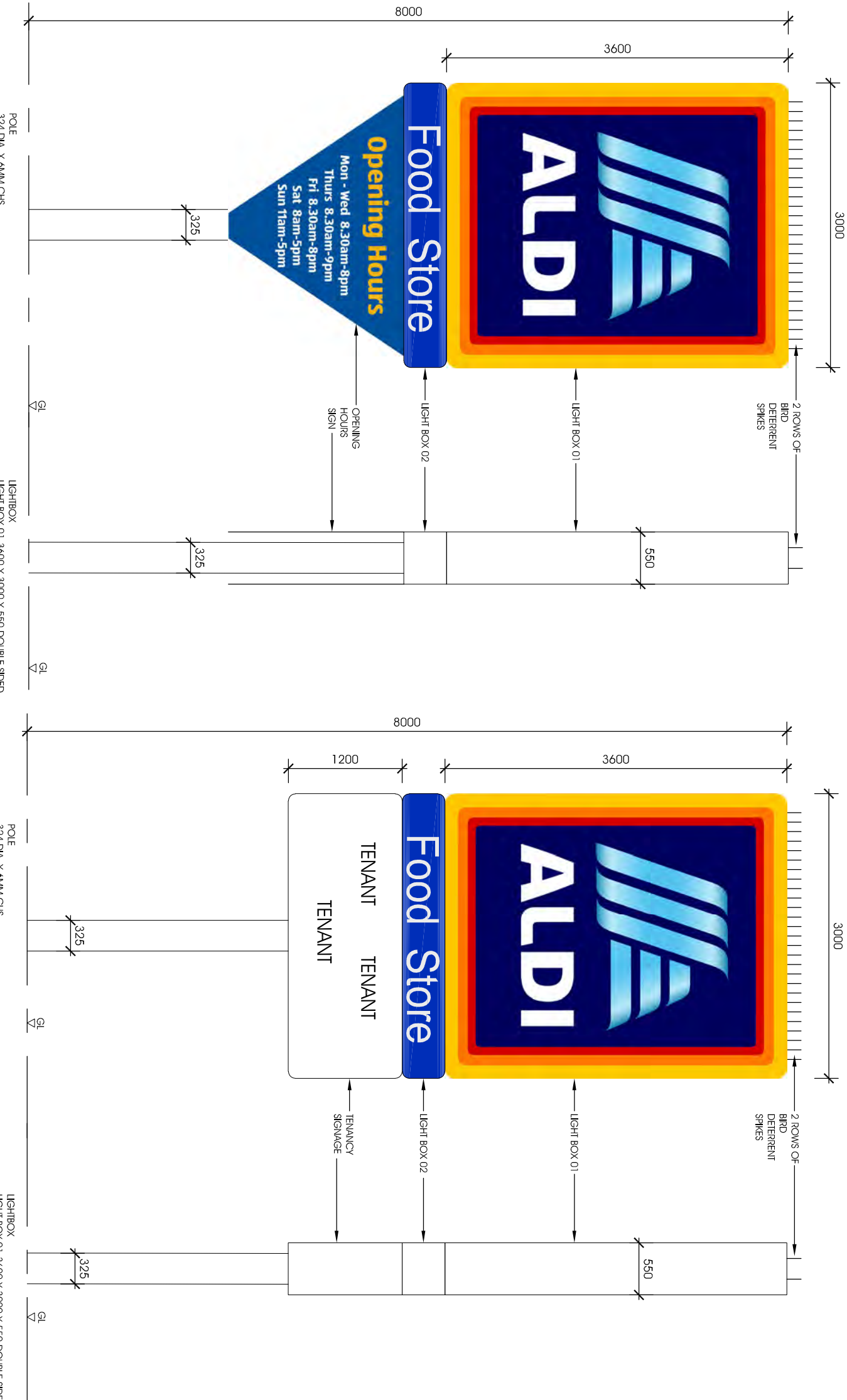
SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.1	DA	A



01  
SIGNAGE PLAN  
PROPOSED  
1:500

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	03.05.18	PLANNING	TB	DS



CLIENT

ALDI STORES

PROJECT

ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE DETAILS  
SHEET 1

NIELSEN ARCHITECTS

admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

108 Mt Barker Road Stirling  
South Australia 5152  
P.O. Box 691 Stirling SA 5152  
T: 08 8339 2004  
F: 08 8339 8008

SCALE	DATE	DRAWN	CHECKED
1:50	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.2	DA	B

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

SCALE	DATE	DRAWN	CHECKED
1:50	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.3	DA	A




**NIELSEN ARCHITECTS**  
adrian@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

108 Mt Barker Road Saffrig  
South Australia 5152  
t: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Saffrig SA 5152

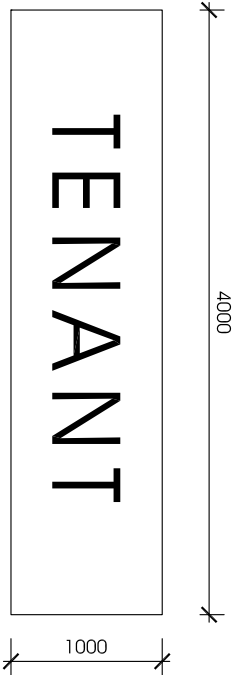
CLIENT

ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE DETAILS  
SHEET 2

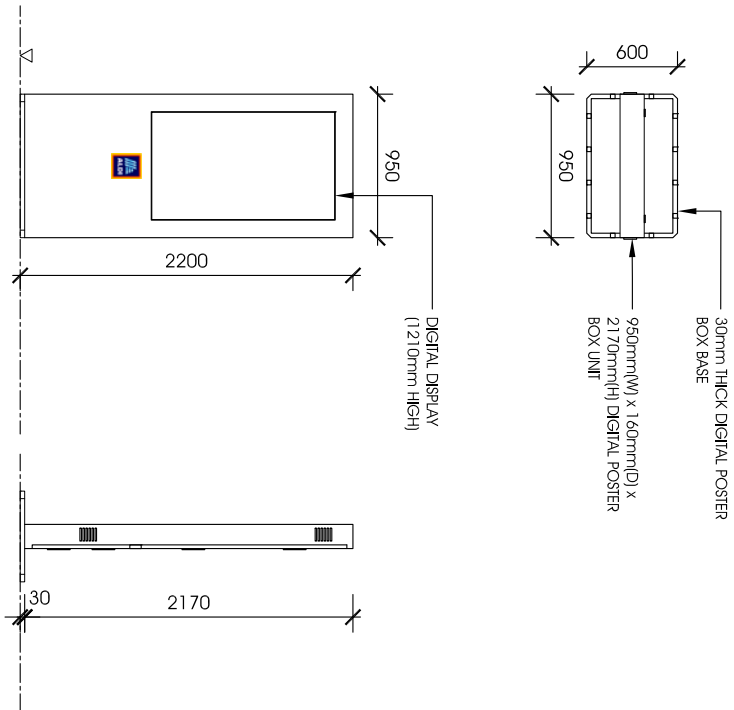


TENANCY SIGNAGE  
4000 x 1000 x 250mm ILLUMINATED SIGNAGE BOX

05

RETAIL SIGNAGE (9)

1:50

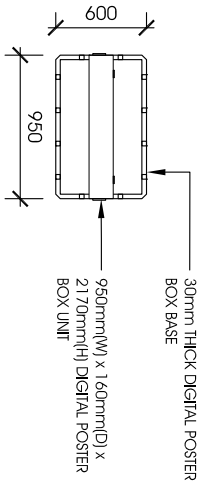


EXTERNAL LIFESTYLE IMAGE  
7000 x 3300 x 250mm SINGLE FACED DIBOND GRAPHIC PANEL  
INTERNAL ALUMINIUM FRAME  
50mm ALUMINIUM ANGLE COVER TRIM,  
POWDERCOAT FINISH (BLACK)  
3mm DIBOND PANEL  
APPLIED DIGITAL PRINT CMV ANTI GRAFFITI COAT  
EXTERNALLY ILLUMINATED FROM ABOVE

03

EXTERNAL LIFESTYLE GRAPHIC (6)

1:50

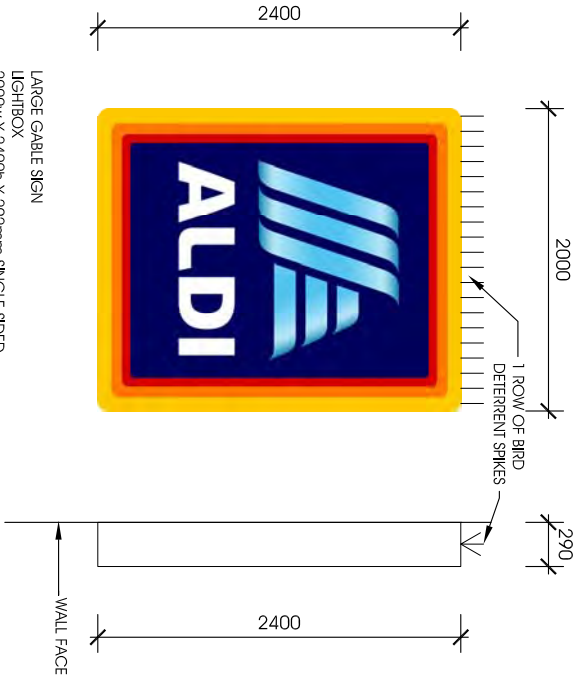


01

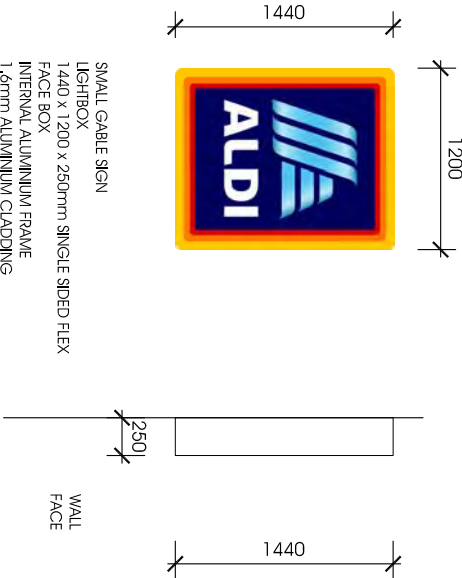
LARGE GABLE SIGN (3, 4, 5)

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 PP964  
PAINT FINISH INTERNAL: FLAT WHITE  
INTERNAL ILLUMINATION: DAYLIGHT FLUORESCENT TUBES SPACED EVENLY  
LIGHT OUTPUT: CALVIN - 40,000 LUMENS 16,500



SMALL GABLE SIGN  
LIGHTBOX  
1440 x 1200 x 250mm SINGLE SIDED FLEX FACE BOX  
INTERNAL ALUMINIUM FRAME  
1.6mm ALUMINIUM CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT FINISHES  
MULTICOLORS SX GRADE FLEX FACE (NO JOINS)  
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL  
INTERNAL DAYLIGHT FLUORESCENT LIGHTING  
LIGHT OUTPUT: CALVIN - 40,000 LUMENS 16,500



02

SMALL GABLE SIGN (8)

1:50

04

POSTER BOX (7)

1:50



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKC
A	19.03.18	FOR APPROVAL	DS	TB




PROPOSED 3D VISUAL RENDER 1

NTS

CLIENT	
ALDI STORES	

PROJECT	
ALDI SALISBURY	
45 PARK TERRACE	
SALISBURY, SA	

DRAWING	
PROPOSED 3D VISUAL RENDERS -	
SHEET 1	



NIELSEN ARCHITECTS

adrienne@nielsenarchitects.com.au

www.nielsenarchitects.com.au

108 Mt Barker Road Shilling  
South Australia, 5152  
P: 08 8339 8008  
F: 08 8339 2004  
P.O. Box 691 Shilling SA 5152

SCALE	DATE	DRAWN	CHECKED
NTS	MAR 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA08.1	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED 3D VISUAL RENDERERS -  
SHEET 2

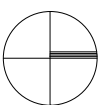
  
NIELSEN ARCHITECTS  
1108 Mt Barker Road Spting  
South Australia 5152  
pt 08 8339 8008  
P.O. Box 691 Spting SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
NTS	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA08.2	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or install.

REV	DATE	DESCRIPTION	DRN	CHKD
-----	------	-------------	-----	------



CLIENT

ALDI STORES

PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

108 Mc Barker Road, Salisbury  
South Australia 5152  
P: 08 8339 8006  
F: 08 8339 8004  
P.O. Box 601, Salisbury SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRWN	CHECKED
1 : 1000	27/04/18	RP	TB

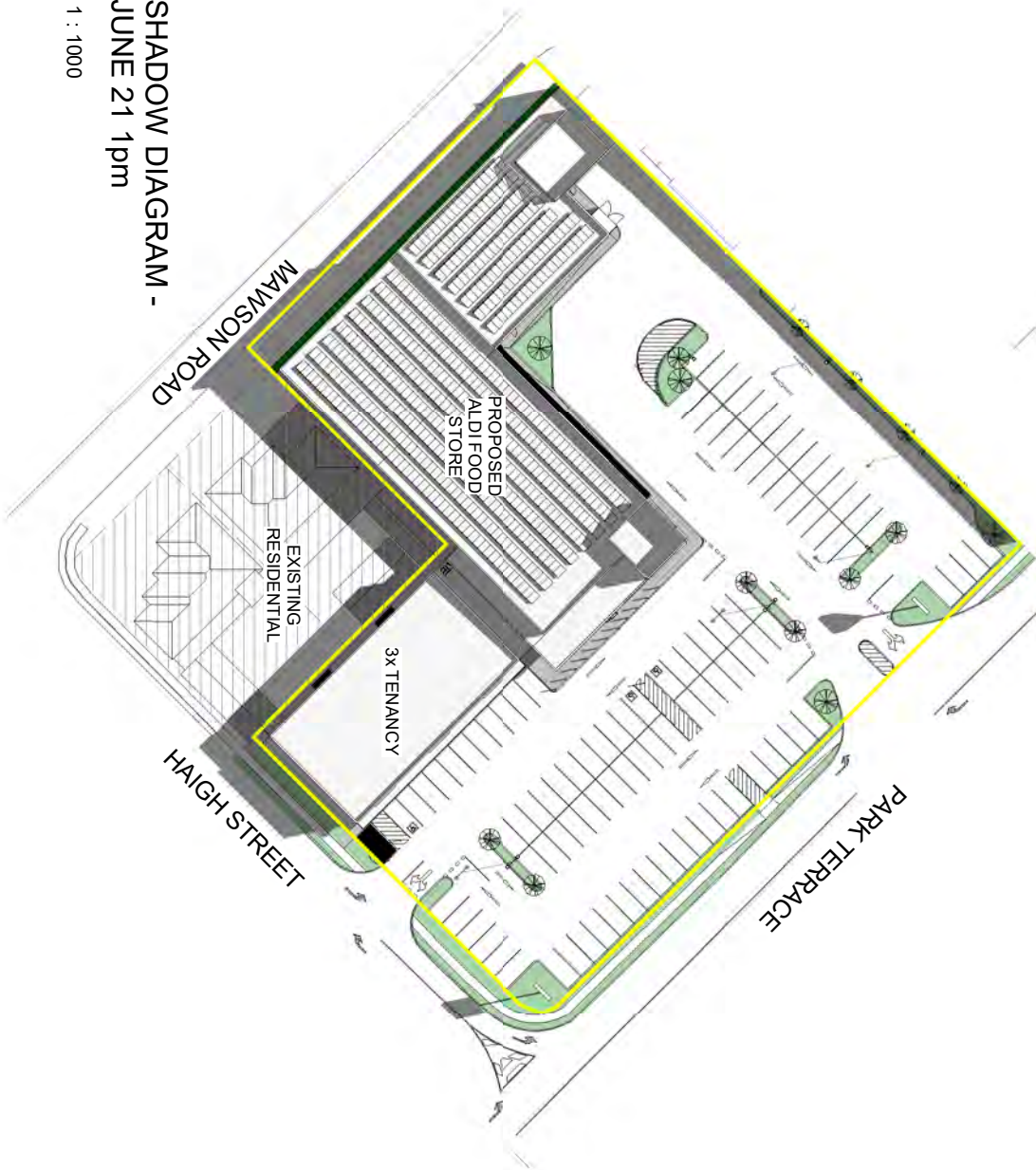
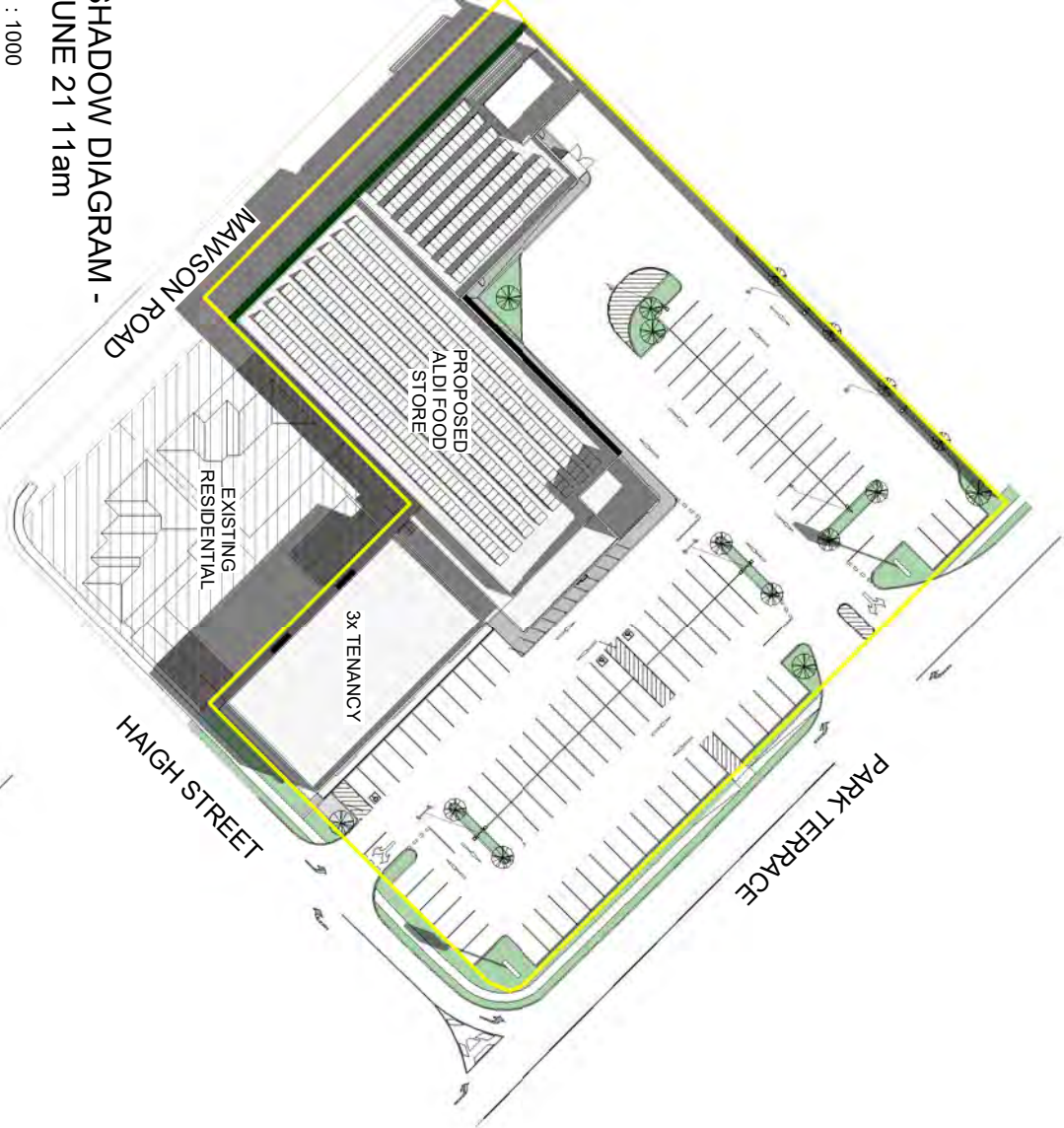
PROJECT No	DRAWING No	STATUS	REV
2180	DA09.2	DA	

SHADOW DIAGRAM -  
JUNE 21 11am

1 : 1000

SHADOW DIAGRAM -  
JUNE 21 9am

1 : 1000



SHADOW DIAGRAM -  
JUNE 21 1pm

1 : 1000

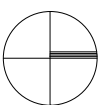
SHADOW DIAGRAM -  
JUNE 21 3pm

1 : 1000



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or start.

REV	DATE	DESCRIPTION	DRN	CHKD
-----	------	-------------	-----	------



CLIENT

ALDI STORES

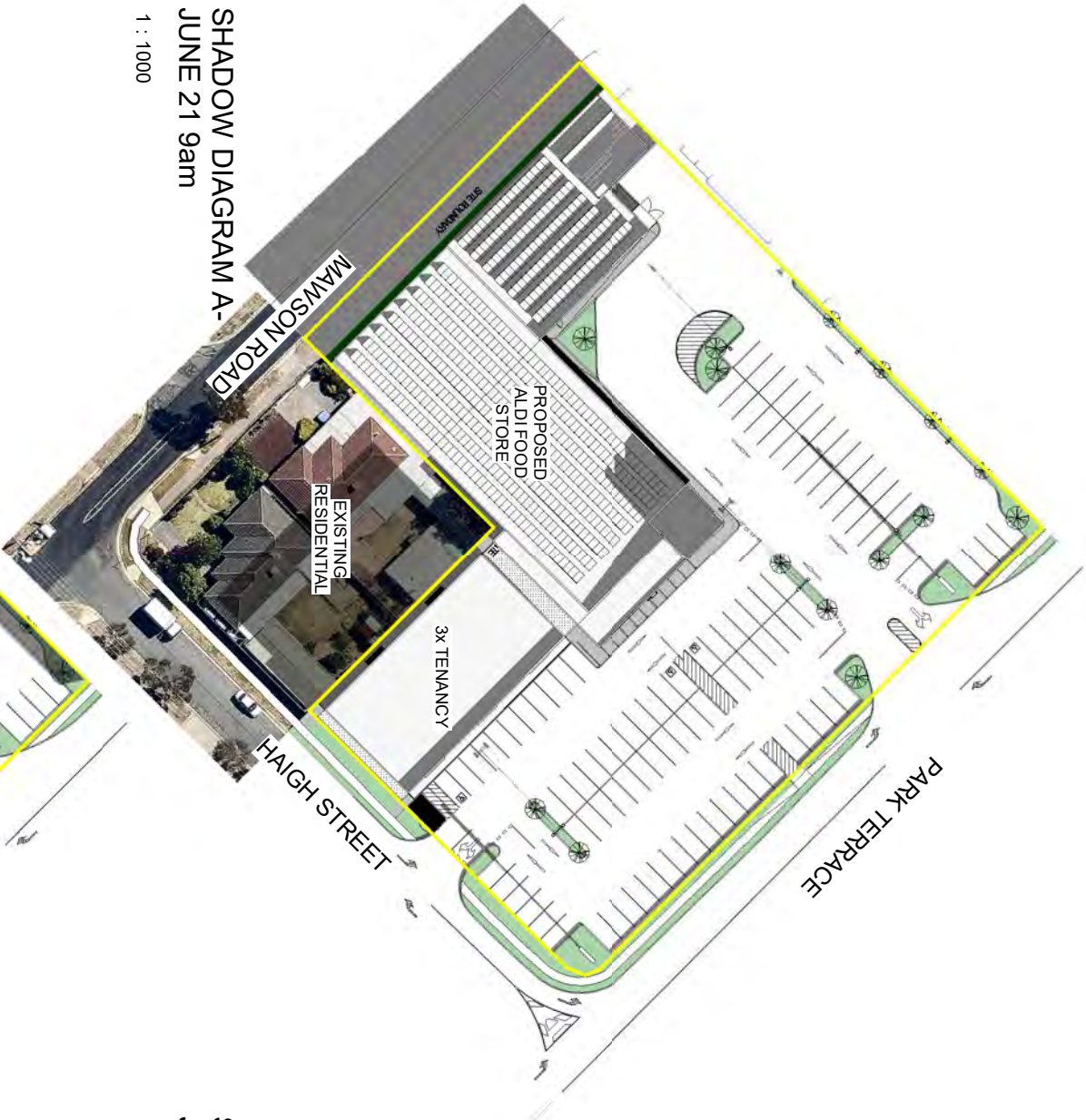
PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

108 Mc Barker Road, Salisbury  
South Australia 5152  
P: 08 8339 8006  
F: 08 8339 8004  
P.O. Box 601, Salisbury SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

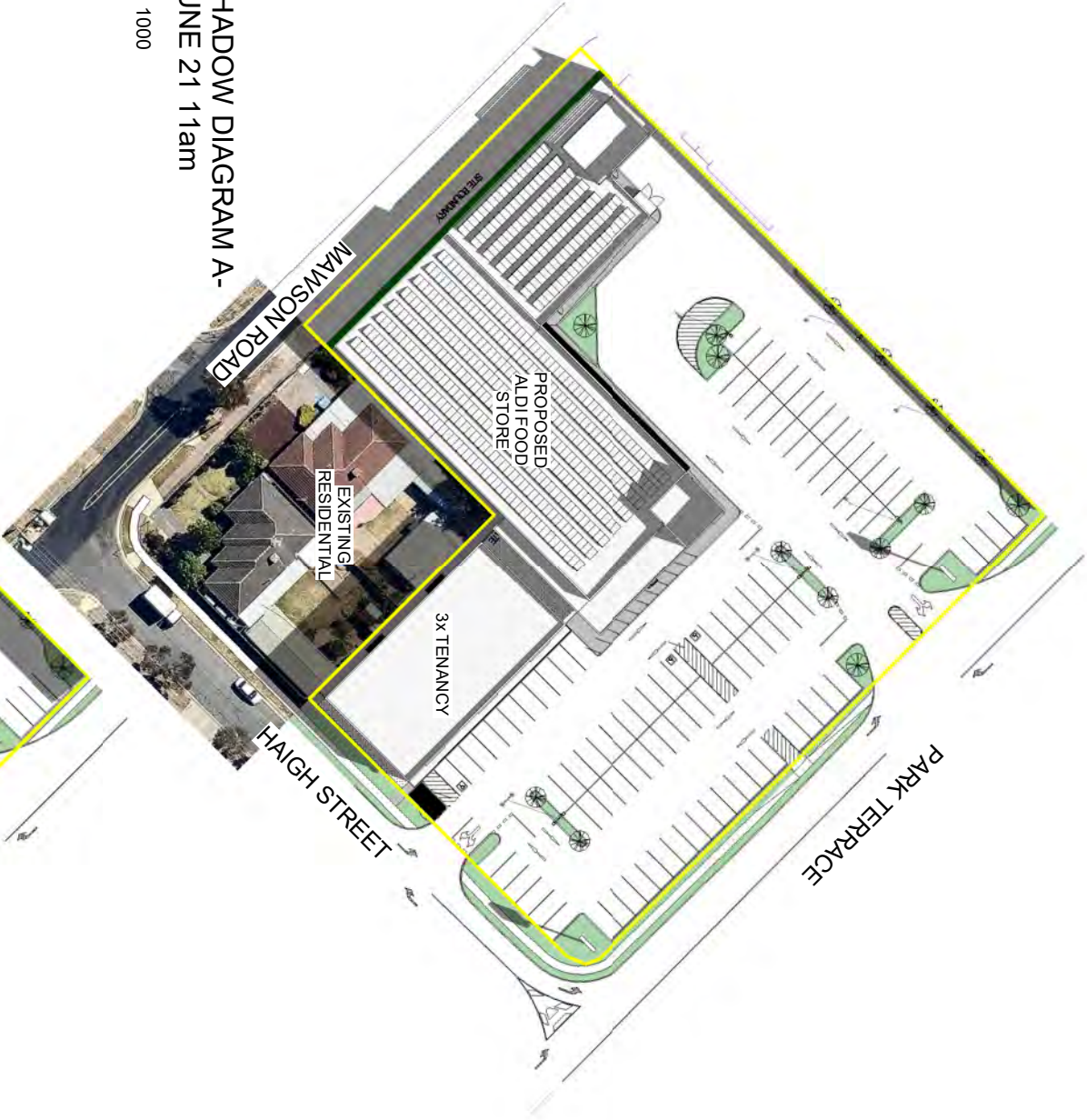
SCALE	DATE	DRWN	CHECKED
1 : 1000	30/04/18	RP	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA09.1	DA	



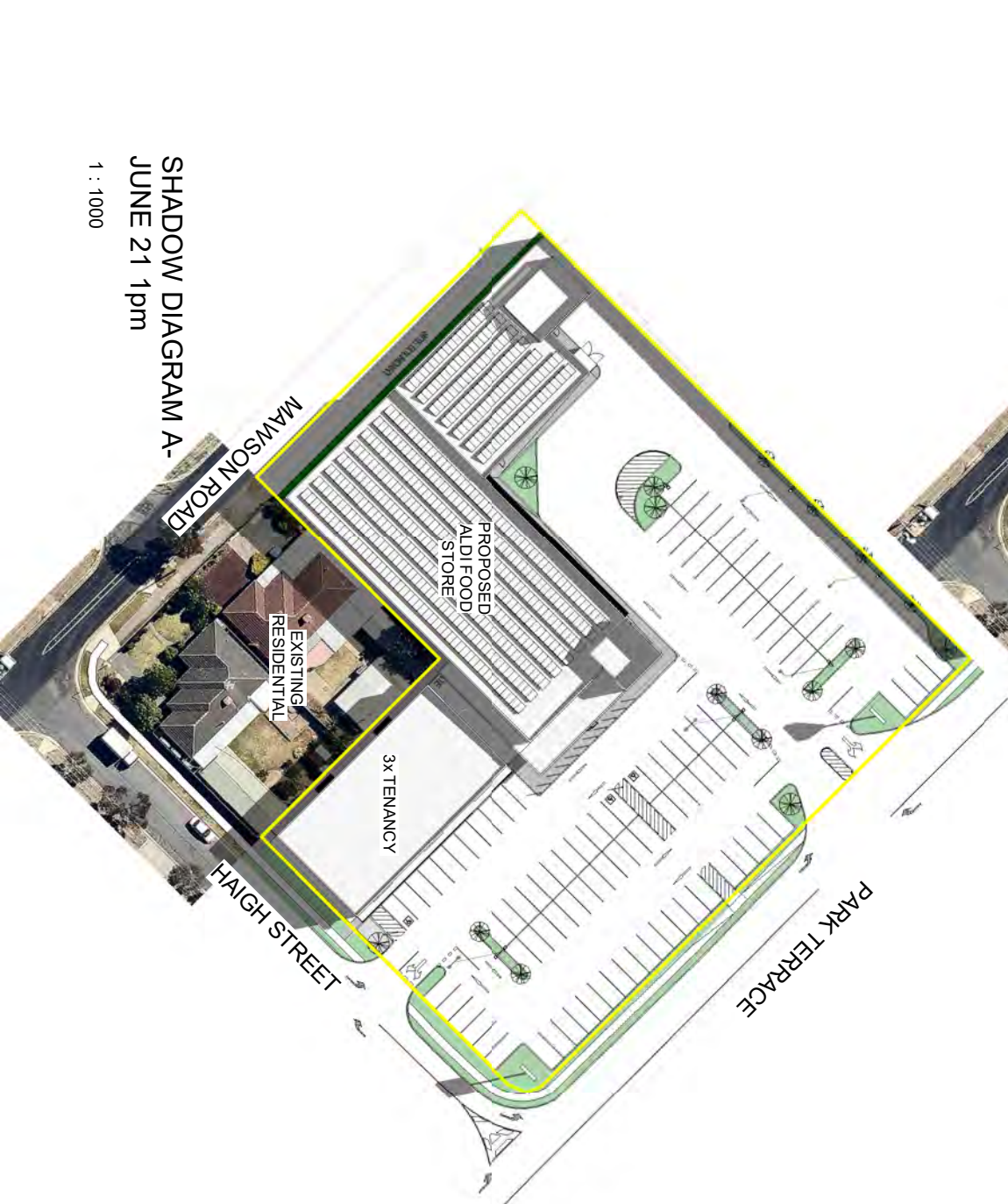
SHADOW DIAGRAM A-  
JUNE 21 9am

1 : 1000



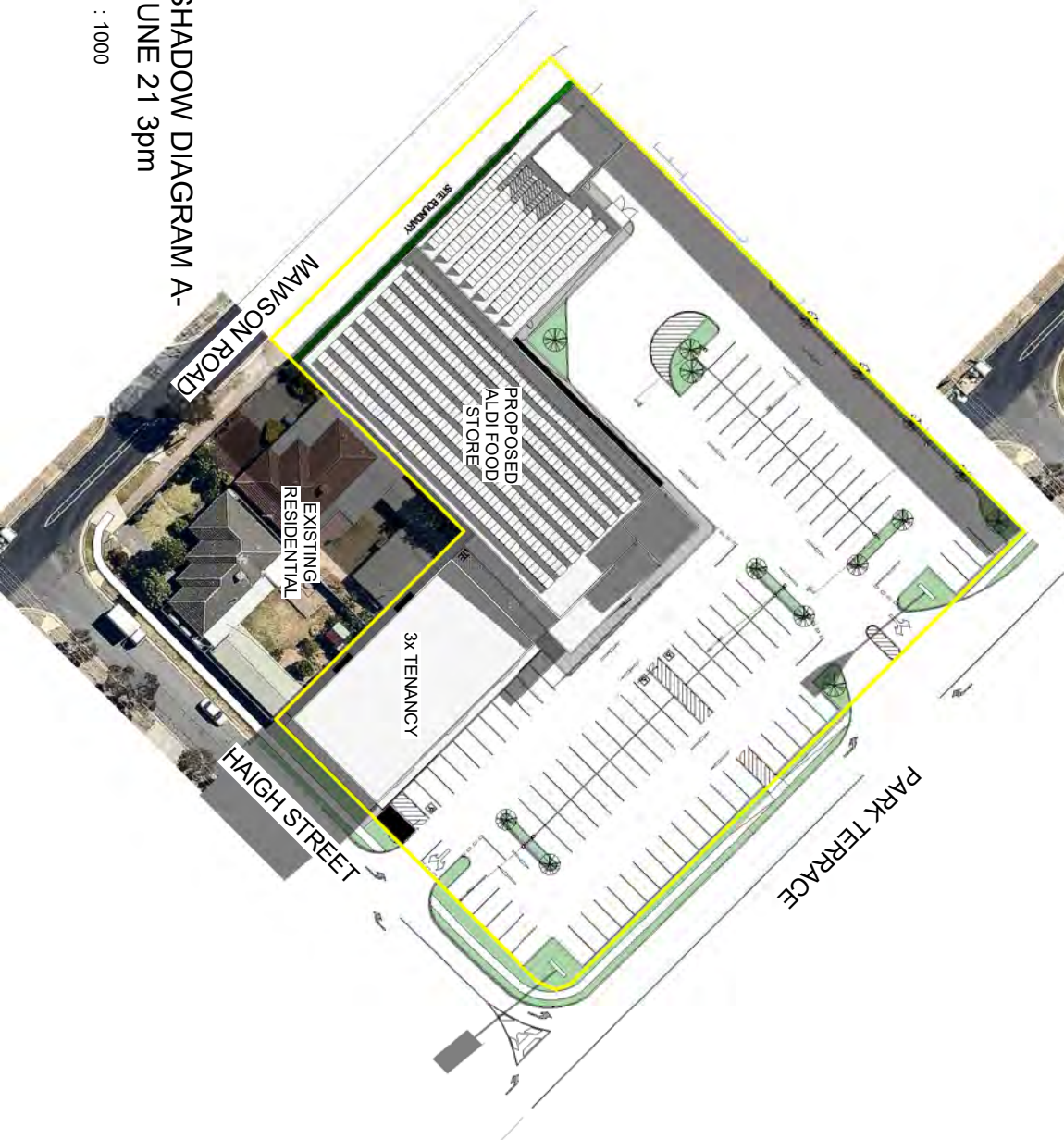
SHADOW DIAGRAM A-  
JUNE 21 11am

1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 1pm

1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 3pm

1 : 1000



## Appendix 3. Traffic Impact Assessment





# Proposed ALDI Store 45 Park Terrace, Salisbury Transport Impact Assessment


Client //	ALDI Australia
Office //	SA
Reference //	S121211
Date //	12/04/2018

Proposed ALDI Store  
45 Park Terrace, Salisbury  
Transport Impact Assessment

Issue: B 12/04/2018

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

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	21/03/18	Final	Michael Iannella	Richard Frimpong	Paul Morris	PMO
B	12/04/18	Final – amended	Michael Iannella	Richard Frimpong	Paul Morris	

# Table of Contents

1.	Introduction	1
1.1	Background	1
1.2	Purpose of this Report	1
1.3	References	1
2.	Existing Conditions	2
2.1	Subject Site	2
2.2	Road Network	3
2.3	Sustainable Transport Infrastructure	6
3.	Development Proposal	8
3.1	Land Uses	8
4.	Car Parking	9
4.1	Development Plan Car Parking Requirements	9
4.2	Adequacy of Parking Supply	9
5.	Parking Layout, Access & Sight Distance	10
5.1	Vehicle Access	10
5.2	Access Sight Distance	10
5.3	Car Park Layout	11
6.	Sustainable Transport Infrastructure	13
6.1	Bicycle End of Trip Facilities	13
6.2	Pedestrian Facilities	13
6.3	Public Transport	13
7.	Loading Facilities	14
7.1	Development Plan Requirements	14
7.2	Proposed Loading Arrangements	14
8.	Traffic Impact Assessment	16
8.1	Empirical Traffic Rates	16
8.2	Traffic Generation	17
8.3	SIDRA Intersection Analysis	20
8.4	Traffic Impact	21
9.	Conclusion	22

## Appendices

### A: SIDRA INTERSECTION Results

#### Figures

Figure 2.1:	Subject Site and its Environs	2
Figure 2.2:	Existing PM Peak Hour Traffic Volumes	4
Figure 3.1:	Proposed Layout Plan	8
Figure 5.1:	Proposed Intersection Treatment	12
Figure 7.1:	20m Semi Trailer – Entry	15
Figure 7.2:	20m Semi Trailer – Exit	15
Figure 8.1:	Estimated Directional Distribution	18
Figure 8.2:	PM Peak Hour Additional Volume	19
Figure 8.3:	PM Peak Hour Post Development Traffic Volume	19

#### Tables

Table 2.1:	Park Terrace/Church Street Intersection –Existing Conditions	4
Table 2.2:	Park Terrace/Haigh Street Intersection – Existing Conditions	5
Table 2.3:	Park Terrace/McDonalds Access – Existing Conditions	5
Table 2.4:	Park Terrace/KFC Access – Existing Conditions	5
Table 2.5:	Crash Statistic Summary	6
Table 2.6:	Road Based Public Transport Provision	6
Table 5.1:	SISD & MGSD Requirements for the Park Terrace access point	10
Table 8.1:	Traffic Generation Surveys – ALDI Stores	16
Table 8.2:	ALDI Travel Patterns Questionnaire Survey – Link Trips	16
Table 8.3:	Additional Network Volume	17
Table 8.4:	Site Generated Traffic Volume	17
Table 8.5:	Park Terrace/Church Street Intersection –Post Development	20
Table 8.6:	Park Terrace/Haigh Street Intersection – Post Development	20
Table 8.7:	Park Terrace/Proposed Access Intersection – Post Development	21
Table 8.8:	Haigh Street/Proposed Access Intersection – Post Development	21



# 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:

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

Haigh Street carries approximately 500 vehicles per day<sup>2</sup> 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 observations<sup>2</sup> 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.

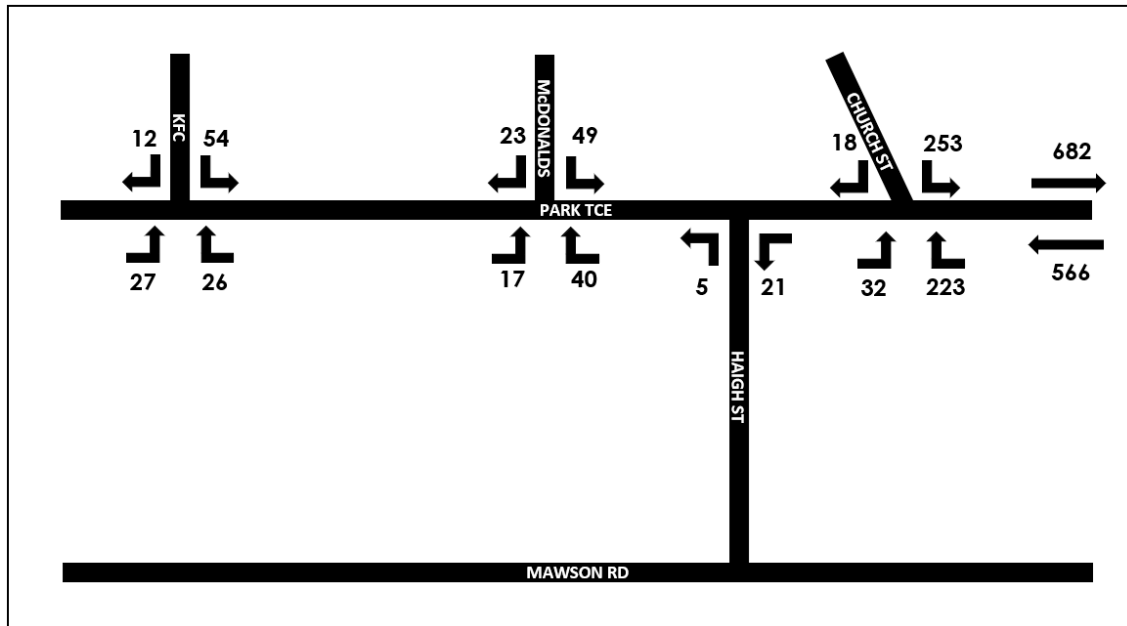
---

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

<sup>2</sup> 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*<sup>3</sup>, 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 <sup>th</sup> Percentile Queue (m)
Park Terrace (south-east)	Through	0.607	A	5.4	6.7
	Right	0.607	B	12.9	6.7
Church Street (north)	Left	0.474	B	11.1	2.4
	Right	0.474	D	33.3	2.4
Park Terrace (north-west)	Left	0.375	A	6.5	0.0
	Through	0.375	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 0.607 indicates the intersection operates below capacity.

<sup>3</sup> 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 <sup>th</sup> Percentile Queue (m)
Haigh Street (north-east)	Left	0.006	A	7.9	0.0
	-	-	-	-	-
Park Terrace (south-east)	Left	0.317	A	5.6	0.0
	Through	0.317	A	0.0	0.0
Park Terrace (north-west)	Through	0.368	A	0.0	0.0
	-	-	-	-	--

Based on the above, the Park Terrace/Haigh Street Intersection operates with minimal queueing or delays. The Degree of Saturation of 0.368 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 <sup>th</sup> Percentile Queue (m)
Park Terrace (south-east)	Through	0.361	A	0.9	1.0
	Right	0.361	B	11.2	1.0
Maccas Access (north-east)	Left	0.170	A	9.1	0.5
	Right	0.170	C	19.4	0.5
Park Terrace (north-west)	Left	0.378	A	5.6	0.0
	Through	0.378	A	0.1	0.0

Based on the above, the Park Terrace/McDonalds Access Intersection operates with minimal queueing or delays during peak periods. The Degree of Saturation of 0.378 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 <sup>th</sup> Percentile Queue (m)
Park Terrace (south-east)	Through	0.342	A	0.6	0.7
	Right	0.342	B	11.3	0.7
KFC Access (north-east)	Left	0.128	A	9.1	0.4
	Right	0.128	C	19.1	0.4
Park Terrace (north-west)	Left	0.383	A	5.6	0.0
	Through	0.383	A	0.1	0.0

Based on the above, the Park Terrace/KFC Access Intersection operates with minimal queueing or delays during peak periods. The Degree of Saturation of 0.383 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

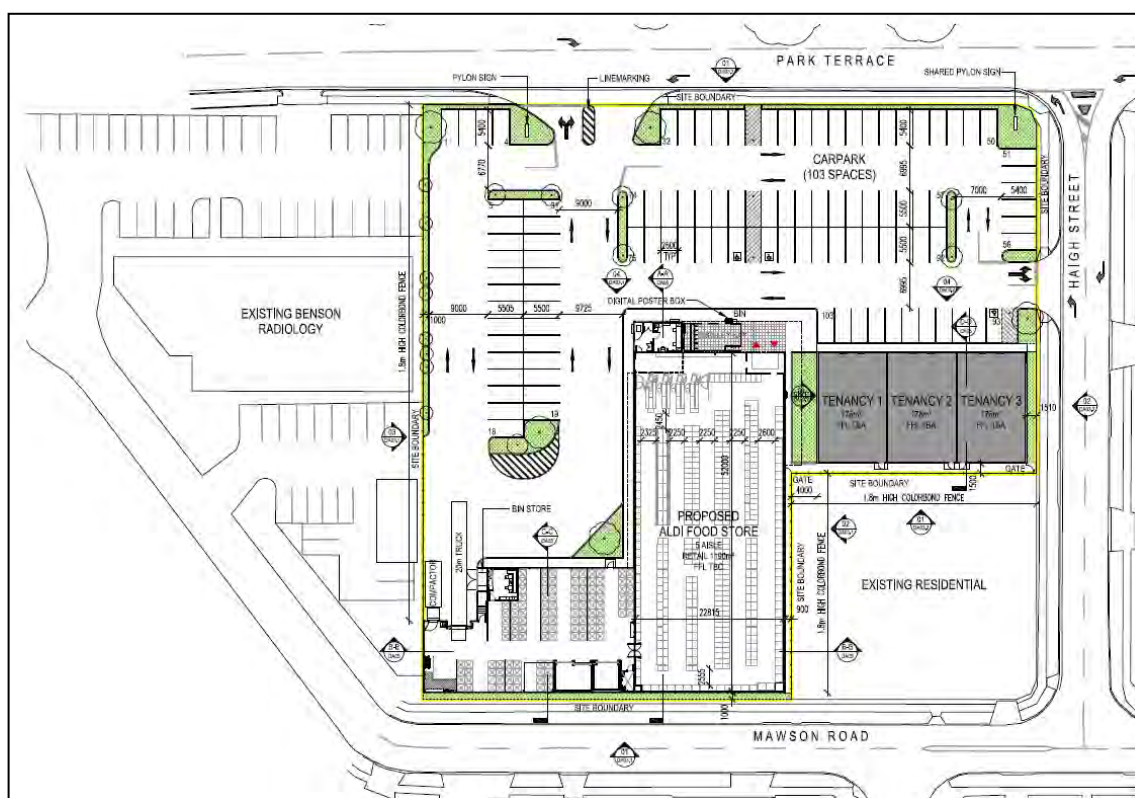
### 3.1 Land Uses

The proposed development includes;

- ALDI Supermarket of approximately 1,746 sq. m gross leasable floor area (GLFA)
- Retail tenancies of 530 sq. m GLFA
- Car parking for 103 vehicles within the site.
- Access points located on Park Terrace and Haigh Street.
- Loading facilities for the proposed ALDI Store and retail tenancies.

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 1,746 sq. m would generate a minimum and maximum requirement of 52 and 105 spaces respectively. The retail tenancies with a gross leasable floor area of 530 sq. m would generate a minimum and maximum requirement of 16 and 32 spaces respectively. Therefore, the total site of 2,276 sq. m will generate a minimum and maximum of 68 and 137 spaces respectively.

### 4.2 Adequacy of Parking Supply

Therefore, the provision of 103 car parking spaces meets the requirement set forth in the development plan. GTA also considers the provision for the site will provide a parking rate of 4.5 spaces per 100 sq. m, which exceeds the Development Plan requirements.

## 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.

3 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 95<sup>th</sup> 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 2,276 sq. m GLFA, the proposed development will generate a statutory bicycle parking requirement of twelve (12) spaces, including eight (8) spaces for employees and four (4) spaces for visitors.

Based on the above, the development plan bicycle parking requirement is twelve (12) 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.

Deliveries to the proposed retail tenancies will be restricted to small delivery vans that are able to use the standard parking spaces. The car park will provide space for deliveries by smaller vehicles which will generally occur at off-peak times. The size of the smaller tenancies will generally not require larger vehicles for deliveries.



Figure 7.1: 20m Semi Trailer – Entry

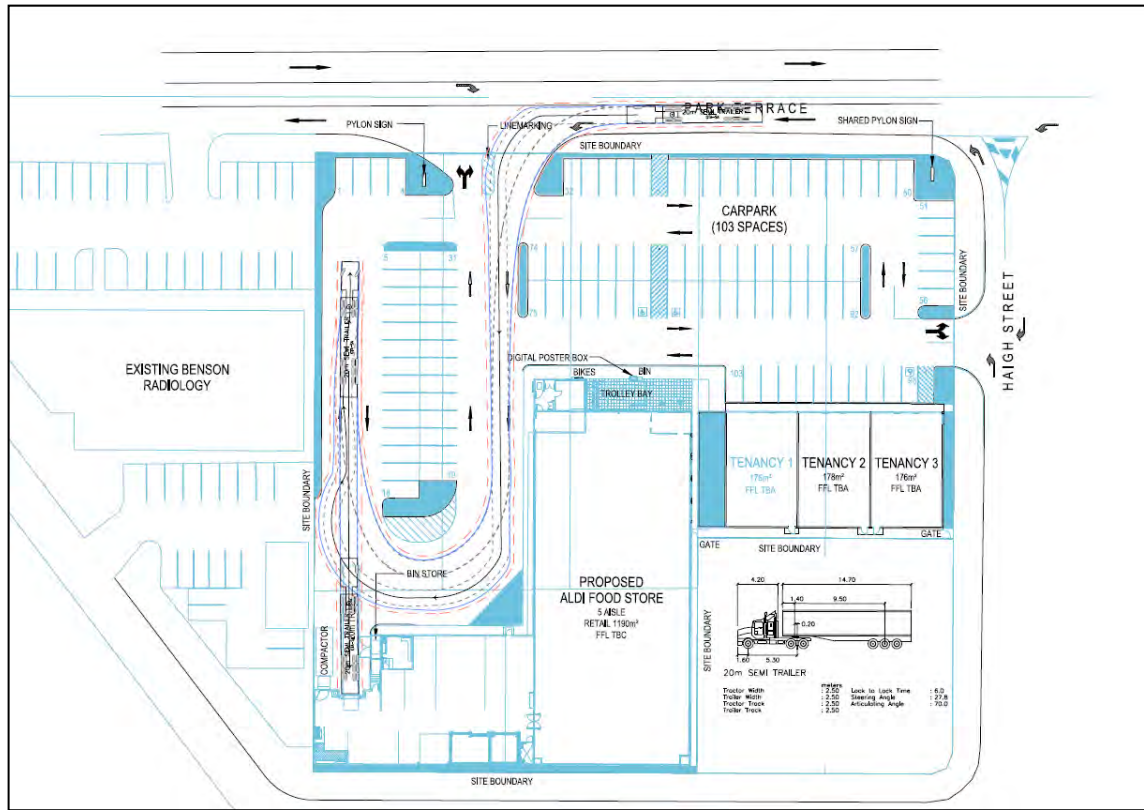
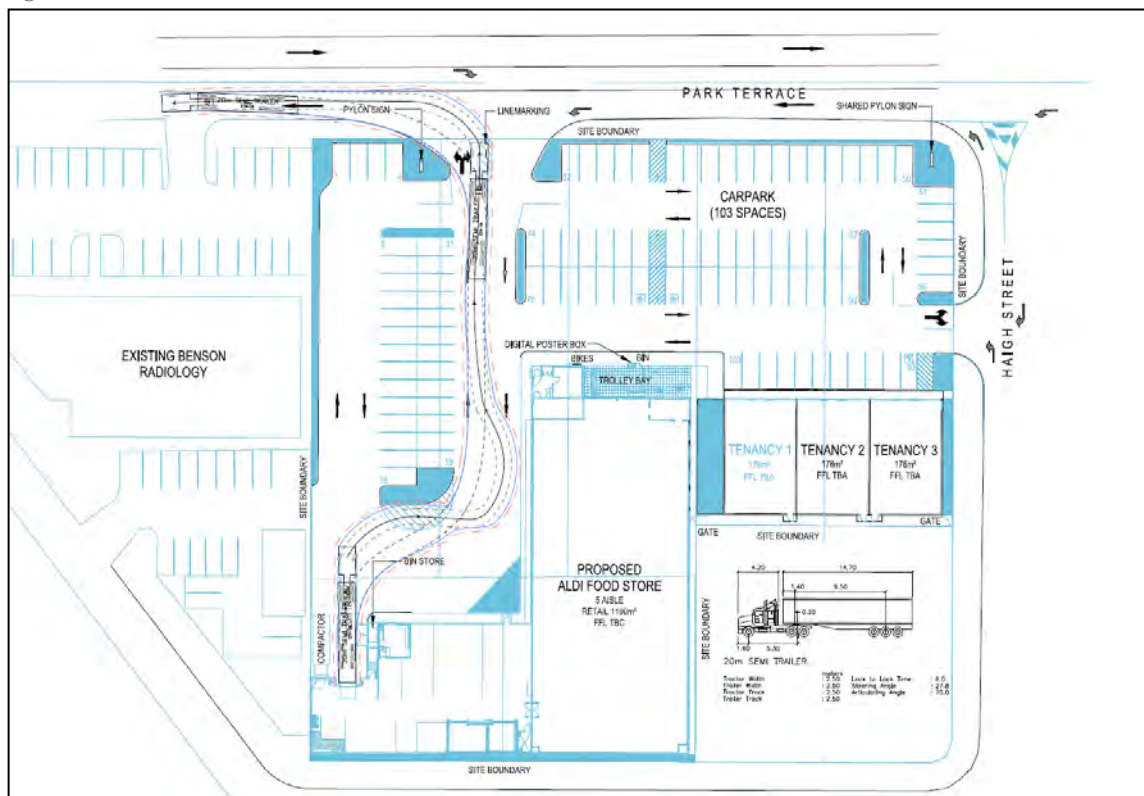


Figure 7.2: 20m Semi Trailer – Exit



## 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 1,746 sq. m gross leasable floor area would generate approximately 267 and 2,287 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 187 and 1,601 new vehicle trips onto the road network in the PM peak and daily periods respectively.

The concept of linked trips is also supported by Austroads *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 Proposed Retail Tenancies

Traffic generation estimates for retail tenancies have been sourced from the Roads and Maritime Services of New South Wales in the "Guide to Traffic Generating Developments – Updated Traffic Surveys" published in 2013 (referred to as the RMS Guide Update).

The traffic generation rates applicable to the proposed developments are shown below.

Thursday Peak Hour	12.3 trips per 100 sq. m
Thursday Daily	121 trips per 100 sq. m

Based on a GLFA of 530 sq. m, the proposed retail tenancies are anticipated to generate 64 trips during the peak hour and 641 trips over a daily period.

## 8.2 Traffic Generation

The traffic generation has been calculated based on the rates presented in Section 8.1;

- Table 8.3 presents the additional network volume (considering linked trips); and
- Table 8.4 shows the site generated traffic volume.

Table 8.3: Additional Network Volume

Use	Size (sq.m)	Peak Traffic Volume	Daily Traffic Volume
ALDI Store	1,746	187	1,601
Retail Tenancies	530	64	641
TOTAL		251	2,242

Based on the above, there is expected to be an increase of 218 vehicle trips during the peak hour and 1,910 trips over a daily period.

Table 8.4: Site Generated Traffic Volume

Use	Size (sq. m)	Peak Traffic Volume	Daily Traffic Volume
ALDI Store	1,746	267	2,287
Retail Tenancies	530	64	641
TOTAL		331	2,928

Based on the above, the site is anticipated to generate 331 vehicle trips during the peak hour and 2,928 trips over a daily period.

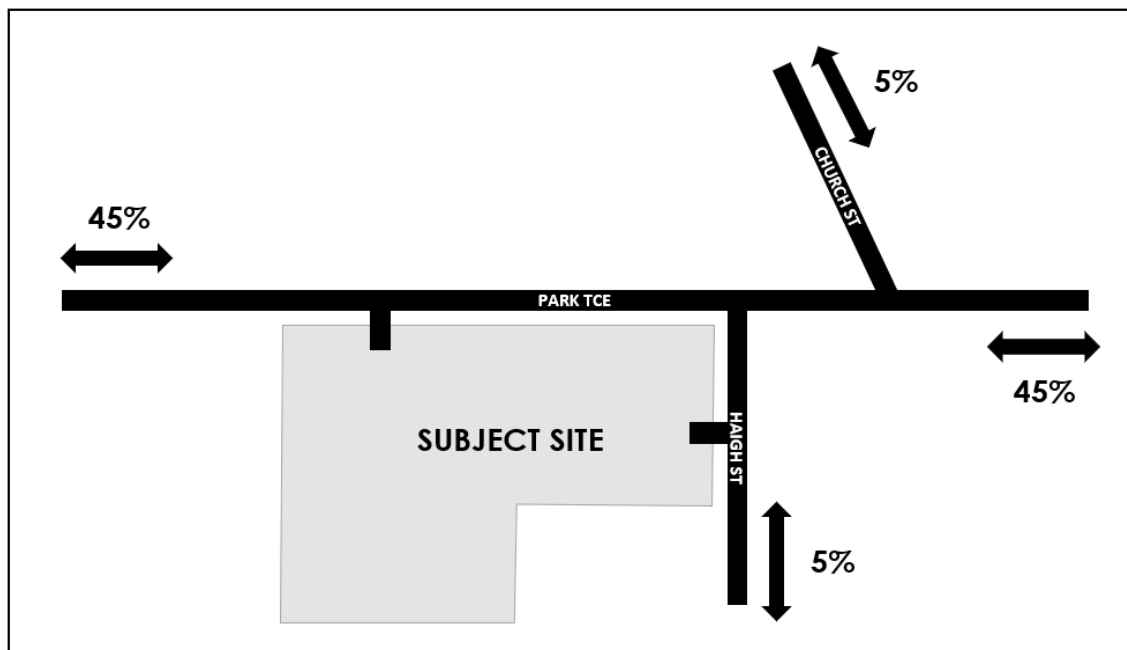
### 8.2.1 Distribution and Assignment

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

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

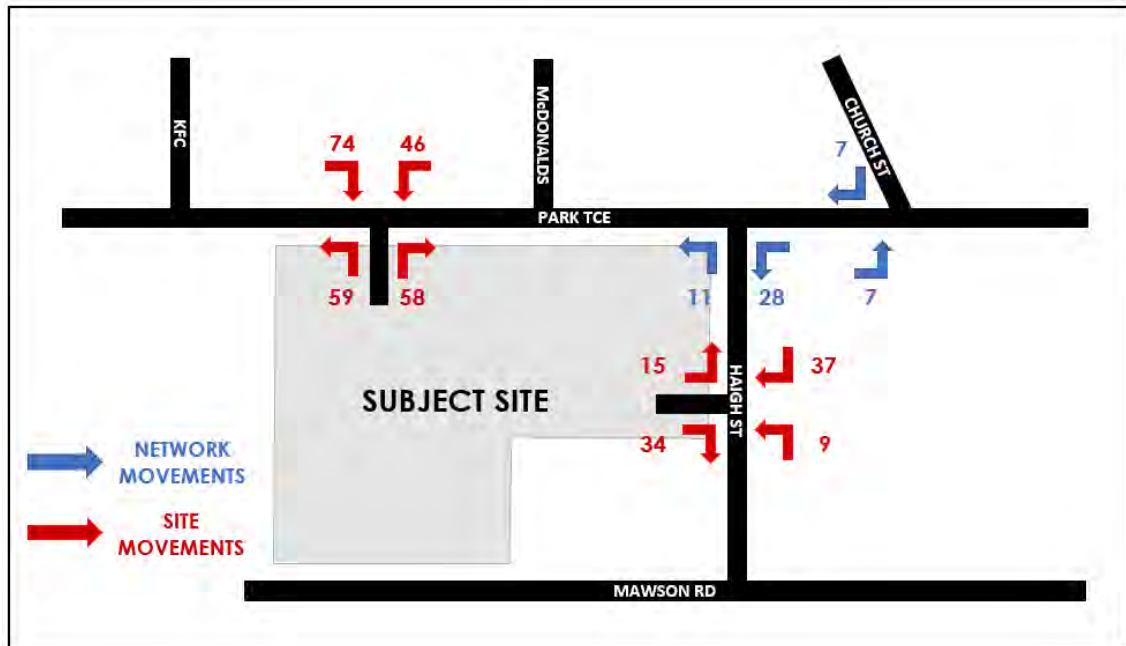
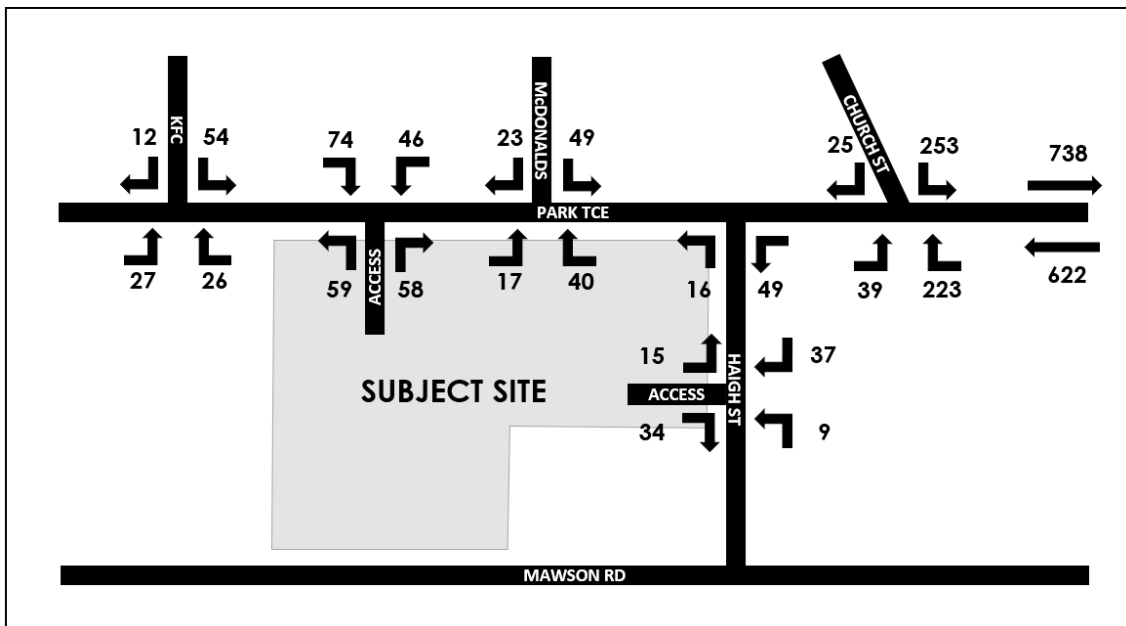


Figure 8.3: PM Peak Hour Post Development Traffic Volume



### 8.3 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 8.5
- Park Terrace Haigh Street Intersection – Table 8.6
- Park Terrace/Proposed Site Intersection – Table 8.7
- Haigh Street/Proposed Site Intersection – Table 8.8

#### Park Terrace/Church Street Intersection

The results of the SIDRA analysis on the intersection of Park Terrace and Church Street is summarised in Table 8.5 in the PM Peak Hour for post development conditions.

Table 8.5: Park Terrace/Church Street Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 <sup>th</sup> Percentile Queue (m)
Park Terrace (south-east)	Through	0.680	A	7.1	10.0
	Right	0.680	C	15.5	10.0
Church Street (north)	Left	0.612	B	14.3	3.4
	Right	0.612	E	44.7	3.4
Park Terrace (north-west)	Left	0.414	A	6.5	0.0
	Through	0.414	A	0.1	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 8.6 in the PM Peak Hour for post development conditions.

Table 8.6: Park Terrace/Haigh Street Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 <sup>th</sup> Percentile Queue (m)
Haigh Street (north-east)	Left	0.021	A	8.4	0.1
	-				
Park Terrace (south-east)	Left	0.367	A	5.6	0.0
	Through	0.367	A	0.0	0.0
Park Terrace (north-west)	Through	0.404	A	0.1	0.0
	-				

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 8.7

Table 8.7: Park Terrace/Proposed Access Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 <sup>th</sup> Percentile Queue (m)
Proposed Access (south-east)	Left	0.654	C	24.8	21.2
	Right	0.654	F	59.7	21.2
Park Terrace (south-east)	Left	0.366	A	5.6	0.0
	Through	0.366	A	0.0	0.0
Park Terrace (north-west)	Through	0.404	A	0.1	0.0
	Right	0.404	A	8.9	2.7

Based on the above, the Park Terrace/ALDI Access will operate with manageable queuing and delays. GTA notes a three (3) vehicle queue on the site egress with a LOS of F for the right turn to Park Terrace. Notwithstanding, this is not dissimilar to other minor road/major road intersections during peak hour.

### Proposed Access to Haigh Street

The results for the proposed access to Haigh Street has been modelled in SIDRA and shown in Table 8.8.

Table 8.8: Haigh Street/Proposed Access Intersection – Post Development

Approach	Movement	Degree of Saturation	Level of Service (LOS)	Average Delay (s)	95 <sup>th</sup> Percentile Queue (m)
Haigh Street (south-east)	Left	0.039	A	4.3	0.0
	Through	0.039	A	0.0	0.0
Haigh Street (north-east)	Through	0.029	A	1.9	0.0
	Right	0.029	A	2.9	0.0
Proposed Access (south-east)	Left	0.043	A	5.6	0.1
	Right	0.043	A	6.0	0.1

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

## 8.4 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:

- vi The proposed supply of 103 spaces (4.5 spaces per 100 sq. m) exceeds the minimum requirements of the Development Plan (3 spaces per 100 sq. m) and will provide adequate parking for the proposed development during peak periods.
- vii 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).
- viii GTA considers the provision of four (4) bicycle parking spaces suitable in meeting anticipated demand.
- ix 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.
- x Sight distance at each access point will exceed the required of the Austroads Guidelines for Safe Intersection Sight Distance and Minimum Gap Sight Distance.
- xi 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.
- xii The proposed development is predicted to generate up to 331 two-way vehicle movements per hour during the peak period and 2,928 vehicles per day.
- xiii 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: 101vv [Park Terrace/Church Street - Existing Conditions]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Seg 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
East Park Terrace											
5	T1	596	0.0	0.607	5.4	LOS A	6.7	46.7	0.70	0.29	53.4
8a	R1	235	0.0	0.607	12.9	LOS B	6.7	46.7	0.70	0.29	52.3
Approach		831	0.0	0.607	7.5	NA	6.7	46.7	0.70	0.29	53.1
NorthWest Church Street											
27a	L1	266	0.0	0.474	11.1	LOS B	2.4	17.0	0.72	0.99	48.2
29b	R3	19	0.0	0.474	33.3	LOS D	2.4	17.0	0.72	0.99	48.2
Approach		285	0.0	0.474	12.6	LOS B	2.4	17.0	0.72	0.99	48.2
West Park Terrace											
10b	L3	34	0.0	0.375	6.5	LOS A	0.0	0.0	0.00	0.03	58.5
11	T1	718	0.0	0.375	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		752	0.0	0.375	0.3	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		1867	0.0	0.607	5.4	NA	6.7	46.7	0.42	0.29	54.6

#### MOVEMENT SUMMARY

Site: 101 [Park Terrace/Haigh Street - Existing Conditions]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Seg 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
South Haigh Street											
1	L2	5	0.0	0.006	7.9	LOS A	0.0	0.1	0.51	0.63	51.8
Approach		5	0.0	0.006	7.9	LOS A	0.0	0.1	0.51	0.63	51.8
East Park Terrace											
4	L2	22	0.0	0.317	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
5	T1	596	0.0	0.317	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		618	0.0	0.317	0.2	NA	0.0	0.0	0.00	0.02	59.7
West Park Terrace											
11	T1	718	0.0	0.368	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		718	0.0	0.368	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		1341	0.0	0.368	0.2	NA	0.0	0.1	0.00	0.01	59.8

## MOVEMENT SUMMARY

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

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Design 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
East: Park Terrace											
11	T1	596	0.0	0.361	0.9	LOS A	1.0	7.1	0.17	0.05	58.5
12	R2	42	0.0	0.361	11.2	LOS B	1.0	7.1	0.17	0.05	56.3
Approach		638	0.0	0.361	1.6	NA	1.0	7.1	0.17	0.05	58.3
North: Maccas Access											
1	L2	52	0.0	0.170	9.1	LOS A	0.5	3.8	0.70	0.87	48.7
3	R2	24	0.0	0.170	19.4	LOS C	0.5	3.8	0.70	0.87	48.3
Approach		76	0.0	0.170	12.4	LOS B	0.5	3.8	0.70	0.87	48.6
West: Park Terrace											
4	L2	18	0.0	0.378	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
5	T1	718	0.0	0.378	0.1	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		736	0.0	0.378	0.2	NA	0.0	0.0	0.00	0.01	59.7
All Vehicles		1449	0.0	0.378	1.4	NA	1.0	7.1	0.11	0.07	58.4

## 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	Flows HV %	Design 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
East: Park Terrace											
11	T1	596	0.0	0.342	0.6	LOS A	0.7	4.6	0.11	0.03	59.0
12	R2	27	0.0	0.342	11.3	LOS B	0.7	4.6	0.11	0.03	56.8
Approach		623	0.0	0.342	1.1	NA	0.7	4.6	0.11	0.03	58.9
North: KFC Access											
1	L2	57	0.0	0.128	9.1	LOS A	0.4	3.0	0.65	0.85	49.7
3	R2	13	0.0	0.128	19.1	LOS C	0.4	3.0	0.65	0.85	49.2
Approach		69	0.0	0.128	10.9	LOS B	0.4	3.0	0.65	0.85	49.6
West: Park Terrace											
4	L2	28	0.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
5	T1	718	0.0	0.383	0.1	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		746	0.0	0.383	0.3	NA	0.0	0.0	0.00	0.02	59.6
All Vehicles		1439	0.0	0.383	1.1	NA	0.7	4.6	0.08	0.07	58.7

## Post Development Conditions

### MOVEMENT SUMMARY

Site: 101vv [Park Terrace/Church Street - Post Development]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Seg. 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
East: Park Terrace											
5	T1	655	1.8	0.680	7.1	LOS A	10.0	71.0	1.00	0.33	52.0
6a	R1	235	0.0	0.680	15.5	LOS C	10.0	71.0	1.00	0.33	51.0
Approach		889	1.3	0.680	9.3	NA	10.0	71.0	1.00	0.33	51.7
NorthWest: Church Street											
27a	L1	266	0.0	0.612	14.3	LOS B	3.4	23.7	0.81	1.11	45.5
29b	R3	26	0.0	0.612	44.7	LOS E	3.4	23.7	0.81	1.11	45.5
Approach		293	0.0	0.612	17.1	LOS C	3.4	23.7	0.81	1.11	45.5
West: Park Terrace											
10b	L3	41	0.0	0.414	6.5	LOS A	0.0	0.0	0.00	0.03	58.4
11	T1	777	2.0	0.414	0.1	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		818	1.9	0.414	0.4	NA	0.0	0.0	0.00	0.03	59.5
All Vehicles		2000	1.4	0.680	8.8	NA	10.0	71.0	0.56	0.32	53.5

### MOVEMENT SUMMARY

Site: 101 [Park Terrace/Haigh Street - Post Development]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Seg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Haigh Street											
1	L2	17	0.0	0.021	8.4	LOS A	0.1	0.5	0.54	0.70	51.5
Approach		17	0.0	0.021	8.4	LOS A	0.1	0.5	0.54	0.70	51.5
East: Park Terrace											
4	L2	52	0.0	0.367	5.6	LOS A	0.0	0.0	0.00	0.04	57.9
5	T1	655	1.8	0.367	0.0	LOS A	0.0	0.0	0.00	0.04	59.5
Approach		706	1.6	0.367	0.5	NA	0.0	0.0	0.00	0.04	59.4
West: Park Terrace											
11	T1	777	2.0	0.404	0.1	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		777	2.0	0.404	0.1	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		1500	1.8	0.404	0.3	NA	0.1	0.5	0.01	0.03	59.5

### MOVEMENT SUMMARY

Site: 101 [Park Terrace/Proposed Access - Post Development]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov (I)	OD Mov	Demand Flows Total veh/h		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
South: Proposed Access											
1	L2	62	0.0	0.654	24.8	LOS C	3.0	21.2	0.90	1.15	34.9
3	R2	61	0.0	0.654	59.7	LOS F	3.0	21.2	0.90	1.15	34.7
Approach		123	0.0	0.654	42.1	LOS E	3.0	21.2	0.90	1.15	34.8
East: Park Terrace											
4	L2	48	0.0	0.366	5.6	LOSA	0.0	0.0	0.00	0.04	57.9
5	T1	655	1.8	0.366	0.0	LOSA	0.0	0.0	0.00	0.04	59.5
Approach		703	1.6	0.366	0.4	NA	0.0	0.0	0.00	0.04	59.4
West: Park Terrace											
11	T1	777	2.0	0.404	0.1	LOSA	0.0	0.0	0.00	0.00	59.9
12	R2	78	0.0	0.096	8.9	LOSA	0.4	2.7	0.60	0.80	50.6
Approach		855	1.8	0.404	0.9	NA	0.4	2.7	0.06	0.07	58.9
All Vehicles		1881	1.6	0.654	3.7	NA	3.0	21.2	0.09	0.14	56.2

## MOVEMENT SUMMARY

▽ Site: 101 [Haigh Street/Proposed Access - Post Development]

New Site  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov. ID	OO Mov.	Demand Flow Total veh/h	Flow %	Reg. Sat. v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Time per veh	Average Speed km/h
South: Haigh Street											
4	L2	48	0.0	0.039	4.3	LOS A	0.0	0.0	0.00	0.42	51.6
5	T1	17	88.8	0.039	0.0	LOS A	0.0	0.0	0.00	0.42	37.1
Approach		65	17.7	0.039	3.2	NA	0.0	0.0	0.00	0.42	50.4
North: Haigh Street											
11	T1	38	41.7	0.029	1.9	LOS A	0.0	0.0	0.00	0.51	32.3
12	R2	48	19.6	0.029	2.9	LOS A	0.0	0.0	0.00	0.51	50.5
Approach		86	29.3	0.029	2.4	NA	0.0	0.0	0.00	0.51	47.2
West: Proposed Access											
1	L2	16	0.0	0.043	5.6	LOS A	0.1	1.0	0.10	0.58	48.4
3	R2	36	0.0	0.043	6.0	LOS A	0.1	1.0	0.10	0.58	47.9
Approach		52	0.0	0.043	5.9	LOS A	0.1	1.0	0.10	0.58	48.0
All Vehicles		203	18.1	0.043	3.8	NA	0.1	1.0	0.03	0.50	46.5



#### Melbourne

A Level 25, 55 Collins Street  
PO Box 24055  
MELBOURNE VIC 3000  
P +613 9851 9600  
E melbourne@gta.com.au

#### Sydney

A Level 6, 15 Help Street  
CHATSWOOD NSW 2067  
PO Box 5254  
WEST CHATSWOOD NSW 1515  
P +612 8448 1800  
E sydney@gta.com.au

#### Brisbane

A Ground Floor, 283 Elizabeth Street  
BRISBANE QLD 4000  
GPO Box 115  
BRISBANE QLD 4001  
P +617 3113 5000  
E brisbane@gta.com.au

#### Canberra

A Level 4, 15 Moore Street  
CANBERRA ACT 2600  
P +612 6243 4826  
E canberra@gta.com.au

#### Adelaide

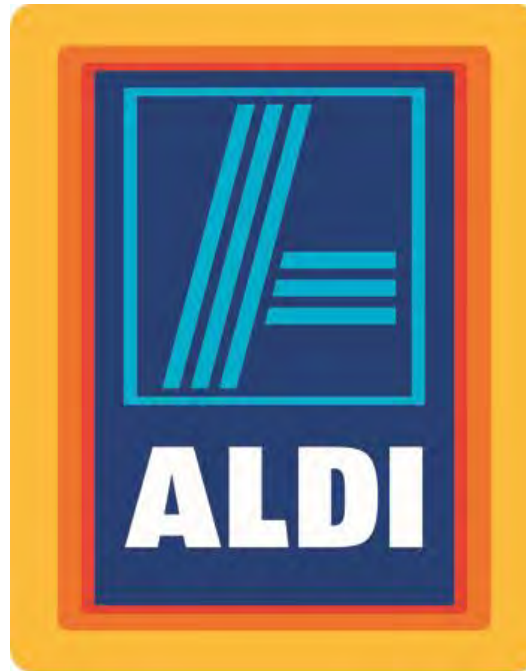
A Level 5, 75 Hindmarsh Square  
PO Box 119  
ADELAIDE SA 5000  
P +618 8334 3600  
E adelaide@gta.com.au

#### Perth

A Level 2, 5 Mill Street  
PERTH WA 6000  
PO Box 7025, Cloisters Square  
PERTH WA 6850  
P +618 6169 1000  
E perth@gta.com.au

## Appendix 4. ALDI Delivery and 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 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



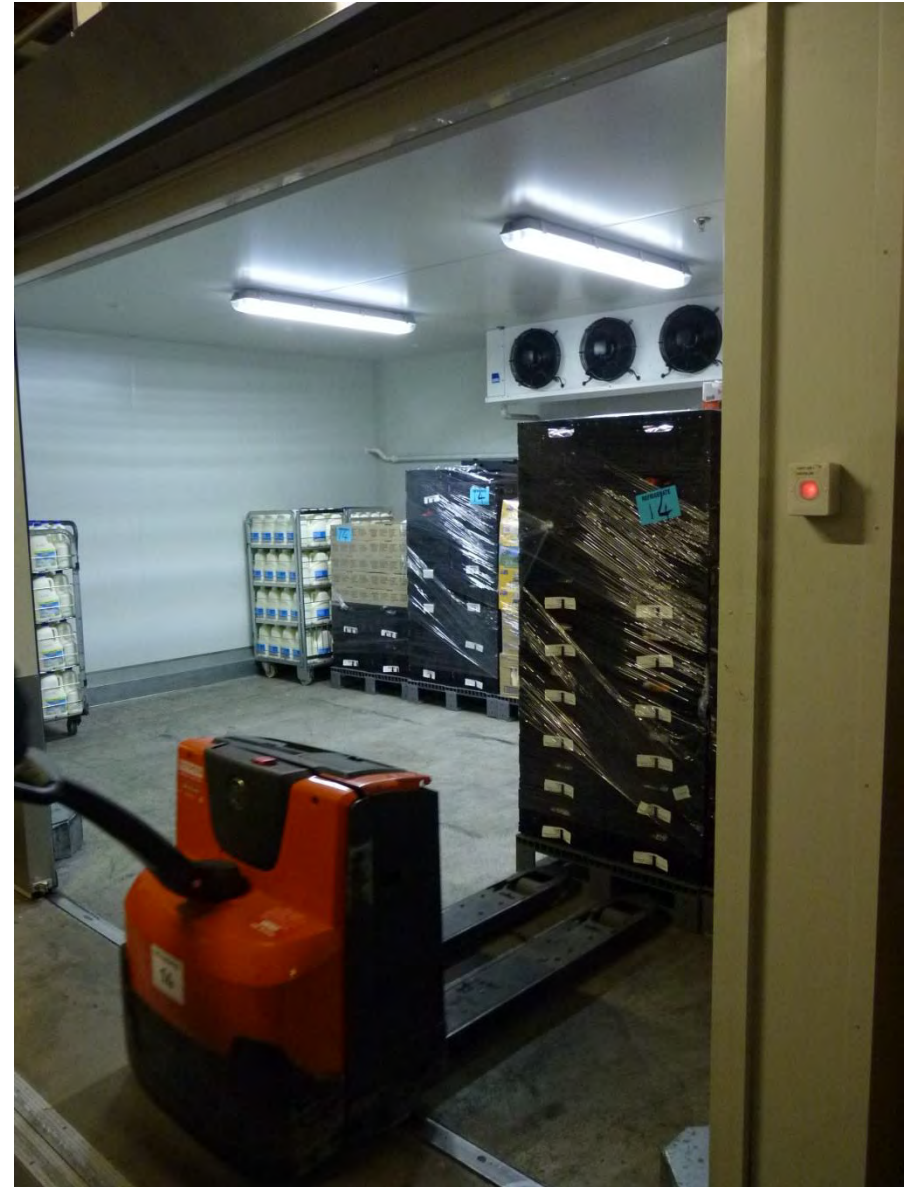


# ALDI DELIVERY & LOADING PROCEDURES





## ALDI DELIVERY & LOADING PROCEDURES





## Appendix 5. Landscape Plan





## PLANTING NOTES

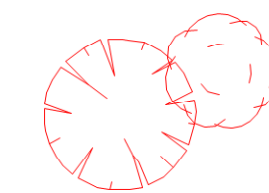
PLANTS HAVE BEEN SELECTED TO GIVE A STRONG IDENTITY TO ALL ALDI STORES. EACH SPECIES SERVING A SPECIFIC FUNCTION.

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

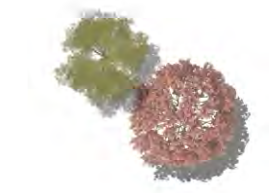
FEATURE PLANTING WILL BE SITUATED AT ALL VEHICLE AND PEDESTRIAN ENTRIES. PROVIDING AN INSTANT IMPACT FOR SHOPPERS ENTERING THE CAR PARK. THIS WILL BE ACHIEVED THROUGH CONTRASTING COLOUR AND TEXTURES.

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



EXISTING TREES TO BE REMOVED



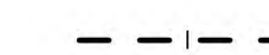
SMALL-MEDIUM TREES  
(PYRUS CALLERYANA 'CAPITAL')  
(LAGERSTROEMIA INDICA)



MEDIUM TREES  
(CUPANIOPSIS ANACARDIOIDES)



PROPOSED LOW SHRUBS AND  
GROUNDCOVERS



IRRIGATION CONDUIT  
(100mm DIA PVC PIPE)



ALLOTMENT BOUNDARY

## TREES



*Cupaniopsis  
anacardioides*  
Tuckerog  
Height: 8m  
Width: 5m



*Lagerstroemia indica*  
Creme Myrtle  
Height: 6m  
Width: 4m



*Pyrus calleryana* 'Capital'  
Capital Pear  
Height: 11m  
Width: 3m

## LOW SHRUBS & GROUNDCOVERS



*Dianella tasmanica* 'Tassie  
Red'  
Tasman Flax Lily  
Height: 0.5m  
Width: 0.5m



*Dianella revoluta*  
Black Anther Flax Lily  
Height: 1.0m  
Width: 1.5m



*Dietes grandifolia*  
Wild Iris  
Height: 0.7m  
Width: 0.7m



*Ficinia nodosa*  
Knobby Clubrush  
Height: 1m  
Width: 0.5m



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



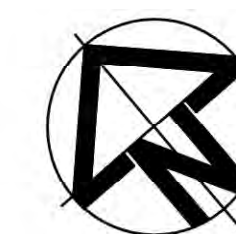
*Lomandra longifolia*  
Long Leaved Mat Rush  
Height: 0.6m  
Width: 0.6m



*Rosmarinus officinalis*  
Rosemary  
Height: 1.5m  
Width: 1.5m



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





## Appendix 6. Stormwater Management Plan



Nielsen Architects Pty Ltd

**Aldi Salisbury**

**STORMWATER MANAGEMENT  
PLAN**

Job No. WAD171770 / Rev B  
08 May 2018

WGA



---

#### 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

# CONTENTS

---

<b>1 Introduction.....</b>	<b>1</b>
1.1 Background .....	1
1.2 Scope of the Assessment .....	1
1.2.1 Documentation .....	1
<b>2 Detailed Report.....</b>	<b>2</b>
2.1 Development Description .....	2
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, three retail tenancies and a car park with 104 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 m<sup>2</sup> and is currently occupied by 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 18<sup>th</sup> 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 217m<sup>3</sup>. 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 Terrace.

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. Due to the proposed fall of the roof, many of the downpipes are located on the southern side of the building, resulting in longer pipe runs. 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 via a pumping main.

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.

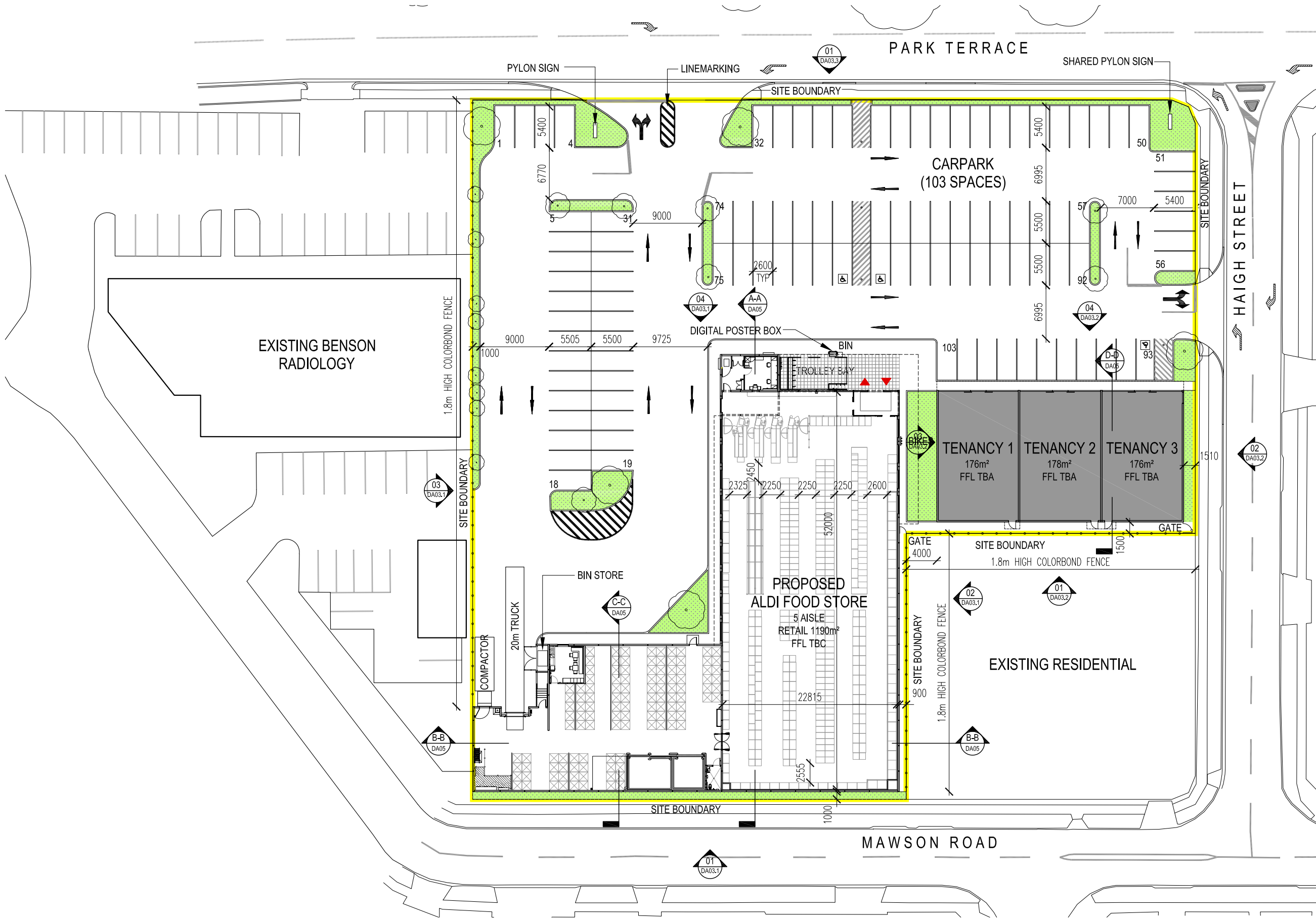
## **2.6 SUMMARY**

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

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m <sup>2</sup>
ALDI DESCRIPTION	
ALDI GROSS AREA	1789m <sup>2</sup>
ALDI NETT AREA	1746m <sup>2</sup>
RETAIL NETT AREA	1190m <sup>2</sup>
BOH NETT AREA	498m <sup>2</sup>
AMENITIES NETT AREA	59m <sup>2</sup>
REMAINING NETT AREA	557m <sup>2</sup>
BOH PALLETS	117
CHILLER LENGTH	40m
SIZE OF TRUCK	20m
RETAIL DESCRIPTION	
RETAIL GROSS AREA	556m <sup>2</sup>
CARPARKING	
TOTAL NUMBER OF CARS	103

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED SITE PLAN

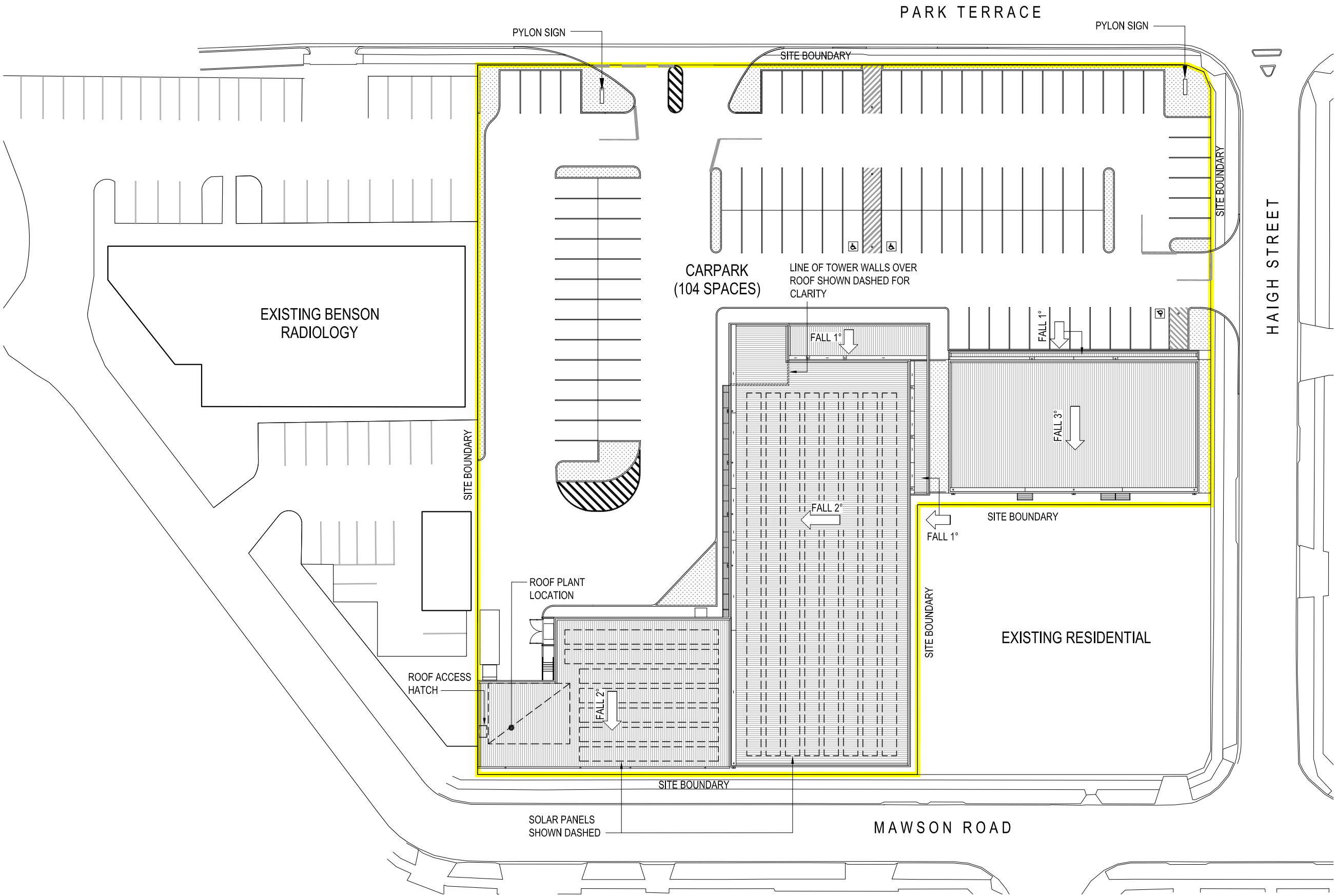
  
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

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



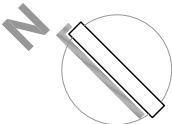
Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



PROPOSED ROOF PLAN

1:500



CLIENT

ALDI STORES

PROJECT

ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SA

DRAWING

PROPOSED ROOF PLAN

108 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

NIELSEN ARCHITECTS

SCALE	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB

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

---

# APPENDIX B

## AERIAL PHOTOGRAPH





Aerial Photo - 2018

---

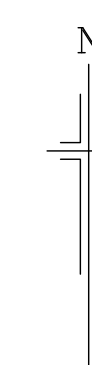
# APPENDIX C

## ENGINEERING SURVEY





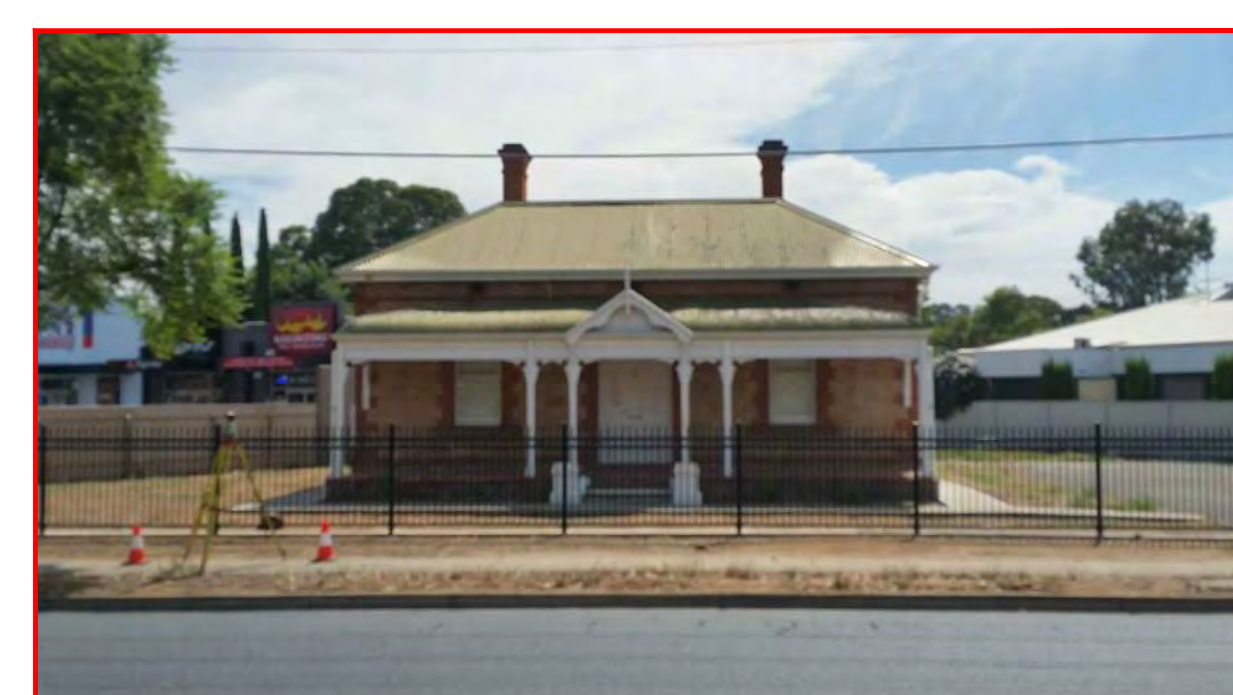




**PHOTO 3**



PHOTO 4



**PHOTO 1**



**PHOTO 2**



A	07/05/2018	REGULATED TREE REMOVED	BT	
REV	DATE	DESCRIPTION	CALC	FIELD

47.517K TOP KERBS	47.518K ROOF RIDGE LEVEL	<h1>LEGEND</h1> <ul style="list-style-type: none"> <li>PSM</li> <li>PEQ TBM</li> <li>SURVEY MARKS</li> <li>BENCHMARK</li> <li>POWER/LIGHT VALVE</li> <li>CABLE MARKER</li> <li>STONE / BOLLARD</li> <li>POST / WOODLAND</li> <li>SEWER / MAN / 10 SP</li> <li>UNKNOWN POINT / SERVICE</li> </ul>
47.200V FLOOR LEVEL	47.300AK WINDOW HEAD APPROX LEVEL	
47.160V WATER TABLE	47.160V WINDOW HEAD LEVEL	
47.160V INVERT LEVEL	47.160V WINDOW HEAD LEVEL	
47.160V TAP	47.300K GUTTER LEVEL	
WATER METER	CL TOLL COLL. PAVT / HT	
SPRINKLER / IRRIG. VALVE	TRAFFIC LIGHT	
HYDRANT	SKN / BUS SIGN	
DOMESTIC OUTLET	MAIL BOX / SERVICE	
DOWNPIPE	MAIL BOX / SIGNAL BOX	
DOMESTIC SPIN	WATER MACHINE	
STANDARD WHEEL	ROAD / ELEC. SERVICE	
SC/GRATING		

<b>COORDINATE SYSTEM</b>	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE:	GROUND (CSF = 1.0001658964)
<b>ADOPTED STATION &amp; AUTHORITY</b>	
PSM 6628/40322	RI: 33.044 ST
PSM 6628/40322	E: 2845161.615 ST N: 6150498.202 ST
SDB denotes SA Government survey data base reference	

3 12 16 20 m

1:200

ORIGINAL SHEET SIZE

GRID INTERVAL:	20m
CONTOUR INTERVAL:	MIN 0.2m; MAJ 1.0m
SURVEY:	DLG 20.02.2018
DRAWN:	AMP 27.02.2018
CHECKED:	BT 27.02.2018

	Alexander & Symonds Pty Ltd 11 King William Street Kent Town, South Australia 5067 PO Box 1000 Kent Town, SA 5071 ABN 93007 753 988
T	(08) 8130 1666
F	(08) 8362 0099
W	<a href="http://www.alexander.com.au">www.alexander.com.au</a>
E	<a href="mailto:adelalide@alexander.com.au">adelalide@alexander.com.au</a>
	+ Property + Land Development + + Construction + Mining + + Spatial Information Management

**Alexander Symonds**  
Surveying  
Consultant

	<h1 style="text-align: center;">DETAIL &amp; LEVEL SURVEY</h1> <h2 style="text-align: center;">45 PARK TERRACE</h2> <h2 style="text-align: center;">SALISBURY</h2>		
	DRAWING No. <b>A136017 SALISBURY DETAIL(A)</b>	SHEET 1 OF 1	REVISION <div style="border: 1px solid black; padding: 5px; width: 50px; float: right;">A</div>



---

# APPENDIX D

## COUNCIL STORMWATER INFORMATION



# TITLE





---

# 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 100 yr storm event) to the peak flow rate from the undeveloped site (in a 1 in 10 yr storm event)

- Pre-development: Catchment area = 7326
  - roof / paving = 1235 m<sup>2</sup> (noting allowance for demolished house on corner of Park Tee / Haigh St)
  - remainder = 6091 m<sup>2</sup>

Runoff coeff,  $C = 0.90$  roof/paving  
 $= 0.20$  remainder

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

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)  
 $t_c = 10 \text{ mins}$

$\therefore$  Detention volume required = 217 m<sup>3</sup> (refer attached spreadsheet)

## Basic Stormwater Detention Assessment

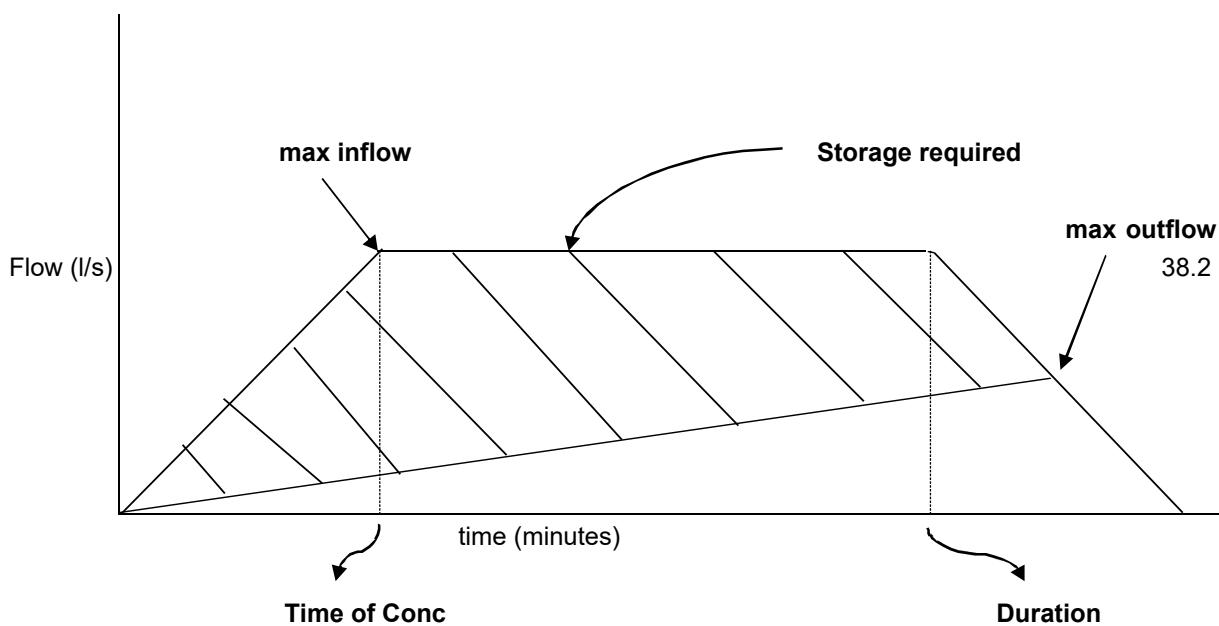
**Title: Salisbury Aldi**

**Date: 02/05/18**

**Job No: ADL171770**

Area 7326 m<sup>2</sup>  
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









Colin Hill  
CIVIL ENGINEER

Telephone: 08 8223 7433

Email: [chill@wga.com.au](mailto:chill@wga.com.au)

---

**ADELAIDE**

60 Wyatt St

Adelaide SA 5000

Telephone: 08 8223 7433

Facsimile: 08 8232 0967

**MELBOURNE**

Level 2, 31 Market St

South Melbourne VIC 3205

Telephone: 03 9696 9522

**PERTH**

634 Murray St

West Perth WA 6005

Telephone: 08 9336 6528

**DARWIN**

Suite 7/9 Keith Ln

Fannie Bay NT 0820

Telephone: 08 8941 1678

Facsimile: 08 8941 5060

**WHYALLA**

1/15 Darling Tce

Whyalla SA 5600

Phone: 08 8644 0432

**WALLBRIDGE GILBERT AZTEC**

[www.wga.com.au](http://www.wga.com.au)

[adelaide@wga.com.au](mailto:adelaide@wga.com.au)

---

## Appendix 7. Detail Survey Plan



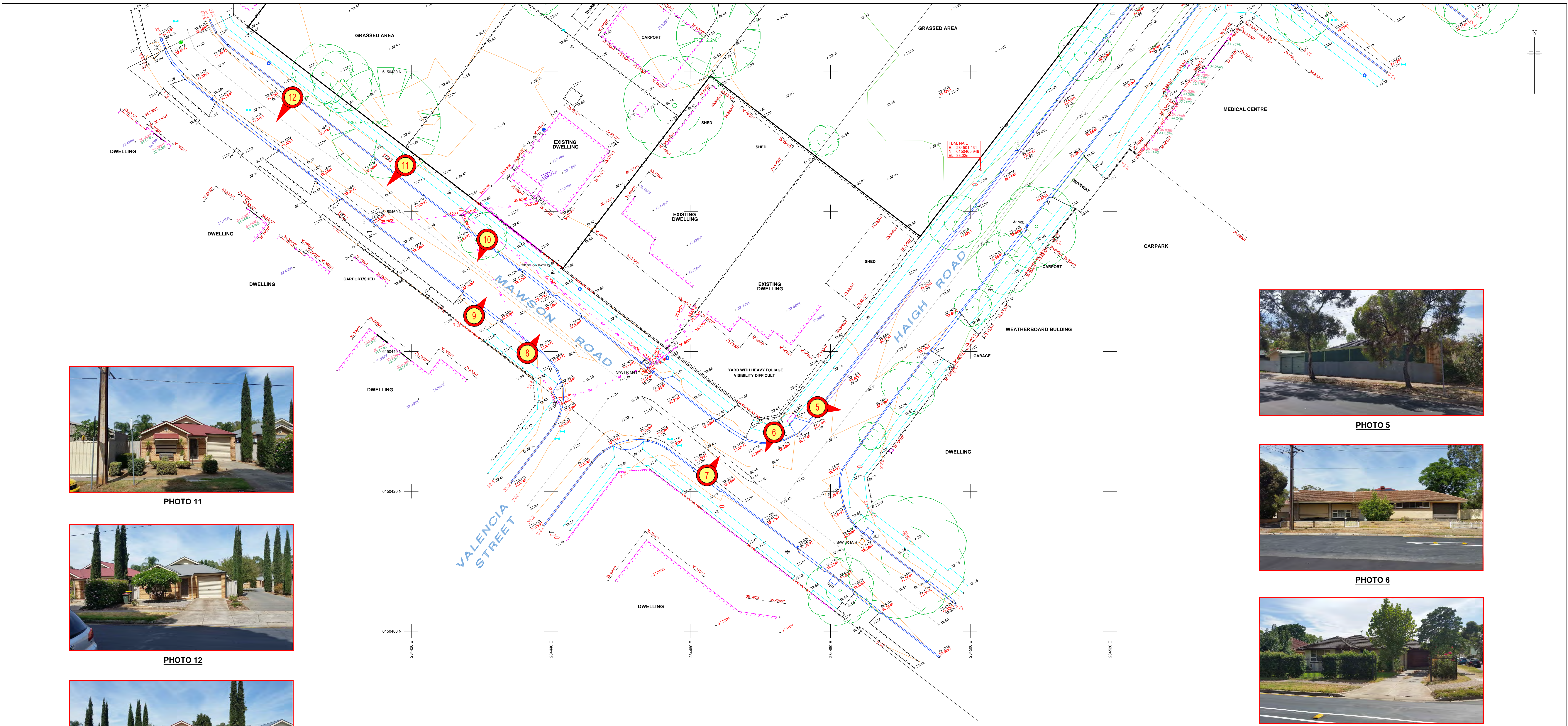


PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 5



PHOTO 6



PHOTO 7

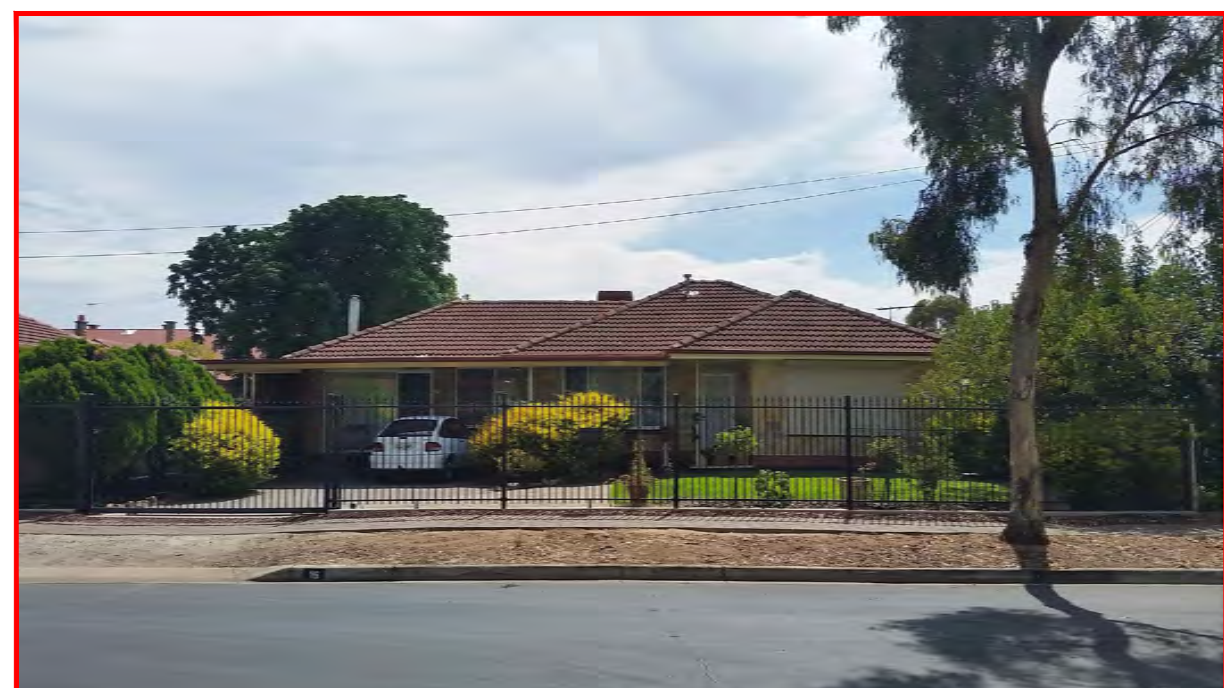


PHOTO 8



PHOTO 9



PHOTO 10

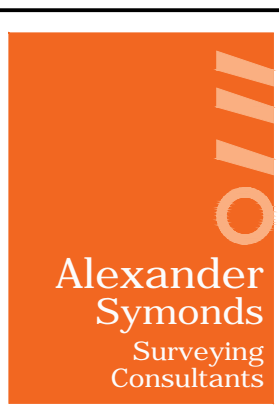
REV	DATE	DESCRIPTION	ADDITONS, AMENDMENTS AND APPROVALS
A	07/05/2018	REGULATED TREE REMOVED	

47.5176: TOP KERB	47.5176: ROOF RIDGE LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: WATER TABLE	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: FLOOR LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: INSET LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: TAP	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: WATER METER	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: SPUR/VALVE	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: HYDRANT	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: DOMESTIC OUTLET	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: DOWNPIPE	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: DOMESTIC SUMPT	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: STORMWATER INLET	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL
47.5176: SEP / GRATING	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL	47.5176: WINDOW HEAD APPROX LEVEL

COORDINATE SYSTEM	VERTICAL: AHD	HORIZONTAL: GROUND PLANE ORIENTED
SCALE: GROUND (CSF = 1.000165864)	GRID INTERVAL: 20m	CONTOUR INTERVAL: MIN 0.2m; MAX 1.0m
ADOPTED STATION & AUTHORITY	PSM 6828-00322	RL: 33.044 SDB
PSM 6828-00322	E: 284561.615 SDB	N: 6150498.202 SDB
SDB denotes SA Government survey data base values		

0	2	4	8	12	16	20
1:200						
ORIGINAL SHEET SIZE A3						
GRID INTERVAL: 20m						
CONTOUR INTERVAL: MIN 0.2m; MAX 1.0m						
SURVEY: DLG 20.02.2018						
DRAWN: AMP 27.02.2018						
CHECKED: BT 27.02.2018						

Alexander & Symonds Pty Ltd	11 King William Street Kent Town, South Australia 5067
PO Box 1000 Kent Town, SA 5071	ABN 63007 753 988
T: (08) 8130 1666	F: (08) 8130 1666
W: www.alexander.com.au	E: alex@alexander.com.au
+ Property + Land Development +	
+ Construction + Mining +	
+ Spatial Information Management +	



DETAIL & LEVEL SURVEY	
45 PARK TERRACE	
SALISBURY	
DRAWING No:	SHEET 2 OF 2
A136017 SALISBURY DETAIL(A)	REVISION
	A





**PHOTO 1**

**PHOTO 2**

**PHOTO 3**

**PHOTO 4**

**LEGEND**

**COORDINATE SYSTEM**

**SCALE**

**ADOPTED STATION & AUTHORITY**

**GRID INTERVAL**

**CONTOUR INTERVAL**

**SURVEY**

**DRAWN**

**CHECKED**

**DETAIL & LEVEL SURVEY**

**45 PARK TERRACE**

**SALISBURY**

**DATE**

**REV**

**DESCRIPTION**

**ADDITIONS, AMENDMENTS AND APPROVALS**

**CALC**

**FIELD**

**REVISION**

**A136017 SALISBURY DETAIL(A)**



## Appendix 8. Environmental Noise Assessment

# ALDI Salisbury

Feasibility Phase Environmental Noise Assessment

April 2018

S4217.24C2

sonus.

Chris Turnbull  
Principle  
Email: [ct@sonus.com.au](mailto:ct@sonus.com.au)  
[www.sonus.com.au](http://www.sonus.com.au)

## INTRODUCTION

A feasibility phase environmental noise assessment has been made of the ALDI supermarket proposed on 45 Park Terrace, Salisbury as shown in Appendix A.

The closest noise sensitive receivers to the proposed ALDI Supermarket are the residences located on the opposite side of Mawson Road, 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.

This assessment considers noise levels at the existing noise sensitive receivers from the following activity at the site:

- car park activity and vehicle movements;
- operation of mechanical plant;
- deliveries; and,
- rubbish collection.

The assessment has been based on the following:

- *Nielsen Architects* drawings "DA02.3" "DA02.4" "DA03.1" "DA03.2" with project number "2180", dated March 2018;
- the assumption that the ALDI store will not trade before 7am or after 10pm;
- implementation of measures described in the ALDI SA, "Delivery and loading procedures" (such as turning off refrigeration and reversing beepers when delivering) to minimise the noise; and
- low level exhausts and attenuated compressed air release on all trucks that attend the site.

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



## CRITERIA

The proposed site is located within an Urban Core (Salisbury) Zone of the Salisbury Council Development Plan (the Development Plan).

The Development Plan's Interface Between Land Uses Principle of Development Control 7 states:

*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.*

Development Plan makes specific reference to the Environment Protection (Noise) Policy. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy).

### 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).

### Noise from all other Activity

The Policy sets goal noise levels based on the principally promoted land use in which the noise source (proposed ALDI supermarket) and noise sensitive receivers are located, and adjusts these noise levels based on the characteristics of the proposed noise sources and the existing acoustic environment in the vicinity.

For a development located in a zone that promotes a combination of residential and commercial uses, the following external goal noise levels apply to the existing residences:

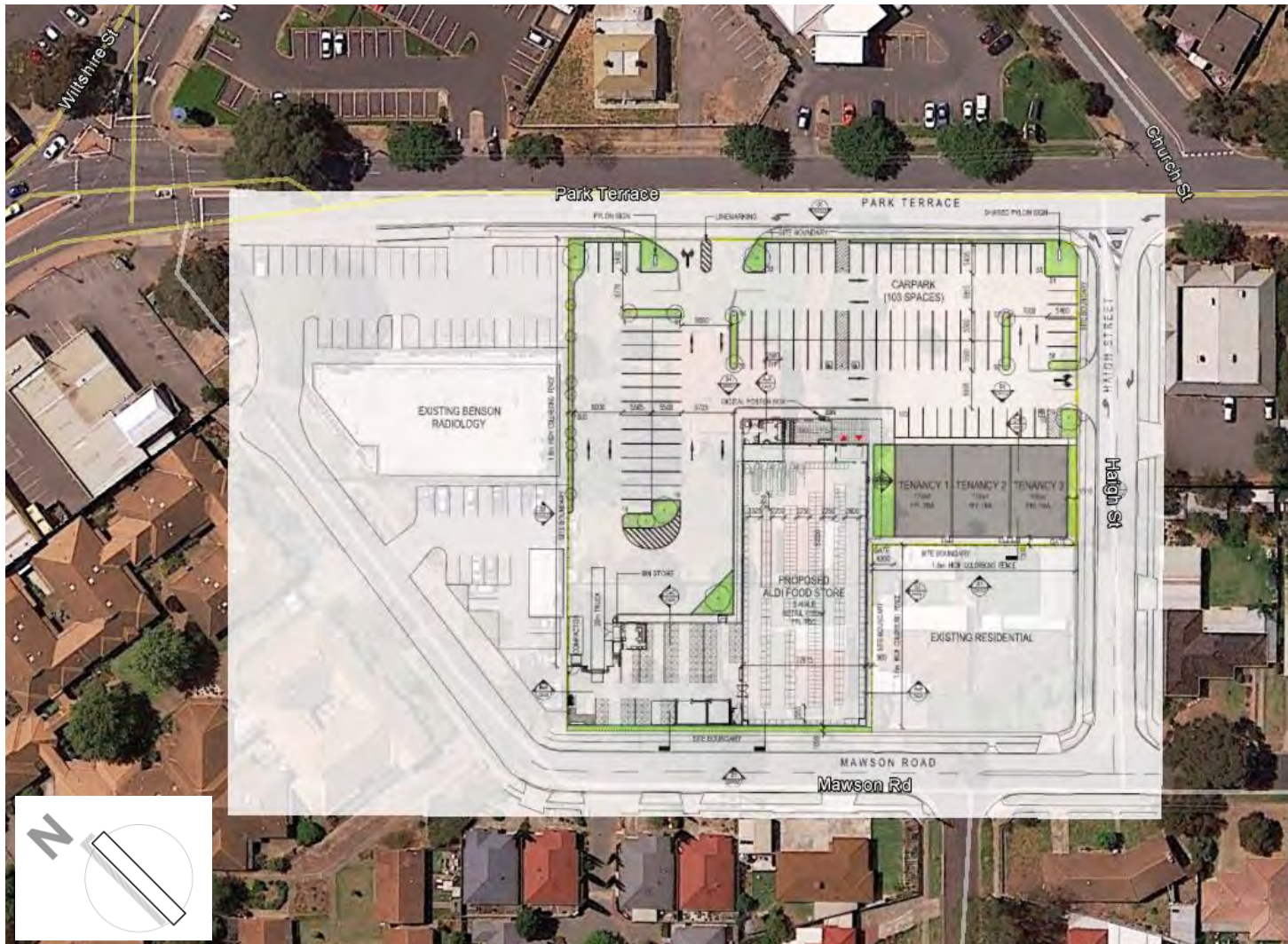
- An average ( $L_{eq}$ ) noise level of 52 dB(A) during the daytime (7am to 10pm);
- An average ( $L_{eq}$ ) noise level of 45 dB(A) at night (10pm to 7am); and,

## ASSESSMENT

By providing the acoustic treatments detailed below, the noise levels at existing residences are predicted to achieve the assessment criteria.

- Restrict the operation of the compactor to the hours between 7am and 10pm.
- Restrict the hours of rubbish collection from the site and any use of the refuse area to the hours of Division 3 of the Environment Protection (Noise) Policy 2007. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.
- Construct a barrier around the roof mounted mechanical plant to block line of sight between the equipment and the residences.
- Construct the proposed 1.8m high “Colorbond” fence at the site boundary such that it is sealed airtight at all junctions, including at the ground and at the building wall.

Appendix A: Site Plan & Residences





## Appendix 9. Tree Management Plan



# Tree Management Report

Site: 45 Park Terrace, Salisbury

Date: Wednesday, 9 May 2018  
ATS4877-45ParTceTMR

## Contents

Brief .....	2
Documents and Information Provided .....	2
Executive Summary .....	2
Observations Tree 1.....	3
Development Plan Objectives and Principles of Development Control.....	4
Observations Tree 2.....	5
Development Plan Objectives and Principles of Development Control.....	6
Discussion .....	7
Recommendation .....	8
Glossary .....	9
References .....	9
Appendix A – Tree Location .....	10

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

<b>Size:</b>	approximate height and width of tree in metres.
<b>Age:</b>	identification of the maturity of the subject tree.
<b>Useful Life Expectancy:</b>	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> .
<b>Health:</b>	visual assessment of tree health.
<b>Structure:</b>	visual assessment of tree structure.
<b>Circumference:</b>	trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the <i>Development Act 1993</i> .
<b>Root Buttressing:</b>	area of root development as it joins to the trunk base.
<b>Bifurcation:</b>	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





## Appendix 10. Waste Management Plan



**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*

In reply please quote 2018/01920/01, Process ID: 525672  
Enquiries to Marc Hryciuk  
Telephone 7109 7877  
E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,  
Transport and Infrastructure

30 July 2018

DEVELOPMENT DIVISION  
Transport Assessment  
and Policy Reform

GPO Box 1533  
Adelaide SA 5001

ABN 92 366 288 135

State Planning Commission  
C/- Mr Darby Schultz  
Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

Dear Mr Schultz,

### SCHEDULE 8 - REFERRAL RESPONSE

<b>Development No.</b>	361/E005/18
<b>Applicant</b>	ALDI Stores Pty Ltd
<b>Location</b>	41-47 Park Terrace and 10-14 Mawson Road, Salisbury
<b>Proposal</b>	Construction of a group of shops (4 tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees

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*.

### CONSIDERATION

#### 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's) '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location, Park Terrace carries approximately 13,800 vehicles per day (4.5% 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. Whilst this arrangement is supported in-principle, the location of the access has some potential to result in conflict with the access points on the opposite side of the road. Whilst ideally it would be better to provide greater separation between the access points, locating the access further to the east would result in increased conflict with the McDonald's access and also bring the access closer to the Park Terrace/Church Street junction, thus further increasing potential conflict in the locality. Accordingly, in order to maximise the safety of the proposed

access, it is recommended that the proposed painted median treatment is slightly extended to incorporate a right turn lane for the McDonald's access. This should ensure that right turning vehicles will be appropriately positioned and thus their drivers will be able to have an unobstructed view of the road ahead. As the subject development is likely to increase the number of pedestrian movements in the locality, particularly across Park Terrace, strong consideration should be given to the provision of a pedestrian refuge as part of the proposed median design. 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.

It is noted that the proposed car parking layout incorporates a four-way intersection immediately adjacent to the access. This arrangement is likely to result in conflict adjacent the access and therefore reduce the safe and efficient operation of the access. It is recommended that the four-way intersection arrangement be reviewed and modified to minimise potential conflicts in the vicinity of Park Terrace. Consideration should also 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 vehicles up to 19.0 metres semi-trailers, it is noted that the loading arrangements have been designed to cater for 20.0 metres semi-trailers in the event that these vehicles are approved for use in the future. As the delivery/service vehicles will be required to travel through the main car park aisle, 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* (August 2014)' (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/m<sup>2</sup> should be permitted.



The application indicates that the car parking areas will be lit at night. The department 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 for future road purposes. The consent of the Commissioner of Highways is therefore required for all new building works located on or within 6.0 metres of the possible requirement.

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, it is considered that the access arrangements can be made to work acceptably provided that the changes to the car park design and the painted median scheme 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 2180, Drawing DA02.3, Revision A, dated March 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 DPTI's 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 [Teresa.Xavier@sa.gov.au](mailto: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 20.0 metres articulated vehicle (AS 2890.2-2002). All commercial vehicle movements to and from the site by vehicles larger than a 6.4 metres 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 standard kerb and gutter 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. 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 for future road purposes. The consent of the Commissioner of Highways is therefore required for all new building works located on or within 6.0 metres of the possible requirement.

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,

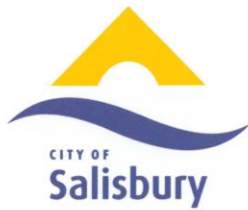


*for* **MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM**  
for **COMMISSIONER OF HIGHWAYS**

Encl: Consent Form

A copy of the decision notification form should be forwarded to [dpti.developmentapplications@sa.gov.au](mailto:dpti.developmentapplications@sa.gov.au)

#12918002



City of Salisbury  
ABN 82 615 416 895

12 James Street  
PO Box 8  
Salisbury SA 5108  
Australia

Telephone 08 8406 8222  
Facsimile 08 8281 5466  
city@salisbury.sa.gov.au  
TTY 08 8406 8596  
(for hearing impaired)  
www.salisbury.sa.gov.au

24 July 2018

State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE SA 5001

[scapadmin@sa.gov.au](mailto:scapadmin@sa.gov.au)

Dear Sir/Madam

**Applicant:** Aldi Stores  
**Application No:** 361/973/2018/S49  
**Subject Site:** 41-49 Park Terrace and 10-14 Mawson Road, Salisbury SA 5108  
**Proposed Development:** Aldi Store, Specialty Shops And Removal Of Two (2) Regulated Trees

Please be advised that Council has considered the abovementioned application and has the following comments to make.

The proposal is for the construction of two (2) retail buildings building supporting an Aldi Supermarket and three specialty shops with associated signage, carparking and landscaping and the removal of two (2) regulated trees.

## **SITE AND LOCALITY**

The proposed development is on a site located at 41-49 Park Terrace and 10-14 Mawson Road, Salisbury. Details of the site and locality are outlined in the report prepared by Kieron Barnes of Ekistics Planning and Design and dated May 2018. Council concurs with the description of the site and locality.

## **PROPOSAL DETAILS**

The proposal involves the demolition of two dwellings, outbuildings and associated structures and the removal of two regulated trees and in its place the construction of an supermarket (Aldi) and three specialty shops with associated loading areas, carparking, signage and landscaping. The proposal will be staged as follows;

- Stage 1 - Demolition and site works;
- Stage 2 - Aldi supermarket
- Stage 3 - Specialty shops

## **SUMMARY**

Council's Development Plan was amended in late 2016 following the findings of the Salisbury City Centre Renewal Strategy which led to the creation of an urban design framework for the Salisbury Town Centre. Substantial energy and funding from Council, government and the private sector has been invested to create a framework that encourages and promotes development in a coordinated and structured manner and this intent is reflected in the provisions of the Urban Core Zone. Given this level of recent strategic planning and the currency of the Urban Core Zone provisions, development should be designed and be of a form that aligns with the intent of the zone.



The provisions within the Urban Core Zone are clear, with the highest intensity of development located within the Core area, and the Transition area providing a buffer between the more intense development envisaged in the core and adjacent residential development.

The proposed development is of a scale and form that is not compatible with development envisaged within the Transition Area as required and outlined in the Development Plan and envisaged in the Salisbury City Centre Urban Design Framework and will, as proposed, unreasonably compromise the existing character and amenity of the area. The proposed use is of a scale and intensity envisaged in the Core Area of the Zone. The proposed buildings are not compatible in scale or form with residential development adjacent to and to the rear of the site.

The Aldi building is not compatible in scale or form with residential development to the east and south of the site. The building setback to Mawson Road is minimal and not in keeping with the desired character of Mawson Road. The scale of the rear wall of the Aldi building to Mawson Road is excessive and confronting from a streetscape point of view. The side and rear walls of the development abutting the properties at 16 and 18 Mawson Road are excessive, visually confronting and not sympathetic to the existing character of the locality or amenity of adjoining and nearby property owners or occupiers

Should the development proceed, the proposal will have a detrimental impact on the character and amenity of properties and occupiers on Mawson Road adjacent the site and the opportunity for the development of landmark buildings on this corner and adjacent sites to reinforce the character of the City Centre as a vibrant business hub would be lost.

The development proposed on this corner site is also designed in such a way that it does not align with the City of Salisbury's overall long-term development strategy for the Transition Area of the Urban Core Zone.

The proposal has a number of short comings and should not be supported in its current form.

## **ASSESSMENT**

A detailed assessment of the proposal against the relevant provisions of the Salisbury Council Development Plan (Consolidated 15 December 2016) is provided below.

### **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.*

*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.*

*Obj 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.*

*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.*

*Obj 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.*

*Obj 6 Development that contributes to the desired character of the zone.*

The Urban Core (Salisbury) Zone comprises two areas, Core and Transition (Refer Salisbury Development Plan- Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas)

Key relevant policies 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 leasable area greater than 500m<sup>2</sup> envisaged and encouraged in the Core Area;
- 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.

The site of the proposed development is located within the Transition Area of the Urban Core (Salisbury) Zone. Development proposed within the Transition Area, as outlined in the character statement should take 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. Retail development up to 500m<sup>2</sup> is encouraged. Larger retail footprints are envisaged in the Core Area where higher intensity development is envisaged.

This proposed development will support a retail floor space of 2,345m<sup>2</sup>, nearly five times that envisaged for the Transition Zone, and of a scale and intensity more akin to the Core Area. The proposal, given the size of the development site, will have a significant detrimental impact on Council achieving the intent of the Policy Area and on affording opportunities for smaller scale non-residential development envisaged within the transition Area adjacent a highly trafficked thoroughfare.

The design is similar to a number of Aldi facilities envisaged in Centres, comprising a modest building at the rear of the site and large expansive carpark between the building and primary street property boundary. The proposal as designed fails to promote street activity and interest to passing pedestrians traffic and does not contribute to the desired character of the Transition Area.

Development within a mixed use environment (being the Transition Area in this case) should be compatible with surrounding development and should not unreasonably compromise the amenity of the area. The proposal does not achieve this. The bulk and scale of retail development proposed on this site is as mentioned earlier, of a scale and intensity more akin to that desired in the Core Area of the Zone.

The proposal is considered to be significantly at variance with the desired character of the Transition Area of the urban Core Zone

#### Land Use

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

#### ***• shop or group of shops***

*PDC 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.*

*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.*

#### Form and Character

*PDC 9 Development should be consistent with the desired character for the zone.*

*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.*

#### Design and Appearance

*DPC17 Building setbacks should be consistent with or complement setback distances of adjoining development where possible.*



Whilst the proposed development will comprise a group of shops envisaged within the zone, the bulk, scale and intensity of the development is not in keeping with the desired character within the Transition Area of the Zone. The floor area exceeds significantly the 500m<sup>2</sup> floor area envisaged.

The design of the buildings associated with development, being non-residential in scale to within one metre of Mawson Road property boundary and 900-1500mm from the adjacent properties (16 and 18 Mawson Road) is out of character with building setbacks (street and side) of development within the immediate locality. The development will have a significant detrimental impact visually on the amenity of adjacent and nearby residential property owners and occupiers.

The proposal does not achieve the intent of the above PDCs.

### **General Section**

#### ***Design and Appearance***

*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.*

The proposed retail development is a significant intensification from what currently exists on the site. As such the design of the development should factor in the likely impacts on adjoining and nearby properties such as overlooking, overshadowing and noise impacts and such impacts should be moderated through good design and noise attenuation techniques. Impacts on existing residential development and other sensitive uses should also be addressed through building height transitions. Setbacks of the proposed buildings should also consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

The proposal does not achieve the above nor the requirements of the above PDCs.

Whilst it could be argued that the proposal is of a reasonable architectural standard in terms of the primary facade, it is questionable whether the proposal reinforces positive aspects of the local environment as the built form of the proposal is basically box in shape and provides a hard non-sympathetic edge to residential development on adjacent residential properties and Mawson Road. What is proposed is out of character with existing built form on Mawson Road.

The proposal incorporates a 53 metre long wall with no articulation varying in height from 4.2m to 6.28m within one metre of the Mawson Street property boundary which is out of character with that section of the locality streetscape. The proposal also incorporates a side wall height (adjacent 16 Mawson Road) of 6.275m for the Aldi Supermarket and rear wall height of 6.25 metres for the specialty shops (adjacent 16 and 18 Mawson Road) which is also excessive, visually overbearing and will have a detrimental impact on the amenity of the two adjoining residential properties.

The applicant has tried to reduce the visual impact of the wall to Mawson Road by using colour and detailing. The length of the wall and the minimal opportunity for screen landscaping is such that the colours and detailing are likely to have minimal, if any affect in softening this impact.

*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.*

Supporting information suggests the above will be achieved.

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

Whilst the buildings, landscaping, carparking and signage will have a co-ordinated theme, the proposal by way of the bulk, scale and location of buildings is likely to have a detrimental impact on the existing visual amenity of residential properties adjacent to the development and on Mawson Road in the vicinity of the site.

*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.*

The proposal achieves the requirements of the above PDC, noting however that the main façade, whilst facing Park Terrace, is set back a considerable distance from Park Terrace behind a car park.

### ***Building Setbacks from Road Boundaries***

*PDC 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.*

As stated earlier in this submission, the proposal fails to achieve the requirements of the above PDC. The rear wall of the Aldi Supermarket will be within a metre of the Mawson Road property boundary, well forward of the existing building line. The wall, although colored, will not contribute positively to the Mawson Road streetscape given its bulk and scale and will have a detrimental impact on the appearance and character of the immediate locality (Mawson Road).

## **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 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.*

*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.*

The proposal provides minimal landscaping and of an extent and scale generally more typical of centres dominated by expansive carparks. Only one metre is set aside adjacent the Mawson Road property boundary for landscaping. Low level ground cover is proposed which does little to reduce the visual impact of the wall. Landscaping adjacent Park Terrace is minimal with some scattered pockets throughout the carpark. The tree species – *Lagerstromia indica* and *Cupaniopsis* are not supported by Council's landscaping Section. *Pyrus* and *Acer x freemannii* (Autumn Blaze) species are viewed as more appropriate.

Additional landscaping should be considered adjacent the Mawson Road and Park Terrace property boundaries and throughout the carpark.

## **Interface between Land Uses**

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

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

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



*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 impacts on existing and potential future land uses desired in the locality.*

The proposal, based on the supporting information submitted with the application, satisfies the requirements of PDC 1.

The proposal, for reasons mention earlier in this submission, fails to satisfy the requirements of Objectives 1-3 and PDC 2. The bulk and scale of the buildings and their siting in relation to the properties at 16-18 Mawson Road and those properties adjacent the site on the southwest side of Mawson Road adversely impacts by way of scale and built form on the visual amenity of those properties. The proposed built form adjacent the side and rear boundaries of 16 and 18 Mawson Road will have an adverse impact on the amenity of occupiers of those dwellings.

#### Noise Generating Activities

*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.*

*PDC 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*

The applicant has submitted a feasibility Noise Assessment Report prepared by Sonus and dated April 2018. The report concludes that noise levels at adjacent existing residences will achieve acceptable levels provided a number of acoustic treatments detailed in the report are instigated. Should SCAP support the proposal, Council requests that the measures outlined be included as conditions.

#### **Residential**

##### Overshadowing

*PDC 10 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:*

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

*PDC 11 Development should ensure that 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 am and 5 pm on the 21 June.*

*PDC 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:*

- a) half of the existing ground-level open space*
- b) 35 square metres of the existing ground-level open space (with at least one of the areas dimensions measuring 2.5 metres).*

*Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.*

The applicant has submitted Shadow Diagrams – Winter Solstice for 21 June 2018.

Whilst not on a Zone boundary, the proposal will have a significant impact on both residential properties at 16 and 18 Mawson Road. The proposal barely achieves the requirements outlined in the above PDCs.

### ***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 existing 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 ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.*

*PDC 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.*

*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.*

### **Access**

*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.*

#### Vehicle Parking

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

*PDC 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.*

*PDC 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.*

*PDC 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 Consulting in support of the proposal. The report considered the road network, surrounding streets and intersections and traffic volumes. Counts at intersections were also carried out. Accident details between 2012 and 2016 within the vicinity of development site were also sourced from DPTI.

Traffic assessment of the impact of the proposal on the surrounding road network, onsite carparking demand, carpark layout and manoeuvring and loading associated with the Aldi Store were reviewed.

Based on a marginal increase in traffic volume and proposed improvements to Park Terrace with a painted median, GTA was of the view that the proposed development will have minimal impact on the surrounding network. Furthermore, GTA was of the view the development provides adequate on-site carparking and safe movement into, out of and throughout the site for anticipated vehicles, including delivery vehicles associated with the development.

Council on balance supports the findings within the GTA traffic report. However, Council does request the following additional detail be provided to finalise its position;

- a. Detailed traffic control layout plan for the painted "right turn protective" median treatment to be installed on 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; and
- d. There is no dedicated loading zone provision to support the three associated tenancies and it is unlikely that the Aldi Loading Dock would be used to service these businesses. The GTA report suggests that passenger sized vehicles would be used for deliveries to these tenancies however this is also unlikely. A dedicated loading/parking area for the three retail tenancies should be provided.

Council's Local Area Traffic Management study associated with the Salisbury Town Centre Revitalisation and the Salisbury Oval Redevelopment Projects proposed 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.

Council's Integrated Transport Plan identified 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 and 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.

### **Natural Resources**

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

*Obj 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.*

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

*PDC 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.*

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

*PDC 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.*

*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.*

*PDC 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 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.*

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

*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.*

*PDC 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 and dated 8 May 2018 for the proposed development.

The Wallbridge and Gilbert Stormwater Management Plan proposes sufficient onsite detention to restrict stormwater discharge from the site to 10yr ARI pre development flows which is what was requested by Council and as such the proposal is acceptable in principle. That said, there is no obvious safe overland flow path through the site for stormwater in the event of system blockage or failure of the pump station servicing stormwater catchment near the loading dock. Dual, alternating duty pumps with provision of backup power source in the event of power failure may be an adequate solution.

Spot levels on the W&G Civil Works Plan (ADL171770 – C01(B)) suggest that the pavement level at the main store entrance is 320mm lower than the adjacent car park pavement level contradicting the note on the plan showing a 1:80 fall away from the doorway. This requires reviewing by Walbridge and Gilbert.

## ***Advertising***

*Obj 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.*

*Obj 2 Advertisements and/or advertising hoardings that do not create a hazard.*

*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 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.*

*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 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 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 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.*

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

<i>Location of freestanding advertisement</i>	<i>Total height (in metres)</i>
<i>Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial)</i>	<i>4</i>
<i>Precinct 5 Education (within the Ingle Farm Policy Area 2)</i>	
<i>Precinct 7 Recreation (within the Ingle Farm Policy Area 2)</i>	
<i>Local Centre Zone</i>	
<i>Precinct 15 Community (within the Salisbury Downs Policy Area 4)</i>	
<i>Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4)</i>	
<b><i>Transition area within the Urban Core (Salisbury) Zone</i></b>	

Advertising associated with the development comprises two 8 metre high internally illuminated free standing signs and a number of attached signs to the building, in line with Aldi's corporate branding. There is also a third smaller freestanding sign proposed adjacent the Aldi entry. The free standing sign on the corner will also include panels for the three retail tenancies.

The retail tenancies will also have panels on the fascia of the building advertising each tenancy.

With the exception of the height of the two freestanding signs adjacent Park Terrace, the overall signage proposed is not viewed as excessive and will not result in visual clutter or disorder.

With regards PDC 8, the site falls within the Transition Area within the Urban Core (Salisbury) Zone. A maximum height of four metres is envisaged for free standing signs.

The eight metre height proposed for both signs is excessive given existing signage in the immediate area is significantly less in height and that the maximum free standing sign height within the Transition Area should be four metres. The McDonald's opposite the site is located within the Transition Area and has a freestanding sign height of approximately 5.5 metres. Given this, the proposed freestanding signs on the development site should at best, not exceed the height of the McDonald's free-standing sign.

## ***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 1 Development should have minimum adverse effects on regulated trees.*

*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.*

*PDC 3 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.*

The site supports two regulated trees. The applicant as part of the supporting documentation submitted a tree Management Report from Arborman Tree Solutions dated 9 May 2018. Tree 1 as outlined in the report is a *Brachychiton Acerifolius* (Illawarra flame tree) and tree 2 a *Pinus Halepensis* (Aleppo Pine)

With regards both trees, Arborman concluded the following;

- Tree 1 did not make a significant contribution to the visual amenity of the locality. The species was not indigenous nor listed as a rare and endangered species nor did the tree represent an important habitat tree.
- Tree 2, was notable, had good structure and was in good health. It was noted that the tree was not indigenous to the local area or an endangered species.

Arborman concluded that both trees if retained would prevent development that was reasonable and expected that would not otherwise be possible and as such should be removed.

Tree 1 (Flame Tree) is located centrally and not notable in appearance. Its removal can be justified.

Tree 2 (Allepo Pine) would have been deemed a pest species and exempt had it not been unclear whether the tree was planted or self-seeded. That said, the tree is notable and does provide visual interest and relief to the street. Should the tree be removed, no opportunity for screening trees to be planted along the boundary exists given the landscaping buffer is only a one metre wide. The tree should not be removed unless an alternative solution to screen on the rear facing wall to Mawson Road is reached.

## CONCLUSION

The applicant proposes a retail development comprising a supermarket (Aldi) and three specialty shops with associated signage, carparking and landscaping.

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 specialty store offering is something different from a standard Aldi development perspective (taking into account their other store structures), which provides greater opportunity to bring in smaller businesses to complement and/or further develop the revitalisation of the City Centre. This offering would provide an alternative option for people in and around the City Centre.

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 referencing 500m<sup>2</sup> floor area.

The core area of the Urban Core Zone is still the retail hub with access based on the larger retail offerings and should remain the focus of retail facilities of this size. The provisions in the Urban Core Zone are weighted towards having retail development over the 500 m<sup>2</sup> in the core area of the zone and should remain so without dilution of major retail function from the core to the detriment of the Urban Design Framework envisaged for the city centre.

The proposal if supported, given the size of the development site, will have a significant detrimental impact on achieving the intent of the Urban Core Zone and on affording opportunities for smaller scale development envisaged within the Transition Area to establish on a highly trafficked road. Should the development proceed, the opportunity for development of a landmark building on this corner and adjacent sites to reinforce the character of the City Centre as a vibrant business hub would be lost.

The design/site layout is similar to a number of Aldi facilities envisaged in Centres comprising a modest building at the rear of the site and large expansive carpark between the building and primary street property boundary. The proposal as designed fails to promote street activity and interest to passing pedestrians and does not contribute to the desired character of the Transition Area.

The development is of a scale and form that is not compatible with development envisaged within the Transition Area as required and outlined in the Development Plan and will unreasonably compromise the intended character and amenity of the area. The proposed use is of a scale and intensity more akin to the Core Area of the Zone. The building is not compatible in scale or form with residential development to the rear of the site.

As mentioned earlier in this submission, the layout of the proposed development and buildings proposed are not compatible in scale or form with residential development to the east and south of the site. The building setback to Mawson Road is minimal and not in keeping with existing street setback character of Mawson Road. The scale of the rear wall of the Aldi building to Mawson Road is excessive and confronting from a streetscape point of view. The side and rear walls of the development abutting the properties at 16 and 18 Mawson Road are excessive, visually confronting and not sympathetic to the existing character of the locality or amenity of adjoining and nearby property owners or occupiers.

The proposal as designed is of a scale and form that is not compatible with existing development within the locality and will undermine Council's strategic vision for the Urban Core Zone. As such Council is of the view that the proposal should not be supported in its current form.



Should SCAP so require, Council will provide further information and or clarification on the matters raised in this submission either in writing or in person by a Council representative.

Should you require any assistance or further advice about any matter referred to above, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. Pantelos', with a stylized, cursive script.

**George Pantelos**

Principal Planner

Phone: 08 8406 8222

Email: [development@salisbury.sa.gov.au](mailto:development@salisbury.sa.gov.au)

DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION



Applicant: ALDI Stores Pty Ltd  
Development Number: 361/E005/18  
Nature of Development: Construction of a group of shops (ALDI Store + 3 separate tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees  
Zone / Policy Area: District Centre Zone  
Subject Land: 41-47 Park Terrace, Salisbury  
10-14 Mawson Road, Salisbury  
Contact Officer: Darby Schultz  
Phone Number: 7109 7330  
Close Date: 5 July 2018

My Name: Trevor E EDMUNDS My phone number: 08 82586848

Primary method(s) of contact: Email:  
Postal Address: 20 Mawson Road  
SALISBURY Postcode: 5108

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: ☒ 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  
and 22 Mawson Road Postcode 5108

The specific aspects of the application to which I make comment on are: Mawson Road is a narrow road, when cars are parked on both sides (Nursing Home Senior Homes and Employees of Medical Services, patients of doctors, dentist pathology services - Haigh Road & parents of Salisbury Primary School students at end of Mawson Road) there is only just enough room for one car to squeeze through. Mawson Road is not a street for heavy traffic from car park access etc. by a large food store. We and other residents would find it difficult to cross road to access other elderly neighbours in a busy street. Also little children accessing Salisbury Primary School would also find it difficult - in fact dangerous! It is disappointing, after living here since 1969, that the heritage house at 41-47 Park Terrace will be demolished.  
I: ☐ wish to be heard in support of my submission  
☒ do not wish to be heard in support of my submission

By: ☒ appearing personally  
☐ being represented by the following person

Signature: Trevor E Edmunds  
Date: 29th June, 2018

*\* If needed, I would be happy to speak to this application on behalf of behalf of my husband (Trevor) and myself, (Glenys Edmunds - wife of the above) Glenys Edmunds.*

**DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION**

**Applicant:** ALDI Stores Pty Ltd  
**Development Number:** 361/E005/18  
**Nature of Development:** Construction of a group of shops (ALDI Store + 3 separate tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees  
**Zone / Policy Area:** District Centre Zone  
**Subject Land:** 41-47 Park Terrace, Salisbury  
10-14 Mawson Road, Salisbury  
**Contact Officer:** Darby Schultz  
**Phone Number:** 7109 7330  
**Close Date:** 5 July 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 Postcode: 5081  
COLLINSWOOD 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:**
- ☐ 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** \_\_\_\_\_

**The specific aspects of the application to which I make comment on are:** BRING INCOME INTO  
SALISBURY AREA DURING CONSTRUCTION, CREATE EMPLOYMENT 200+  
JOBS, PROVIDE RESIDENTS WITH EXTRA CHOICE OF SHOPPING,  
CREATE COMPETITION BETWEEN SHOPPING CENTRES - BETTER PRICING,  
GOOD FOR LOCAL MORALE TO SEE LARGE SUMS OF  
MONEY INVESTED IN SALISBURY,  
MORE PRODUCTIVE USE OF LAND

- I:**
- ☒ wish to be heard in support of my submission
  - ☐ do not wish to be heard in support of my submission

- By:**
- ☐ appearing personally
  - ☐ being represented by the following person

**Signature:** Norman  
**Date:** 26/6/18

**Return Address:** The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 or [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)



## Schultz, Darby (DPTI)

---

**From:** Mick/ADELAIDE/AUS <ikbn0@bigpond.com>  
**Sent:** Thursday, 5 July 2018 5:14 PM  
**To:** DPTI:scapreps; Schultz, Darby (DPTI)  
**Subject:** RESPONSE TO APPLICATION NUMBER 361/E005/18 // // // ACCESS TO THE PROPOSED ALDI STORE SALISBURY TO AND FROM MAWSON ROAD

47585201807040723

From:  
Mick O'Brien  
23 Mawson Road (not for post),  
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: 2018/13210/01 dated 8 June 2018
- B. Application number 31/E005/18 undated (in respect to a development application by Aldi stores Pty. Ltd.)

The point of concern to the development application submitted by ALDI Stores Pty Ltd. is the incursion onto Mawson Road. The concerns in respect to the incursion onto Mawson Road are as follows:

- a. Incursion of additional traffic onto Mawson Road.
  - 1. Additional road traffic along Mawson Road (not designed for commercial road traffic).

The road was designed for residential traffic. The road width (from Brown Terrace to the cul-de-sac in close proximity to Park Terrace) is approximately 7.4 metres wide. The road whilst it can accommodate two-way traffic, it can be and is disrupted when cars can and often do park on both sides of the road. This results in a disruption of two way traffic flow. This is not necessarily construed as a problem as traffic volume for Mawson Road is very low. However, should there occur additional vehicle traffic as a result of the establishment of the Aldi Store being positioned on Park Terrace, it can be expected that with respect to the development application should it be approved and the commercial enterprise is established and is functioning, there will be expected to be a significant increase in road traffic along Mawson Road , thus reducing the amenity and quiet of the immediate residential precinct.
  - 2. Additional parking along Mawson Road.

It can be presumed that should Customer parking positioned on the Aldi property exceed the capacity of the Aldi car park, parking overflow from the Aldi property will as a consequence overflow onto Park Terrace and eventually onto Mawson Road. At present there is weekday daytime parking for employees that serve businesses in the immediate precinct (Mawson Road, Park Terrace (Railway crossing to Haigh Road)), and again due to the current low volume of current traffic present parking is not an immediate problem. Although with both kerbs presently accommodating kerbside parallel parking there becomes passage of vehicles that would only enable one vehicle width through traffic, and as such navigable passage is temporarily disrupted. This issue to date in Mawson

Road, has not shown to be a problem. However, with an increase in customer and trade (commercial) traffic into and out of the proposed Aldi Store, there would appear to be presented an increase in volume of road traffic along Mawson Road, that which Mawson Road was not initially designed to accommodate. I live at 23 Mawson Road, on occasions have been unable to drive my vehicle out of my driveway and onto Mawson Road, due to two vehicles parked immediately close to, but not upon the driveway access, and vehicles parked directly opposite my driveway access, thus making a right or left turn onto Mawson Road improbable. Again it is noted the width of Mawson Road is 7.4 metres wide, thus making a 90° turn left or right for a 5 metre long vehicle unnecessarily difficult.

3. Disturbance of the amenity of Dunbar Homes 11 Mawson Road, Salisbury.

Dunbar Homes is a retirement village for the elderly and others that are being less than able bodied. Dunbar Homes provides palliative care for those approaching their end of life. The ambience and amenity of Dunbar Homes would be likely to be significantly compromised with an increase in road and commercial traffic along Mawson Road, although Dunbar is not directly across 10-14 Mawson Road, the level of ambient noise would significantly increase in the additional road traffic entering and leaving the Aldi Store by way of Mawson Road. This can be seen as a disruption to the ambience, the peace and quiet of the Dunbar Homes residents now in the closing days of their lives.

4. The following remarks in conclusion are:

1. Vehicle access to and from 10-14 Mawson Road onto and from the Aldi Store should be denied for the following reason arrivals and departures to and from Aldi Store, vehicle access is and should be denied .
  - a. There is a highly probable indication that non-local residential road traffic upon Mawson Road could and/or would park upon Mawson Road, should the (presumed) Aldi on-site carpark exceed parking capacity and thus overflow onto Mawson Road, Haigh Road, Valencia Street and Orange Avenue.
  - b. Increased Aldi customer parking along Mawson Road will in likelihood possibly disrupt vehicular passage along Mawson Road, in particular northwest of the Mawson Road/Haigh Road intersection.
  - c. With the current amount of present car parking upon Mawson Road in support of immediate local small businesses, it would be probable that the local government would then impose parking restrictions for cars visiting private residences as well as current employees of immediately located visitors, should in the event of vehicular access to and from the Aldi Store along Mawson Road. As such there are no apparent parking restrictions as such currently extant along Mawson Road, Valencia Avenue and Orange Avenue.
  - d. The Salisbury Primary School (positioned at Brown Terrace and Compuda Street has significant juvenile pedestrian traffic walking along Mawson Road in the morning and afternoons on school days. Pre-pubescent juvenile behaviour when unsupervised on footpaths may present a safety problem with the probable increase in road traffic and children not in the supervised company of their parents or accredited guardian(s) may stray onto the road into the path of an oncoming vehicle resultant from increased, "to & from Aldi traffic". Although to date there have been no known traffic incidents with children before and after school hours; and increase in customer and commercial traffic could increase the risk probability of an incident or accident event.
5. In conclusion to the above commentary is that vehicular access to the Aldi Store in and out of 10-14 Mawson Road be denied.

23 Mawson Road (not for post)  
P.O. Box 743  
SALISBURY SA 5108  
[ikbn0@bigpond.com](mailto:ikbn0@bigpond.com)  
Ph: 0418 857228



Robert Uyen  
18 Mawson Road  
Salisbury

Darby Schultz  
Senior Planning Officer  
STATE COMMISSION ASSESSMENT PANEL

Dear Sir,

**Re : Planning Application 361 / E005 / 18  
Proposed construction of ALDI Stores and 3 Separate Tenancies 41 – 47 Park  
Terrace and 10 – 14 Mawson Road Salisbury**

I am the owner and occupant of 18 Mawson Road Salisbury, one of only 2 lots not part of the proposed Aldi development in Salisbury in the block of land in question. I have numerous concerns in relation to the proposed development in Mawson Road which is currently a primarily residential street.

Specifically I believe my quality of life will be greatly disadvantaged by the development in the following ways:

- **Overshadowing.** The plan documents provided by your office show that my property will be significantly overshadowed by the development in the winter months (pages 92,93), with my rear garden receiving no sun at 9.00 am on 21 June and parts of the garden being overshadowed for the entire day during the winter months when the sun is so important.
- **Noise.** An Aldi store will be extremely busy during the day with opening hours from 8.30 am until 8.00 pm and with the potential of the specialty stores to be restaurants or food outlets the opening hours may extend well into the night. There is also potential for out of hour's deliveries in large, noisy semi-trailers.
- **Waste Management.** There is no plan for waste management from the 3 Specialty Stores on the Plan. Assuming that there will be at least one Restaurant / Food Outlet among the Specialty Shops the waste will need to go somewhere. That is likely to be the narrow laneway behind the stores and adjacent to the rear of my property. This will be a source of noise at all hours and potentially the smell of food waste.
- **Parking.** Park Terrace is a busy road already and a new supermarket will significantly add to this. There is already significant overflow of cars looking for parking on Mawson Road. The 103 spaces provided for customers and staff in the proposal appears to be inadequate given the establishment of a new Super Market and 3 additional specialty stores.
- **Traffic.** The proposed part of Park Terrace is a traffic bottle neck created by Salisbury Primary School to the East on the corner of Park Terrace and Brown Terrace and the Rail line and Salisbury bus interchange to the West. As Park Terrace is the main access road in the area running between Main North Road and the Salisbury Highway, Traffic delays are often significant already and the additional traffic created by the new stores will make it much worse.
- **Signage and Lighting.** The creation of a significant commercial premises with lighting and signage will add to the visual pollution that my property will suffer from. This will be a significant negative change from the current residential status.

I believe that I will be greatly disadvantaged by the development. My property will be in shadow for much of the winter when the Sun is most valued and the neighbourhood will become extremely crowded and busy. Traffic and parking will become very large problems and my home will be subject to significant increases in noise and visual pollution. The potential for food waste to be stored in very close

proximity to my rear garden is also a significant concern.

My property is also likely to suffer from a drop in value with the resultant financial hit having long term repercussions for myself and my family.

I recognise the need for the creation of employment opportunities in Salisbury and the potential jobs that this project would create. As a result I would ask that the developer be required to significantly compensate me for the loss that I will suffer or that the developer purchase my property at current market value.

Given the proposed development, I would be amenable to selling my property at its current value. Such a purchase would provide the developer with the potential to increase the number of parking spaces provided and provide a solution to the waste disposal issue which clearly exists for the specialty shops in the current development plan.

Yours faithfully

Robert Uyen

[wizzbangrobbo@icloud.com](mailto:wizzbangrobbo@icloud.com)

0407 359 135

DEVELOPMENT ACT, 1993  
REPRESENTATION ON APPLICATION

**Applicant:** ALDI Stores Pty Ltd  
**Development Number:** 361/E005/18  
**Nature of Development:** Construction of a group of shops (ALDI Store + 3 separate tenancies) with associated signage, car parking, earthworks and landscaping to be developed in three (3) stages including the demolition of all existing structures and the removal of two (2) regulated trees  
**Zone / Policy Area:** District Centre Zone  
**Subject Land:** 41-47 Park Terrace, Salisbury  
10-14 Mawson Road, Salisbury  
**Contact Officer:** Darby Schultz  
**Phone Number:** 7109 7330  
**Close Date:** 5 July 2018

**My Name:** Robert J Uyen **My phone number:** 0407 359 13 5

**Primary method(s) of contact:** Email: akadutchy@yahoo.com.au  
**Postal Address:** PO Box 172  
Greenacres **Postcode:** 5086

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:** ☒ 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:** 18 Mawson Rd Salisbury  
Postcode 5108

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

**I:** ☒ wish to be heard in support of my submission  
☐ do not wish to be heard in support of my submission

**By:** ☒ appearing personally  
☐ being represented by the following person

**Signature:** 

**Date:** 3-7-18

**Return Address:** The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 or  
[scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)



24 August 2018

REF No.: 00417-003

State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE SA 5001

**Attention:** Darby Schultz, Planning Officer  
By Email: [Darby.Schultz@sa.gov.au](mailto:Darby.Schultz@sa.gov.au)

Dear Darby,

**RE: PROPOSED RETAIL DEVELOPMENT AT 41-47 PARK TERRACE, SALISBURY –  
RESPONSE TO REPRESENTATIONS, COMMENTS FROM THE CITY OF SALISBURY AND  
DPTI (DA 361/E005/18)**

We refer to the proposed development of an ALDI Store and speciality shops at 41-47 Park Terrace, Salisbury. More specifically, we refer to the comments from the City of Salisbury dated 24 July 2018, the referral response provided by DPTI dated 30 July 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.

Please note that, based on feedback received from Council and DPTI, amended Plans have been prepared and are included as **Appendix 1** to this letter. In summary, the amended plans identify:

- An increased setback to Mawson Road;
- An increased side setback to the dwelling at 16 Mawson Road;
- A reduction of the height of the rear wall of the speciality shops to provide greater solar access to the adjoining dwellings and reduce the visual impact;
- Inclusion of a bin storage area for the specialty shops;
- A new row of 11 'pencil pine' trees and associated shrubs and groundcover along the Mawson Road frontage to soften the appearance of the rear wall of the ALDI Store;
- Additional landscaping in the form of shrubs and groundcover between the ALDI Store and the dwelling at 16 Mawson Road to reduce the amount of hard paved surfaces; and
- An additional five 'Capital Pear' trees within the car park to provide shade.

In addition, the following documents which respond to the amended plans have been appended to this letter:

- Landscape Plan (Outerspace);
- Response to traffic issues raised by DPTI, Council and the representors (GTA);

- Updated Stormwater Management Plan (WGA);
- Updated Acoustic Report (Sonus).

## 1. DPTI Referral Response

The Department of Planning, Transport and Infrastructure (DPTI) provided a formal referral response to the proposed development on 30 July 2018. DPTI advised that, subject to a number of conditions, the access and parking arrangements are acceptable. More specifically, DPTI requested changes to the proposed painted median along Park Terrace as well as changes to the internal car park. As outlined in the enclosed letter from GTA (**Appendix 3**), DPTI's requested changes have now been incorporated into the amended plans are follows:

- The painted median along Park Terrace has been amended to provide a right turn lane and storage area for vehicles entering the McDonalds Restaurant on the northern side of Park Terrace; and
- The design of the internal ALDI car park has been amended to improve circulation and further reduce the potential for queuing on to Park Terrace.

## 2. City of Salisbury

The City of Salisbury ("the Council") has provided a number of comments in relation to various elements of the proposed development and the way that it interacts with existing development in the locality. These comments have been addressed below under a series of headings which reflect the issues raised in the Council's letter.

### 2.1 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 development with a floor area greater than 500m<sup>2</sup> should be located in the 'Core Area' of the Zone.

While Council's concerns are acknowledged, we also 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.

While the Zone seeks to direct the development of shops with a floor area of more than 500m<sup>2</sup> into the Core Area (with the exception of bulky goods outlets), this policy objective will be very difficult to achieve given the existing development constraints within the Core Area. These constraints, which were articulated in greater detail in our Planning Statement, include:

- 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 shops with a larger floor area:
  - » Parabanks Shopping Centre which already contains two supermarkets;
  - » Hoyts Cinemas;
  - » A medical precinct along Salisbury Highway; and
  - » A number of hotels.
- Land fragmentation (particularly between John Street and Wiltshire Street), where numerous small tenancies are located and where heavy vehicle access to service the ALDI Store will be extremely difficult to achieve.

For these reasons, ALDI has been unable to secure a site in the Core Area despite extensive investigations and negotiations over the last five years. Therefore, ALDI has chosen a site which sits on the edge of the Core Area and 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.

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 establish a retail 'bookend' at the gateway to the City Centre. The ALDI Store and specialty shops 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 of the Zone. Also, the speciality shops will complement the ALDI Store and will provide additional retail offering for this portion of the locality thereby assisting to revitalise the Salisbury Town Centre as sought by the Urban Core (Salisbury) Zone.

## 2.2 Design and Appearance

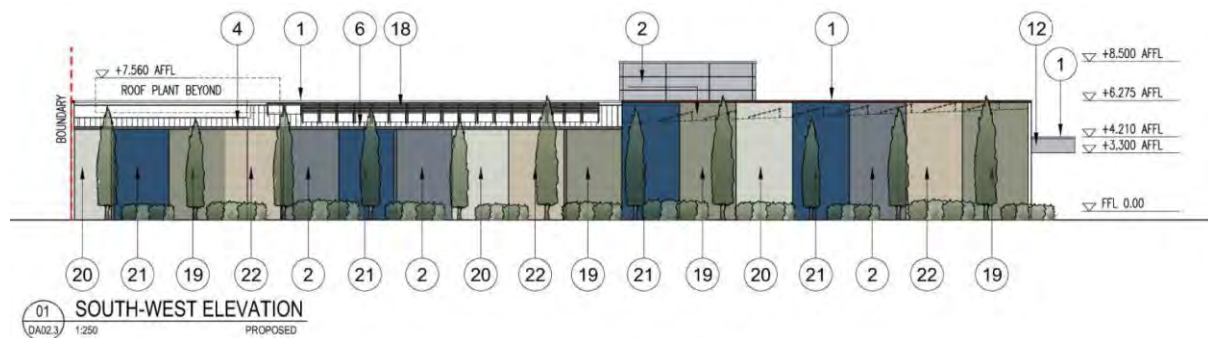
The Council has raised a number of concerns with the design and appearance of the proposed development. In response to these concerns, the proposal has been amended as follows:

- The setback of the ALDI Store to Mawson Road has been increased from 1.0m to 2.4m;
- The side setback of the ALDI Store to the dwelling at 16 Mawson Road has been increased from 0.9m to 2.08m;
- A row of 11 Pencil Pine trees (reaching a height of 11m and a width of 2m), will be planted along the Mawson Road frontage to soften the appearance of the building;
- Additional low shrubs (up to 1.5m in height) and groundcover (including shade tolerant species) will be planted along Mawson Road and between the ALDI Store and the dwelling at 16 Mawson Road to reduce the amount of hard paved surfaces and soften the appearance of the building; and
- The rear wall of the speciality shops has been reduced in height from 6.275m to 3.3m to reduce the visual impact and increase solar access for the adjoining dwellings.



Figure 1 below illustrates the amendments made to the Mawson Road elevation.

**Figure 1** Mawson Road Elevation



The amendments to the plans will improve the Mawson Road streetscape by pushing the building further to the north and by significantly increasing the amount of landscaping. While the setback of the building will not be the same as the adjoining dwellings, a greater setback cannot be achieved without severely compromising the ability of semi-trailers to manoeuvre within the site. In other words, if the building was moved further to the north, we are advised that heavy vehicles would not be able to meet the relevant Australian Standards when accessing the site and reversing into the loading dock.

The amendments to the plans also respond to Council's concerns that the rear wall lacks articulation and is out of character with the streetscape. The increased setback, as well as the inclusion of 11 pencil pines with associated landscaping, will improve the appearance of the building from Mawson Road.

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 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:

#### ***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.*

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 approximately half the size of a typical supermarket and with wall heights of 6.275m, we consider that the scale of the ALDI Store is consistent with the scale 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.

### 2.3 Impact on Adjoining Properties

The Council has raised a number of concerns regarding the potential impact of the proposed development on the adjoining residential properties. In response, it is noted that:

- An updated Acoustic Assessment is appended to this letter (**Appendix 4**) which demonstrates that the proposal (as amended) will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the following treatments;
  - » Specific fence heights and constructions;
  - » Installation of acoustic absorption and screening of the mechanical plant; and,
  - » Restricting the times for rubbish collection and compactor operation.
- The rear wall of the speciality shops has been reduced in height by 2.975m to provide additional solar access to the rear yards of the adjoining dwellings and significantly reduce the visual impact;
- All traffic generated by the development will be directed to Park Terrace and Haigh Street – well away from the nearby residential area; and
- The adjoining property at 16 Mawson Road contains a large shed and partly enclosed carport along the shared boundary with ALDI which, combined with the increased side setback of 2.08m, reduces the visual impact of the ALDI Store (see Figure 2 below).

Figure 2 Outbuildings and partly enclosed carport at 16 Mawson Road



For the reasons outlined above, the proposed development has appropriately addressed the potential impacts on adjoining residential properties in terms of the transmission of noise, overshadowing and visual appearance.

## 2.4 Landscaping

The Council has criticised the amount and extent of landscaping associated with the proposed development. In response, an amended Landscape Plan has been appended to this letter which identifies additional landscaping as follows:

- A row of 11 Pencil Pine trees (reaching a height of 11m and a width of 2m), will be planted along the Mawson Road frontage to soften the appearance of the building;
- Additional low shrubs (up to 1.5m in height) and groundcover (including shade tolerant species) will be planted along Mawson Road and between the ALDI Store and the dwelling at 16 Mawson Road to reduce the amount of hard paved surfaces and soften the appearance of the building;
- An additional 5 'Capital Pears' (reaching a height of 9m and a width of 3m) will be planted within the carpark along with low shrubs and groundcover to break-up the expanse of the carpark and provide shade; and
- Additional landscaping (low shrubs and groundcover) will be provided along the Park Terrace frontage near the vehicle exit.

In addition to the above, we note that the majority of existing street trees along Park Terrace will be retained as part of the development proposal thereby preserving the 'avenue of trees' along Park Terrace.



## 2.5 Traffic

GTA Traffic Consultants have provided a response to the Council's comments in relation to the proposed access arrangements (**Appendix 3**). In summary, GTA have indicated that:

- A layout plan for the painted median treatment on Park Terrace has been endorsed by DPTI and a detailed traffic control layout plan will be developed during the detailed design phase;
- Turn paths indicate that opposing 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 line marking treatment proposed within the vicinity of the site;
- There is no need to provide a dedicated loading area for the speciality shops as it is likely that they will be serviced by smaller delivery vans; and
- DPTI has not raised any concerns regarding future road upgrades.

## 2.6 Advertising Signs

The Council has indicated that the proposed 8m high pylon signs on Park Terrace are too high and should be reduced to the height of the McDonalds sign on the opposite side of Park Terrace. As outlined in our Planning Statement, the proposed height of the signs is compatible with the height of the tower element of the ALDI Store (8.5 metres) as sought by PDC 15 of the 'Advertisements' section of the Development Plan. They are also comparable 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. 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 Zone PDC 18's surprisingly strict height guideline of 4m is considered appropriate.

## 2.7 Regulated Trees

The Council has advised that the removal of Tree 1 (Illawarra Flame Tree) can be justified but has indicated that, Tree 2 (Aleppo Pine) should not be removed unless an alternative solution is offered to screen the rear wall of the ALDI Store. In response, the amended Architectural Plans and Landscape Plan now identify a row of 11 Pencil Pine trees (reaching a height of 11m and a width of 2m) along the Mawson Road frontage to soften the appearance of the rear wall of the ALDI Store. These additional trees more than compensate for the removal of the Aleppo Pine which, in other circumstances, would be considered a pest species and appears to be dropping cones and litter on to Mawson Road.

## 2.8 Stormwater

The Stormwater Management Plan has been updated (**Appendix 5**) in response to Council's comments to include dual pumps with a backup power supply while also correcting the stated level of the pavement at the entrance to the ALDI Store. Furthermore, the Stormwater Management Plan has been updated to reflect the additional landscaping within the car park.

### 3. Representations

Following the Category 2 notification process, four valid representations (one in favour and three opposed) were forwarded for the applicant's response in accordance with Section 38 (8) of the *Development Act 1993*.

Figure 3 below illustrates the location of the three representors who oppose the proposal in its current form. The representor who supported the proposal (Mr Howard Norman) did not provide a street address for his property.

**Figure 3** Representations – location (Source: maps.sa.gov.au)



#### 3.2 Traffic Concerns

The representations received from Mr Trevor Edmunds (20 Mawson Road) and Mr Mick O'Brien (23 Mawson Road) predominantly focussed on concerns relating to existing and anticipated traffic issues. Specifically, the representors raised concerns that the proposed development would result in additional traffic and parking congestion along Mawson Road.

In response to these concerns, it is noted that 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 4). 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 Mawson Road.

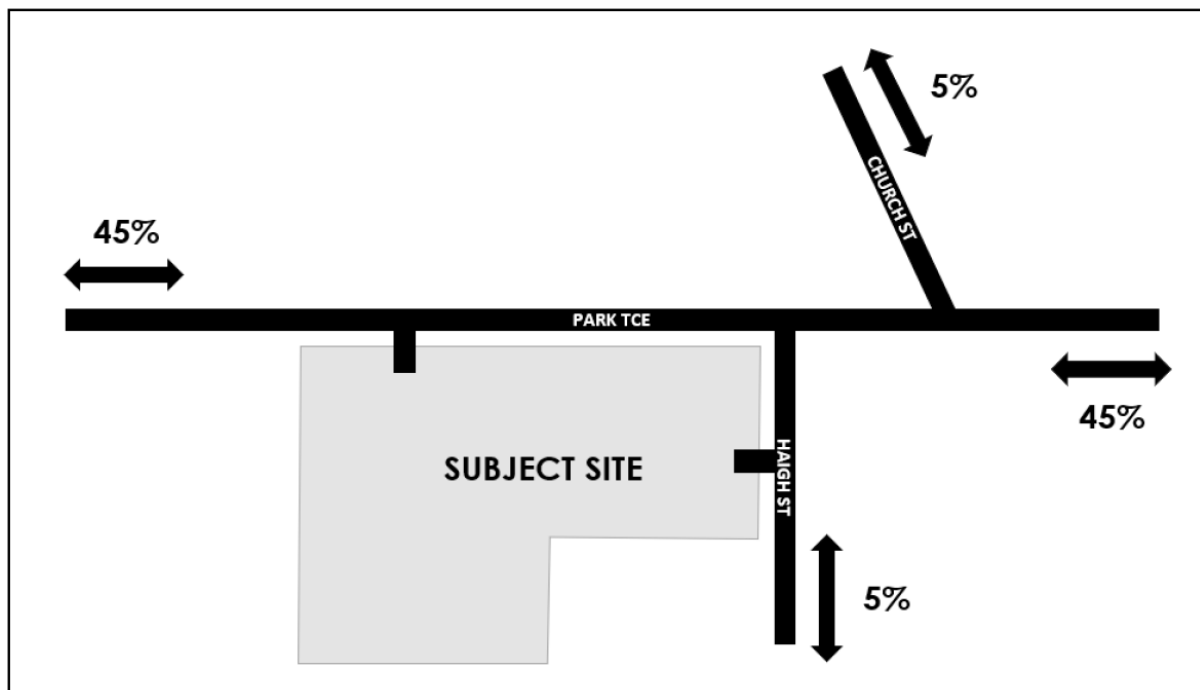
In terms of the concerns that additional cars will park along Mawson Road, it is noted that the proposed development meets the car parking standards of the Development Plan as set out in Table Sal/2A. In addition, GTA has verified that the proposed parking supply will satisfy the needs of the ALDI Store and the speciality shops. Therefore, it is unlikely that the proposed development will result in an increased pressure to park on Mawson Road.

Mr O'Brien has also raised a concern that an increase in traffic on Mawson Road will disturb the elderly residents of Dunbar Homes while also increasing the risk of an accident involving Salisbury Primary School students walking along Mawson Road.

In response, it is noted that Dunbar Homes is located near the closed end of Mawson Road where through traffic to Park Terrace has been restricted. Therefore, it is highly unlikely that the proposed development will result in a noticeable increase in traffic movements past Dunbar Homes. Similarly, 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 Salisbury Primary School. In any event, it is noted that footpaths are provided on both side of Mawson Road, thereby providing a safe environment for pedestrians.

In addition to the above, GTA has provided a detailed response to the traffic issues raised by the representors (appendix 3).

**Figure 4** *Estimated Directional Distribution (Source: GTA Traffic Impact Assessment)*



In addition to concerns raised about traffic on Mawson Road, Mr Uyen (18 Mawson Road) expressed a concern that the proposed development will exacerbate existing traffic issues on Park Terrace. He also raised a concern that the proposed supply of car parks would be inadequate.



As previously noted, the proposed provision of car parks meets the requirements of the Development Plan and will satisfy the needs of ALDI based on surveys undertaken by GTA Traffic Consultants for other ALDI Stores.

In addition, GTA has analysed the impact that the proposed development will have on Park Terrace and associated intersections. This analysis, which was presented in detail within GTA's Traffic Impact Assessment, indicates that:

*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.*

Based on the traffic modelling undertaken by GTA and the fact that DPTI has not raised any concerns with the proposed development, we remain of the view that the application appropriately addresses the relevant Transportation and Access provisions of the Development Plan.

### 3.3 Noise, Waste Management, Signage and Lighting

Mr Uyen has also raised a number of concerns in relation to the potential impact of the development including noise, management of waste, signage and lighting. In response, it is emphasised that an updated Acoustic Report has been appended to this letter which confirms that the proposal (as amended) will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007*. Therefore, we consider that the potential issue of noise has been appropriately addressed.

In response to Mr Uyen's concerns about the management of waste from the speciality shops, the plans have been amended to identify a 'bin' enclosure at the side of Tenancy 3 facing Haigh Street. This will significantly reduce the potential that the area behind the speciality shops will be used to store wastes.

In terms of Mr Uyen's concerns about signage and lighting, it is noted that the proposed signage and lighting is unlikely to be directly visible from his property. 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.

### 3.4 Overshadowing

Mr Uyen has also raised a concern that shadows from the development will detrimentally affect his property – particularly during Winter. In response to this concern, the height of the rear wall of the specialty shops has been reduced by 2.975m and the setback of the ALDI Store to the side boundary has been increased by 1.18m. As can be seen on the Shadow Diagrams contained in the appendices (extract below) these amendments provide additional solar access to the rear yards of the adjoining dwellings and, in particular, ensure that the majority of Mr Uyen's backyard receives access to sunlight for a minimum of five hours (11:00am to 3:00pm) during the Winter Solstice. We also note that a number of sheds and other outbuildings have been constructed in the rear yards of the adjoining dwellings (particularly 16 Mawson Road) which further reduces the impact of overshadowing.

Figure 5 Shadow Diagrams (extract)



### 3.5 Loss of Property Value

Mr Uyen is concerned that the value of his property may decrease as a consequence of the development and has offered to sell his land to the developer at its current value. In response, we note that the effect that a development may have on the value of adjacent property (whether the value increases or decreases) is not a legitimate planning consideration. Also, we are unable to respond to Mr Uyen's request that the developer purchase his property.

## 4. 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 minor changes to the painted median on Park Terrace and an internal alteration to the car park.

We also note that the plans have been amended to address a number of concerns raised by Council and the representors. These amendments include:

- Increasing the setback to Mawson Road;
- Increasing the side setback to the dwelling at 16 Mawson Road;
- Reducing the height of the rear wall of the speciality shops to provide greater solar access to the adjoining dwellings and reduce the visual impact;
- The inclusion of a bin storage area for the specialty shops;
- Planting a row of 11 'pencil pine' trees and associated shrubs and groundcover along the Mawson Road frontage to soften the appearance of the rear wall of the ALDI Store;
- Planting additional landscaping in the form of shrubs and groundcover between the ALDI Store and the dwelling at 16 Mawson Road to reduce the amount of hard paved surfaces; and
- Planting an additional five 'Capital Pear' trees within the car park to provide shade and break up the expanse of the car park.

These amendments address the Council's concerns about the visual impact of the development when viewed from Mawson Road and the adjoining dwellings. They also address the representation from My Uyen who raised a particular concern about overshadowing.

While we anticipate that the Council is likely to remain concerned about the scale of the proposal in the 'Transition Area' of the Urban Core (Salisbury) Zone, 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*";
- 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 7231 0286.

Yours Sincerely



**Kieron Barnes**  
Senior Associate

Cc Nigel Uren, Property Director – ALDI Stores

## Appendix 1. Amended Architectural Plans

# PROPOSED ALDI SALISBURY

45 PARK TERRACE  
SALISBURY, SOUTH AUSTRALIA





# PROPOSED ALDI SALISBURY

## TABLE OF CONTENTS

DRAWING NO	REVISION	DRAWING TITLE	SCALE
DA01	B	LOCATION PLAN	1:1500
DA01.1	B	CONTRACT TITLES - EXISTING	1:500
DA01.2	B	CONTRACT TITLES - PROPOSED	1:500
DA02.1	A	EXISTING SITE PLAN	1:500
DA02.2	B	DEMOLITION SITE PLAN	1:500
DA02.3	C	PROPOSED SITE PLAN	1:500
DA02.4	C	PROPOSED ROOF PLAN	1:500
DA03.1	D	ALDI EXTERNAL ELEVATIONS	1:250
DA03.2	B	RETAIL EXTERNAL ELEVATIONS	1:250
DA03.3	C	PARK TERRACE STREETSCAPE	1:250
DA05	C	PROPOSED SECTIONS	1:250
DA06.1	C	SIGNAGE PLAN	1:500
DA06.2	C	SIGNAGE DETAILS - SHEET 1	1:50
DA06.3	A	SIGNAGE DETAILS - SHEET 2	1:50
DA08.1	C	PROPOSED 3D VISUAL RENDERS - SHEET 1	NTS
DA08.2	C	PROPOSED 3D VISUAL RENDERS - SHEET 2	NTS
DA09.1	C	SHADOW DIAGRAMS	1:1000
DA09.2	C	SHADOW DIAGRAMS	1:1000



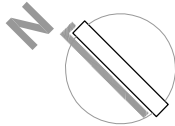


LOCATION PLAN  
1:1500

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	16.08.18	PLANNING	LT	TB

LEGEND	
BOUNDARY	
ALDI STORE	
TENANCIES	



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
LOCATION PLAN  
PROPOSED

 **NIELSEN ARCHITECTS**  
108 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 1:1500	DATE AUG 2018	DRAWN DS	CHECKED TB
PROJECT No 2180	DRAWING No DA01	STATUS DA	REV B

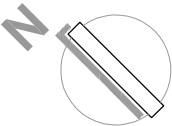




NOTES ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA


DRAWING  
CONTRACT TITLES  
EXISTING

 **NIELSEN ARCHITECTS**  
108 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	DATE	DRAWN	CHECKED
1:500	MAY 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA01.1	DA	B

 **CONTRACT TITLES - EXISTING**  
1:500 PROPOSED

LEGEND	
EXISTING BOUNDARIES	



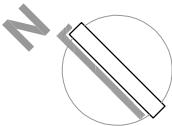


NOTES ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS

LEGEND	
ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
CONTRACT TITLES  
PROPOSED

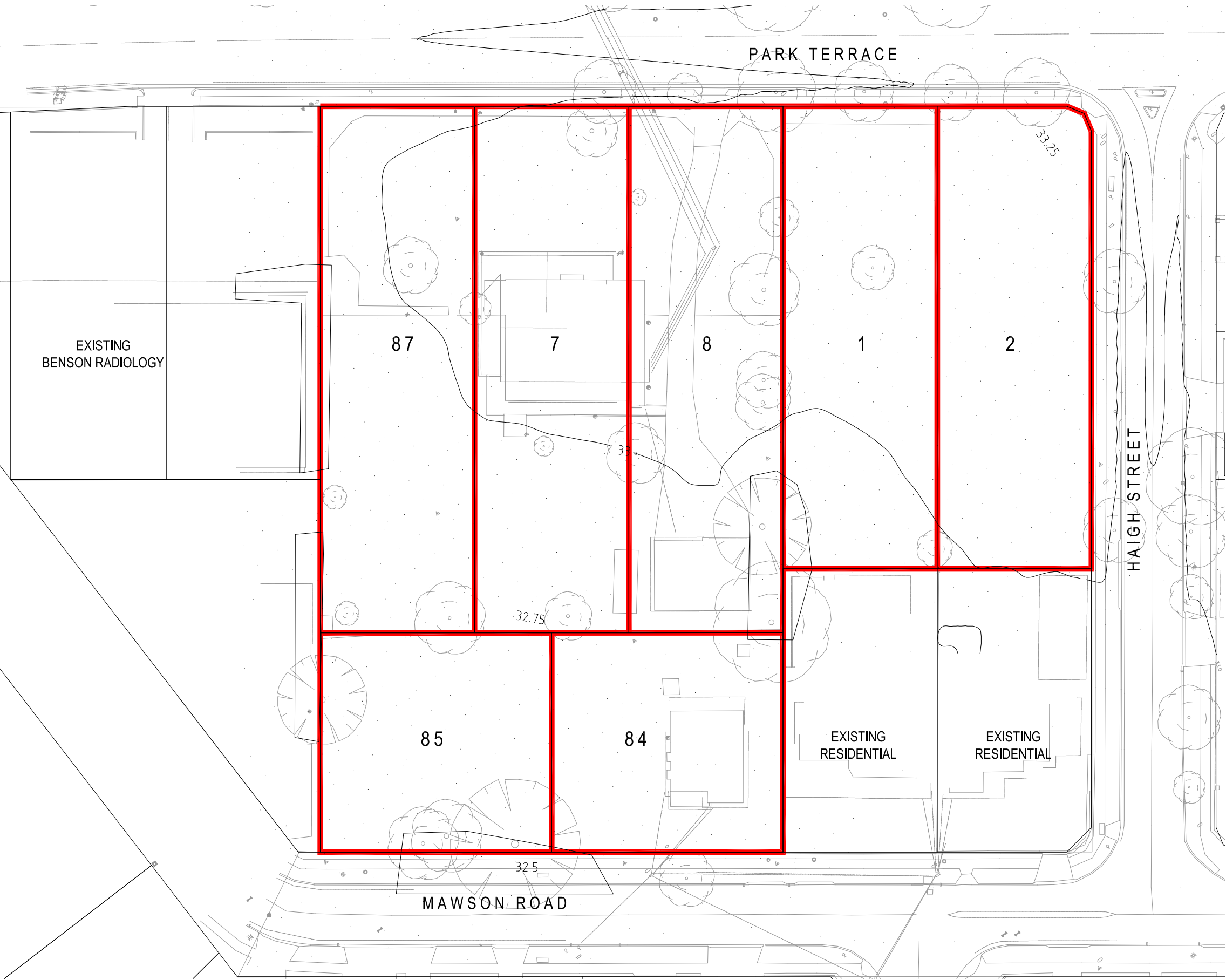
  
NIELSEN ARCHITECTS

108 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	DATE	DRAWN	CHECKED
1:500	MAY 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA01.2	DA	B

CONTRACT TITLES - PROPOSED  
1:500 PROPOSED





EXISTING SITE PLAN

1:500

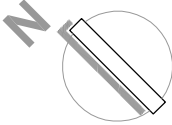
NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB

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



CLIENT  
ALDI STORES

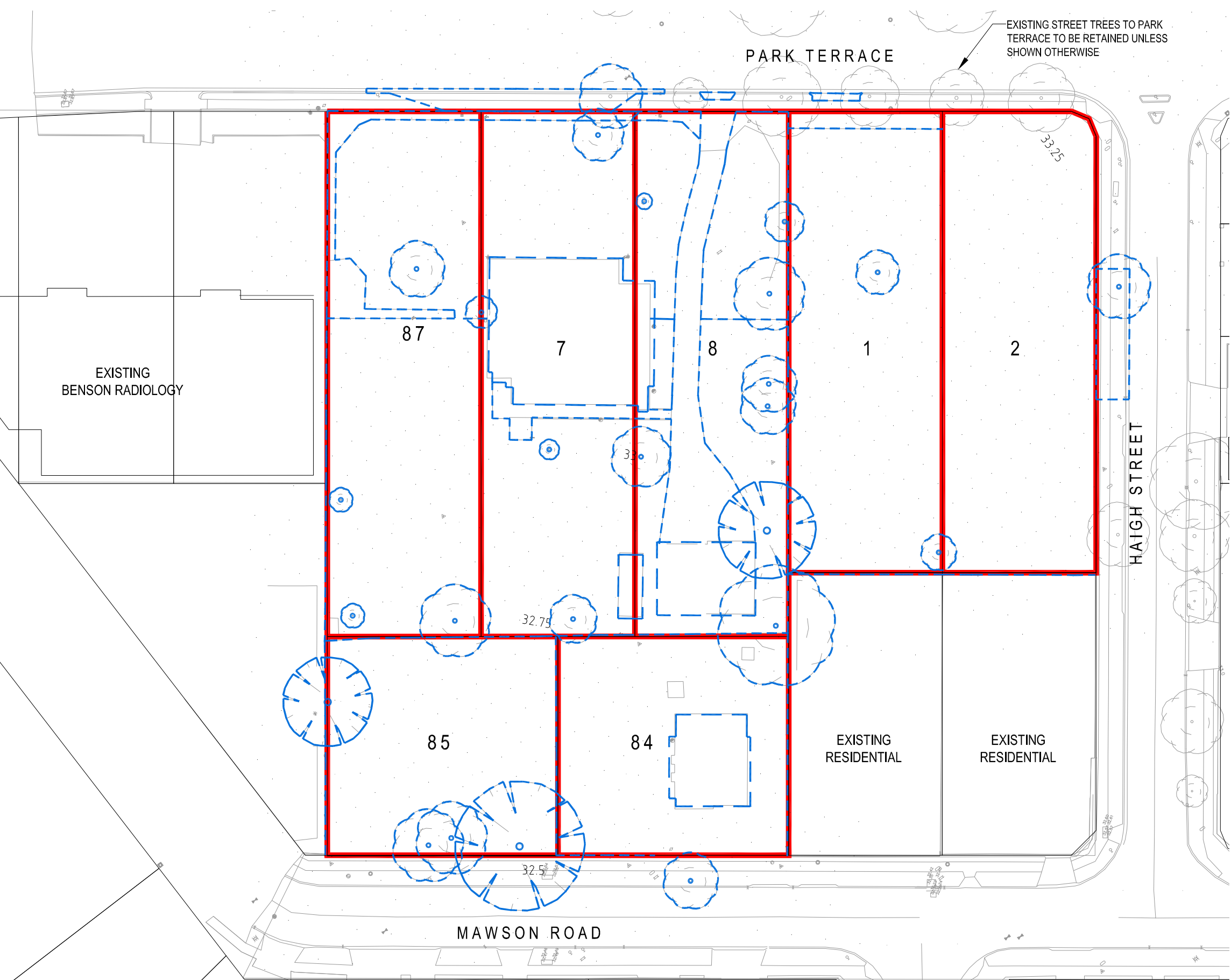
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
EXISTING SITE PLAN

NIELSEN ARCHITECTS

108 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	DATE	DRAWN	CHECKED
1:500	MAR 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.1	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	16.08.18	PLANNING	LT	TB

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

DEMOLITION SITE PLAN  
1:500

CLIENT  
ALDI STORES



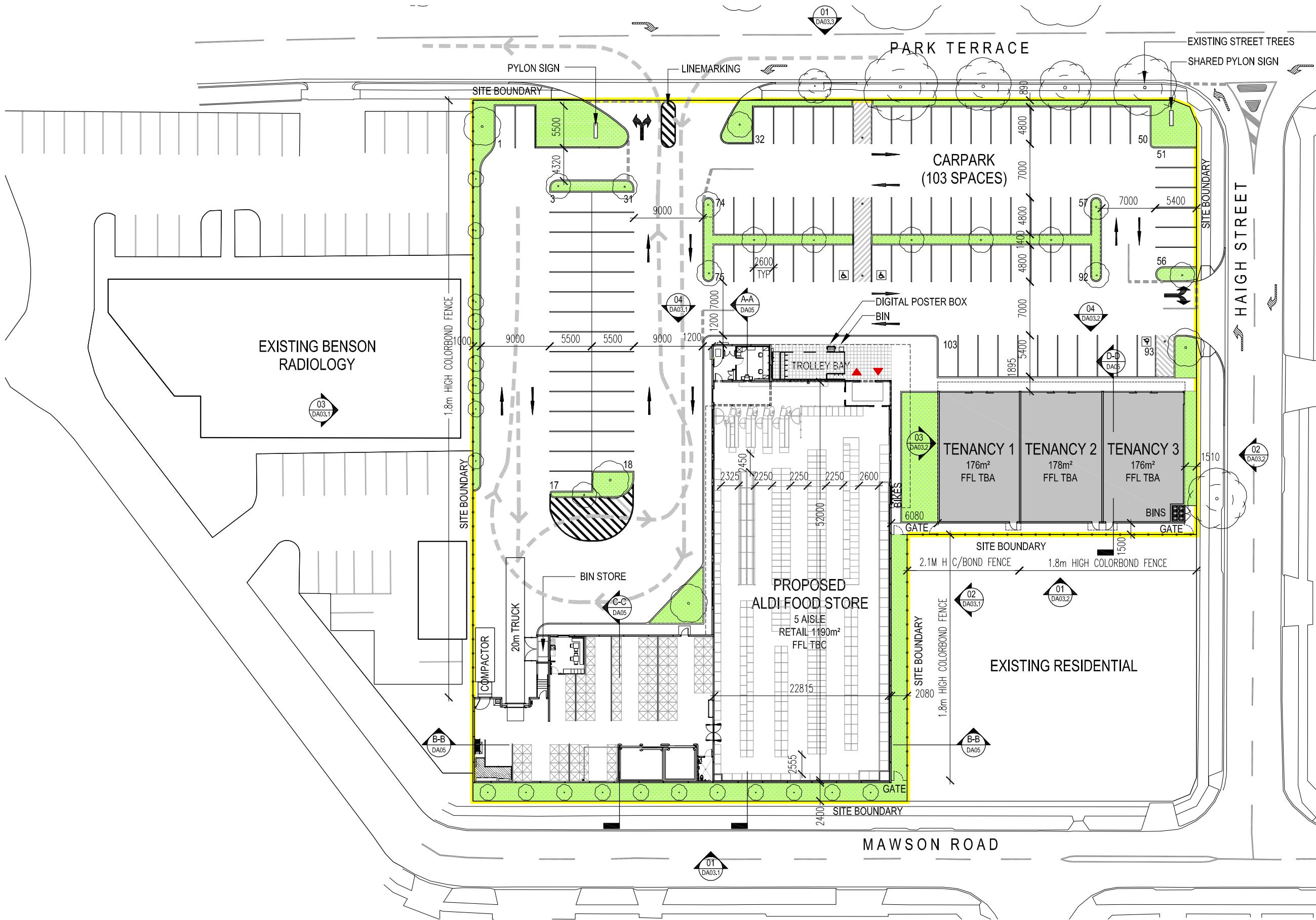
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
DEMOLITION SITE PLAN

  
NIELSEN ARCHITECTS  
108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.2	DA	B





PROPOSED SITE PLAN  
1:500

## NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	30.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB

### DEVELOPMENT

TOTAL SITE AREA	7326m²
-----------------	--------

### ALDI DESCRIPTION

ALDI GROSS AREA	1783m²
ALDI NETT AREA	1724m²
RETAIL NETT AREA	1190m²
BOH NETT AREA	475m²
AMENITIES NETT AREA	59m²
REMAINING NETT AREA	534m²
BOH PALLETS	104
CHILLER LENGTH	40m
SIZE OF TRUCK	20m

### RETAIL DESCRIPTION

RETAIL GROSS AREA	556m²
-------------------	-------

### CARPARKING

TOTAL NUMBER OF CARS	103
----------------------	-----

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED SITE PLAN

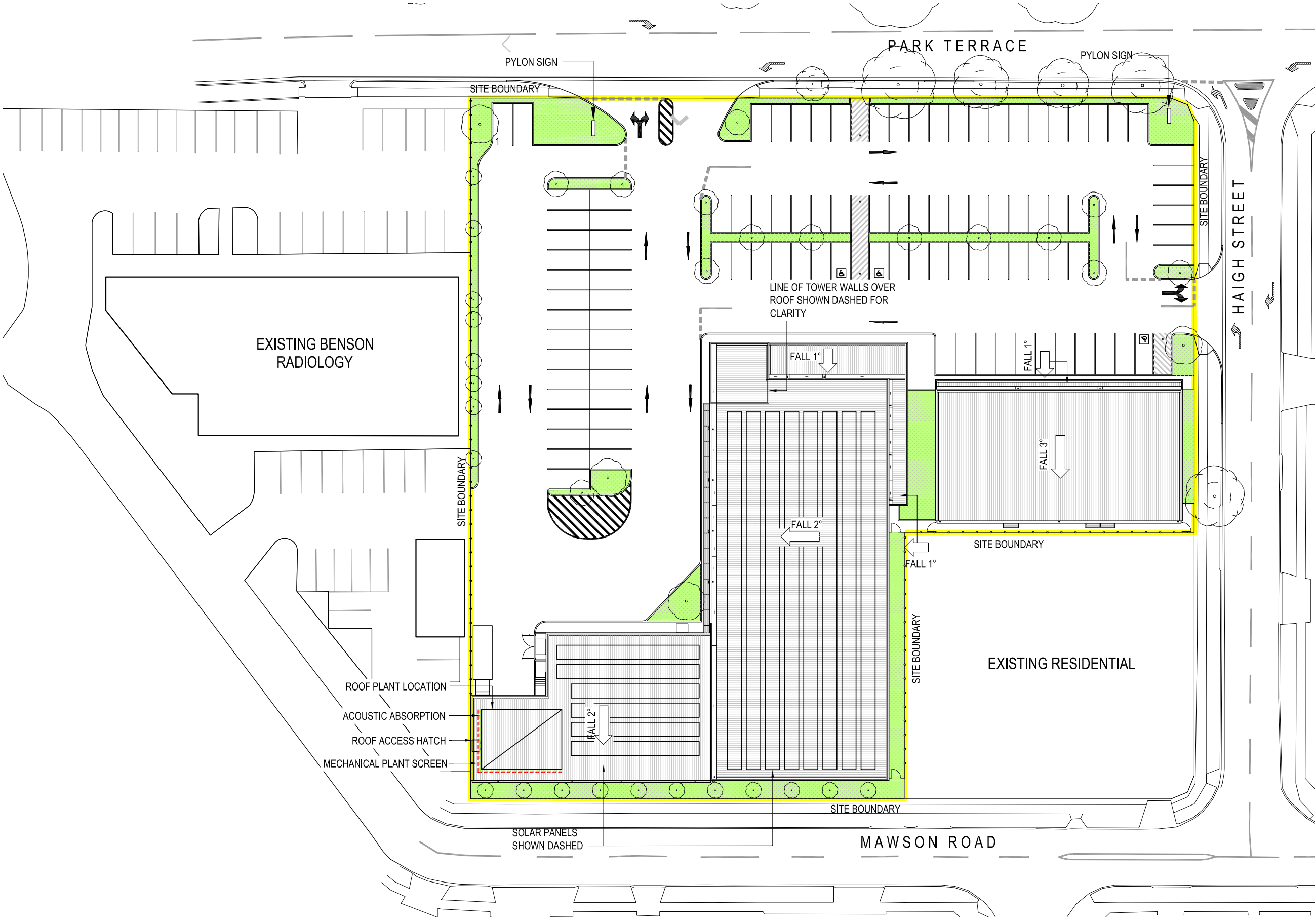


NIELSEN ARCHITECTS

108 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 AUG 2018	DRAWN DS	CHECKED TB
----------------	------------------	-------------	---------------

PROJECT No 2180	DRAWING No DA02.3	STATUS DA	REV C
--------------------	----------------------	--------------	----------



PROPOSED ROOF PLAN  
1:500

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED ROOF PLAN

  
NIELSEN ARCHITECTS  
108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA02.4	DA	C



## NOTES

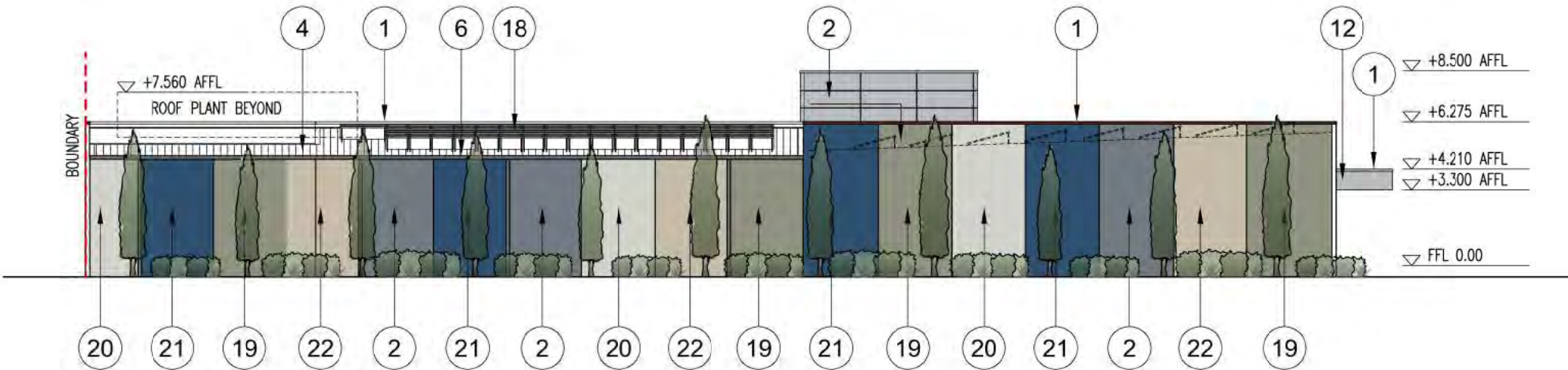
ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

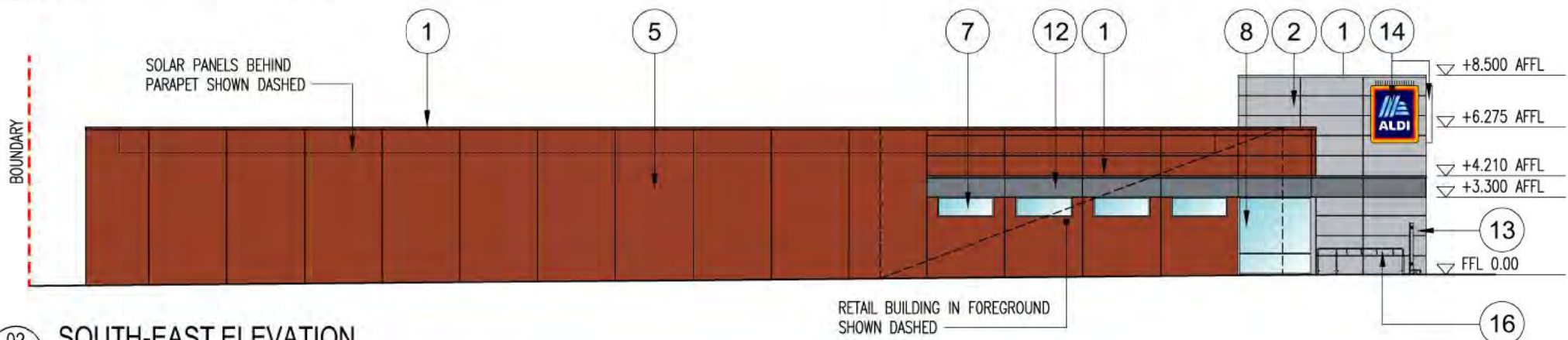
REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS
C	17.07.18	PLANNING	LT	TB
D	16.08.18	PLANNING	LT	TB

## MATERIAL SCHEDULE

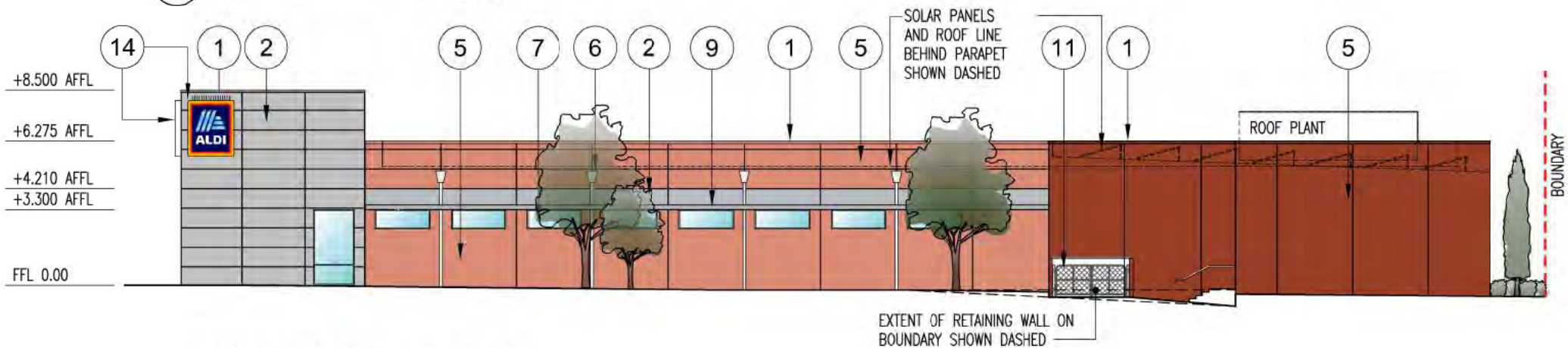
1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH, 'DRIVETIME' WHERE COLOUR VARIES.
2 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
3 - PANEL LIFT DOOR AND COMPACTOR DOOR, 'OLDE PEWTER'
4 - COLORBOND ROOF SHEETING, SURFMIST
5 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
6 - GUTTER AND DOWNPIPES - COLORBOND, 'BASALT GREY'
7 - WINDOWS - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
8 - SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
9 - SUNSCREEN - PAINTED STEEL FRAME, DULUX 'OLDE PEWTER'
10 - DOOR & FRAME, DULUX 'OLDE PEWTER'
11 - BIN STORE, PRECAST CONCRETE 'FLUORESCENT FIRE'
12 - FIBRE CEMENT FASCIA, DULUX 'DRIVETIME'
13 - POSTER BOX
14 - ALDI ILLUMINATED SIGNS
15 - COMPACTOR DOOR & FRAME - 'OLDE PEWTER'
16 - TROLLEY BAY
17 - EXTERNAL LIFESTYLE IMAGE (TOMATO)
18 - SOLAR PANELS
19 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'GULLY'
20 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SURFMIST'
21 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DEEP OCEAN'
22 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DUNE'



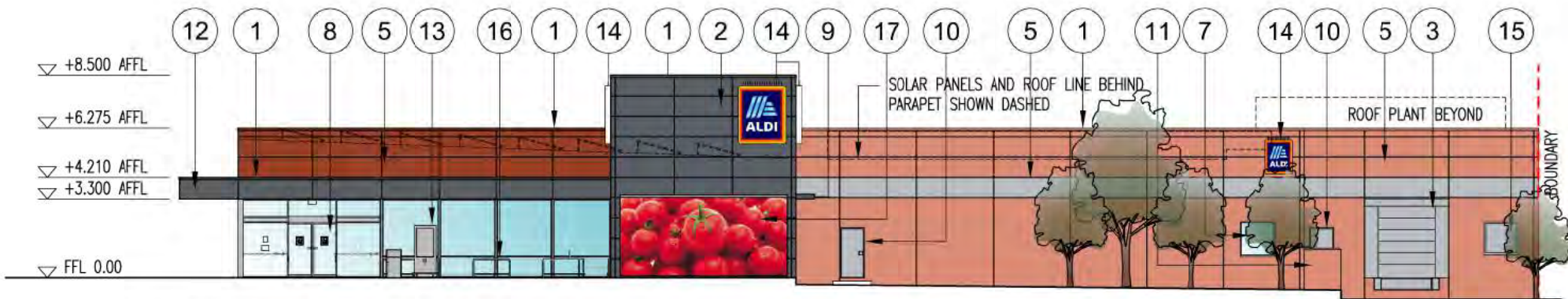
01 SOUTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



02 SOUTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED



03 NORTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



04 NORTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED

CLIENT  
ALDI STORES



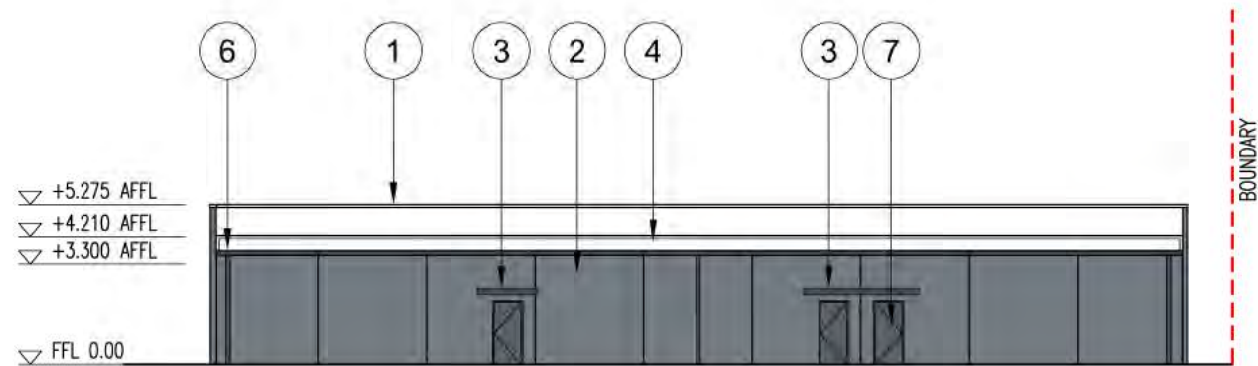
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
ALDI EXTERNAL ELEVATIONS

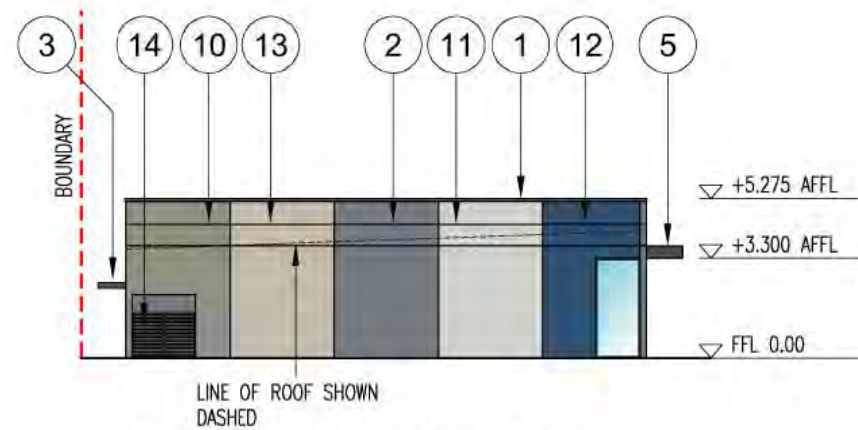


SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA03.1	DA	D

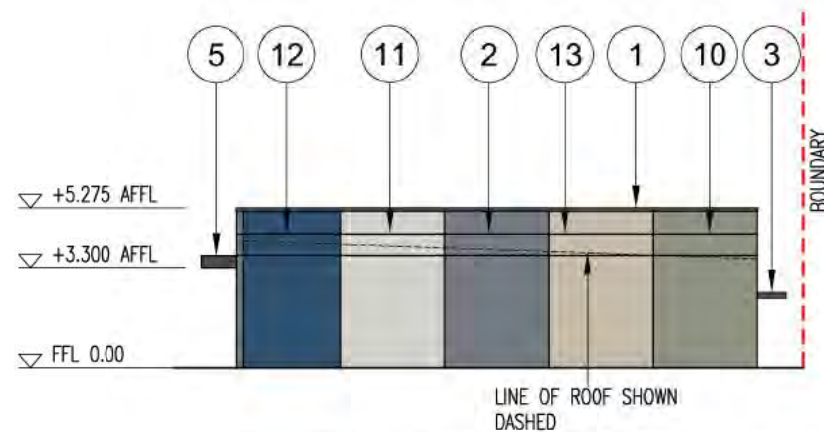




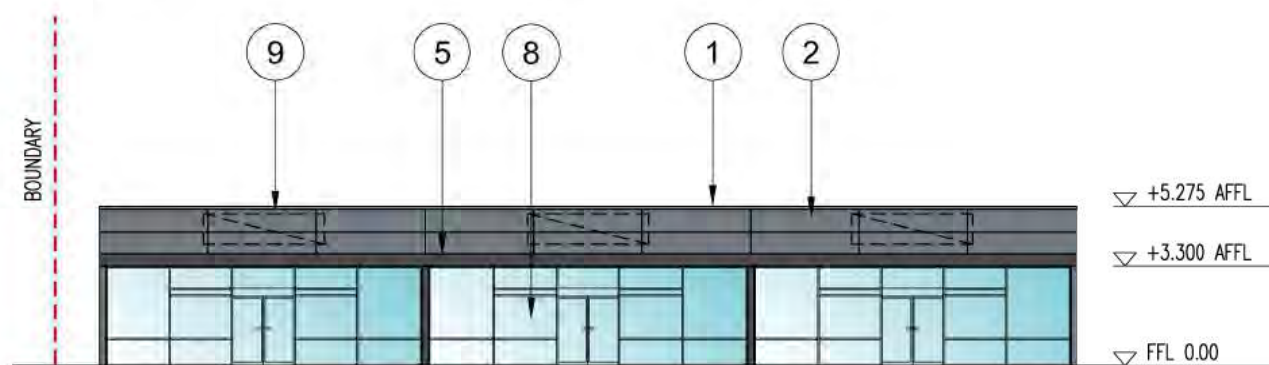
01 SOUTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



02 SOUTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED



03 NORTH-WEST ELEVATION  
DA02.3 1:250 PROPOSED



04 NORTH-EAST ELEVATION  
DA02.3 1:250 PROPOSED

## NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB

## MATERIAL SCHEDULE

1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT WALL FINISH
2 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SHALE GREY'
3 - AWNING - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'
4 - COLORBOND ROOF SHEETING, 'SURFMIST'
5 - CANOPY - PAINTED STEEL FRAME, PAINT FINISH TO MATCH COLORBOND 'MONUMENT'
6 - GUTTER AND DOWNPIPES - COLORBOND, 'MONUMENT'
7 - DOOR & FRAME - DOOR AND FRAME, DULUX 'OLDE PEWTER'
8 - SHOPFRONT - POWDERCOATED ALUMINIUM FRAMES, COLORBOND 'MONUMENT'
9 - RETAIL SIGNAGE ZONES
10 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'GULLY'
11 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'SURFMIST'
12 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DEEP OCEAN'
13 - PRECAST RC PANEL, PAINT FINISH TO MATCH COLORBOND 'DUNE'
14 - BIN STORE - SLATED GATE OVER - COLORBOND 'MONUMENT'

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

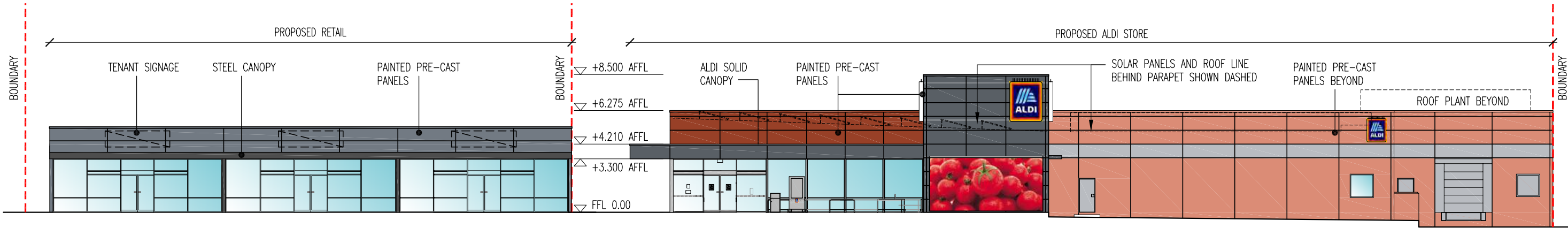
DRAWING  
ALDI EXTERNAL ELEVATIONS



SCALE	DATE	DRAWN	CHECKED
1:250	JULY 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA03.2	DA	B

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



01

DA02.3

1:250

PARK TERRACE STREETSCAPE

CLIENT

ALDI STORES



PROJECT

ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SA

DRAWING

PARK TERRACE STREETSCAPE



NIELSEN ARCHITECTS

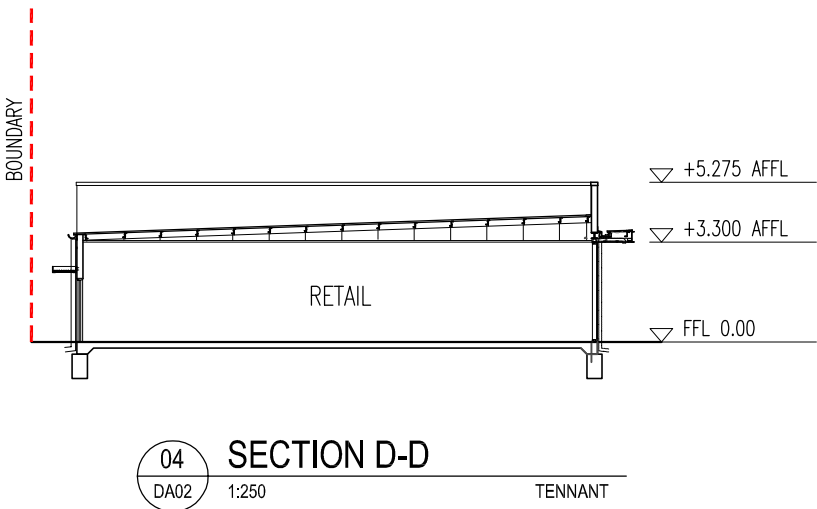
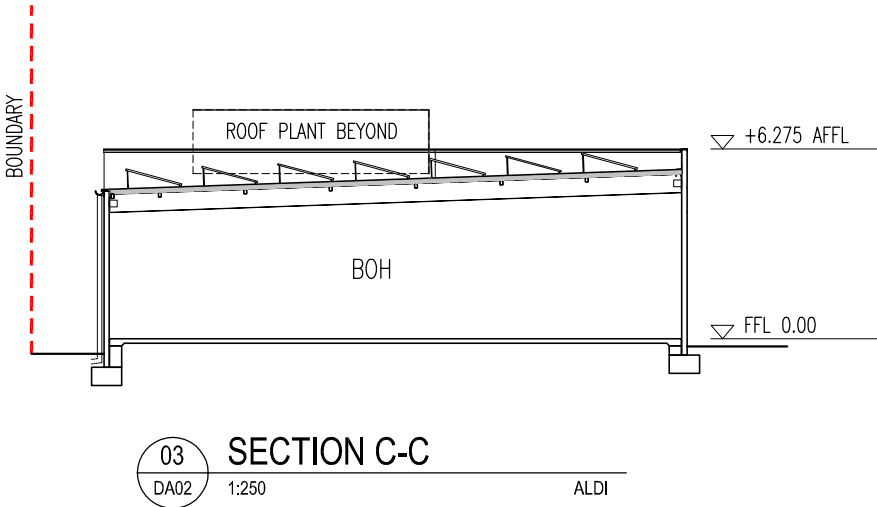
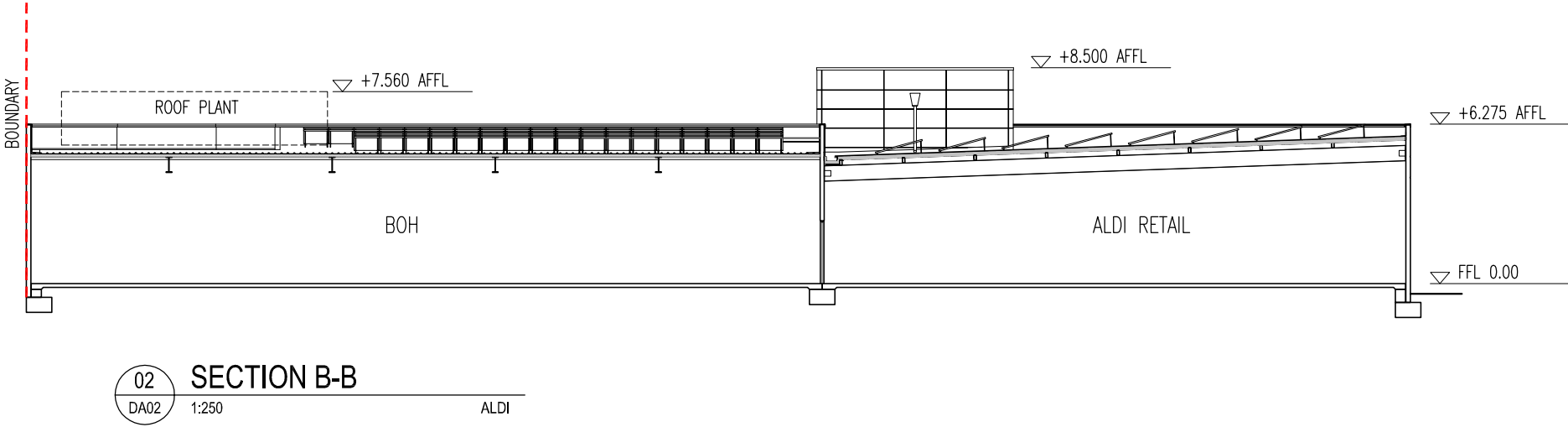
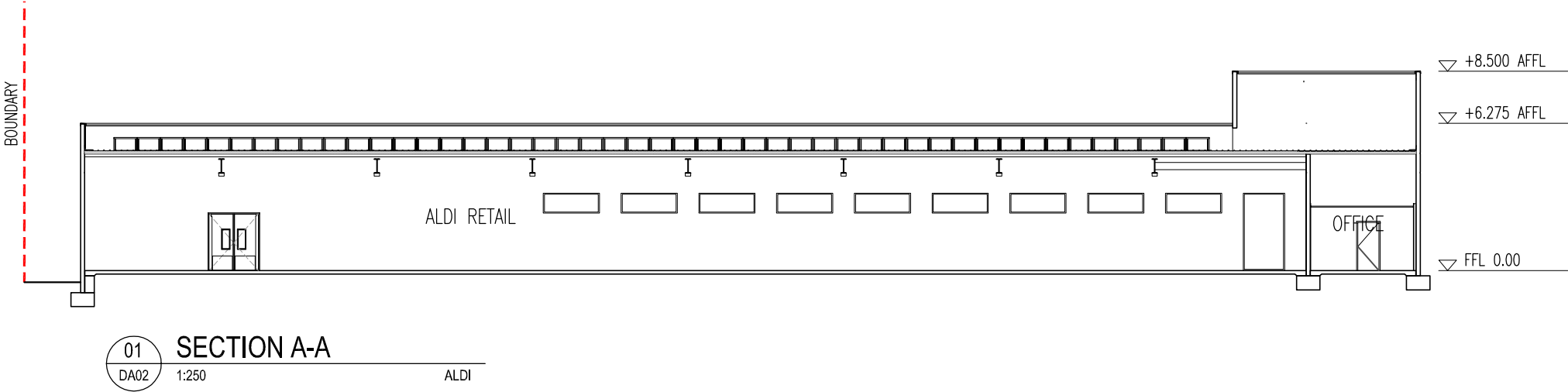
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA03.3	DA	C

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



CLIENT

ALDI STORES



PROJECT

ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING

SECTIONS

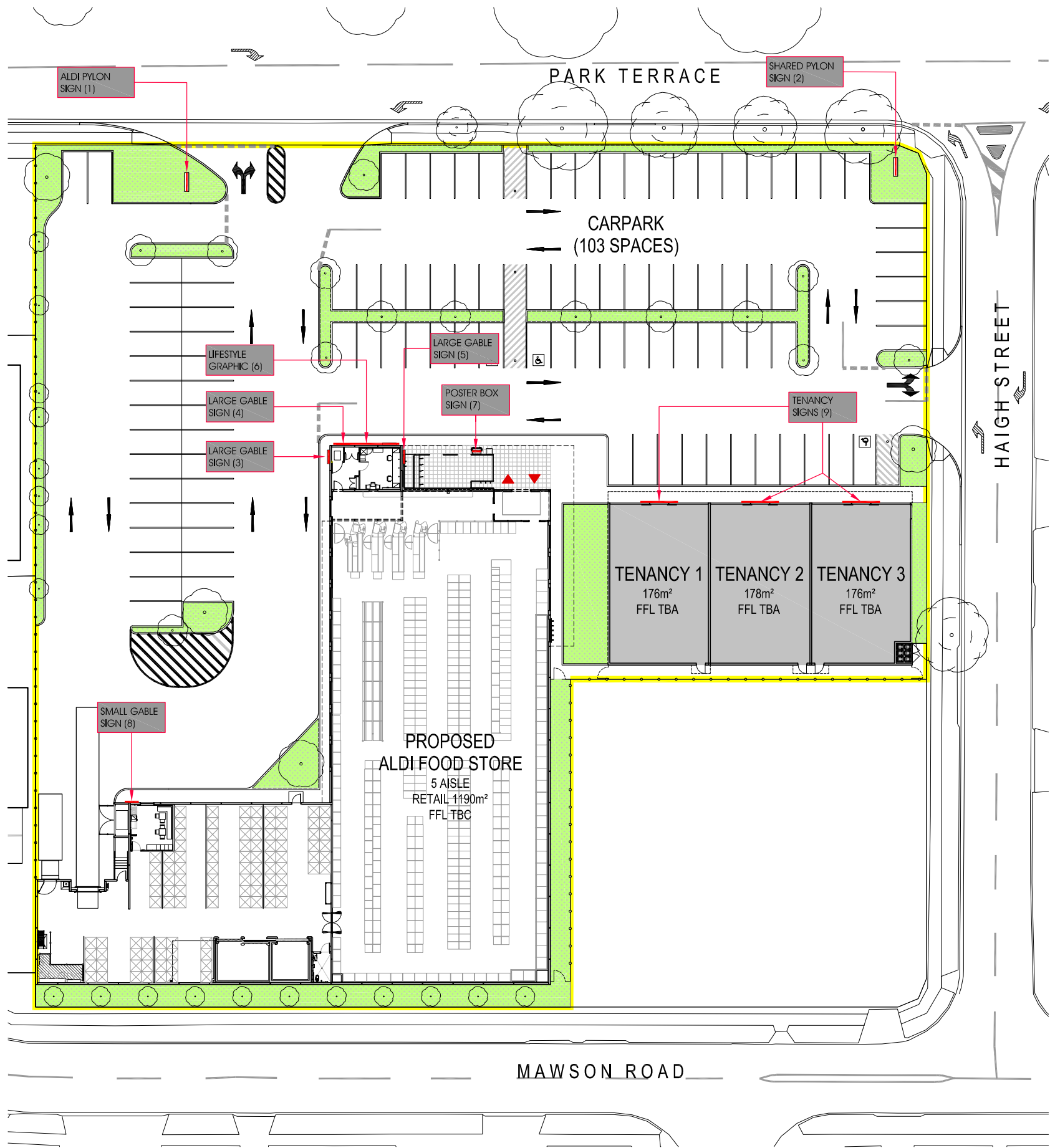


NIELSEN ARCHITECTS

108 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

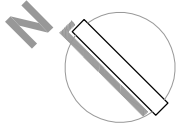
SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA05	DA	C





Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	30.07.18	PLANNING	LT	TB
C	16.08.18	PLANNING	LT	TB



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

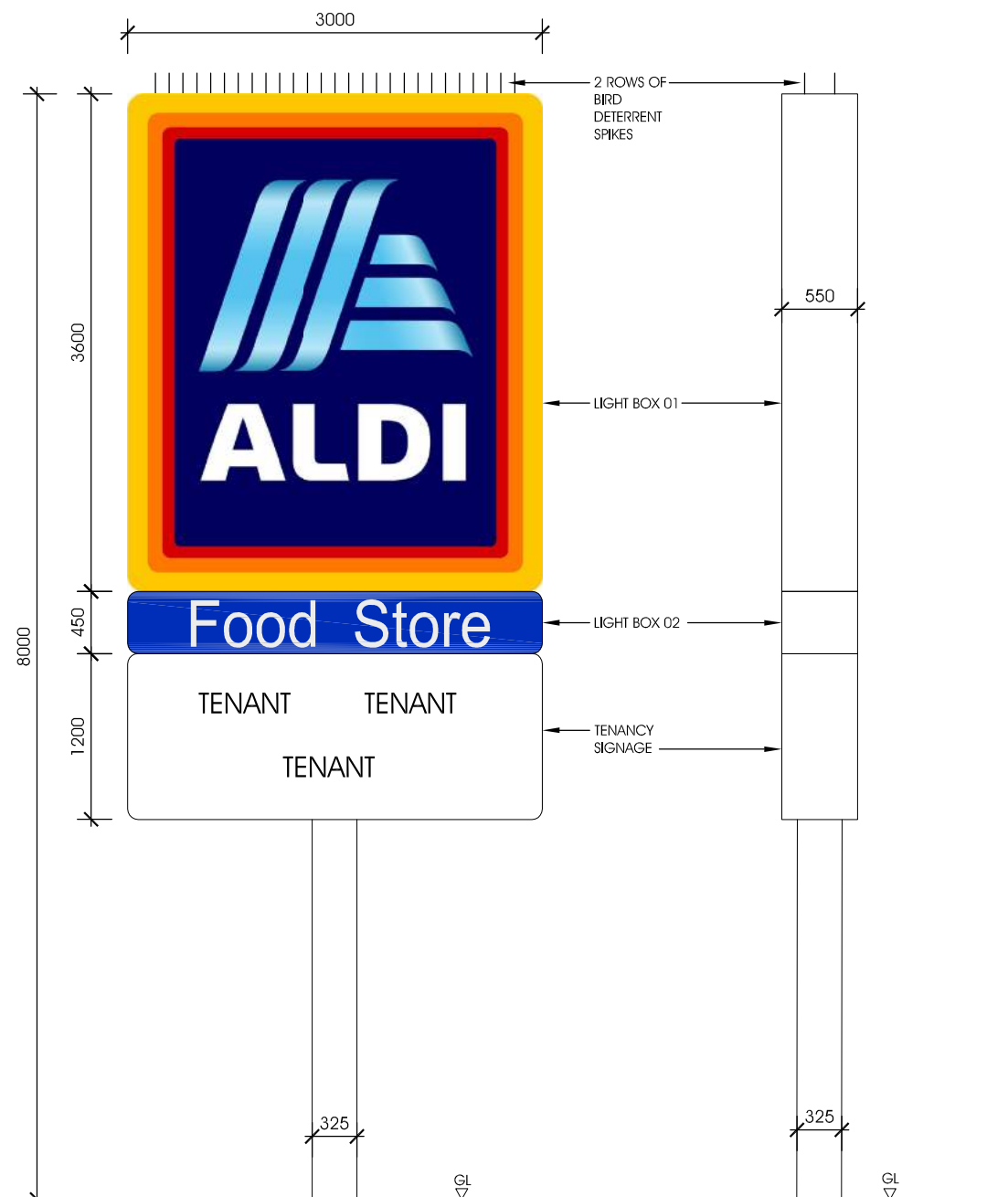
DRAWING  
SIGNAGE PLAN

 108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA06.1	DA	C

## ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	07.05.18	PLANNING	TB	DS
C	20.07.18	PLANNING	LT	TB



OPENING HOURS SIGN  
P1 OPENING HOURS SIGN - 2700w X 1809h  
SAPPHIRE BLUE 4mm ACM  
INSTALLED VIA SUITABLE MOUNTING BRACKETS TO  
PYLON AND UNDERSIDE OF SIGN  
BRACKETS TO BE PAINTED DULUX 'OLDE PEWTER'

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 'OZ' FLEX FACE EXTRUSION  
1.6mm ALUMINIUM EXTERNAL CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT FINISHES  
MIO PAINT FINISH TO EXTERNAL SURFACE  
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING  
MULFORDS SX GRADE FLEX FACE (NO VISIBLE JOINS)  
TECHNOGRAPH AND 3M SELF-ADHESIVE VINYL  
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

02 SHARED PYLON SIGN (2)  
- 1:50

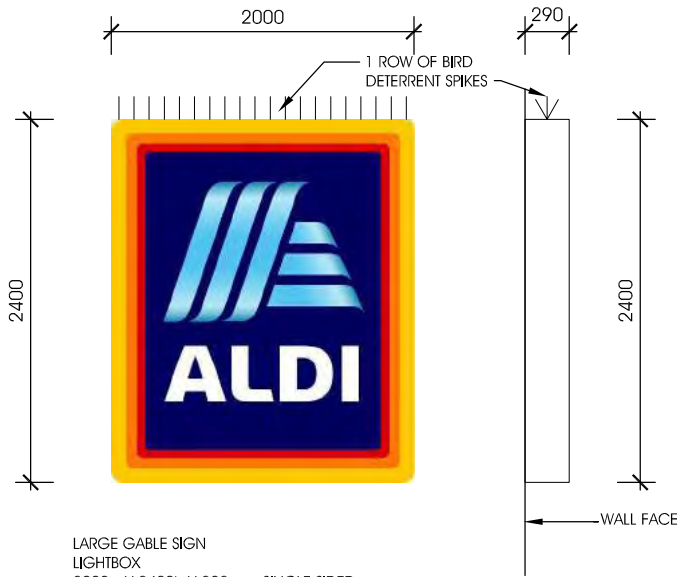


 108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 8008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

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

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB



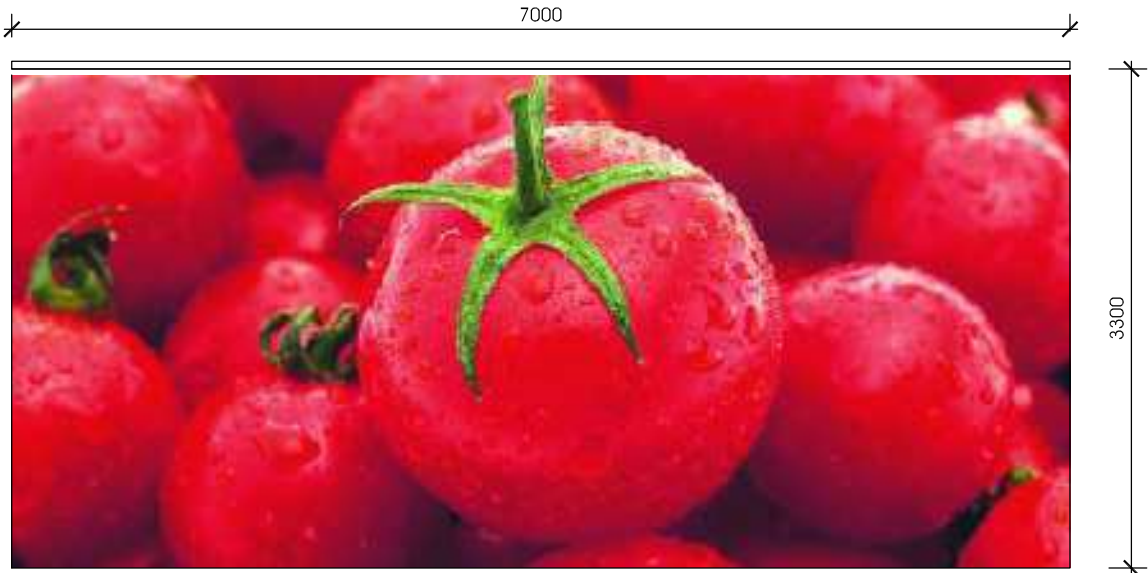
LARGE GABLE SIGN  
LIGHTBOX  
2000w X 2400h X 292mm SINGLE SIDED  
FLEXFACE WALL SIGN.  
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX  
EXTRUSION WITH 1.6mm ALUMINIUM  
CLADDING TO BACK  
PAINT FINISH EXTERNAL: DULUX OLD PEWTER  
50243 70% GLOSS IN 2 PACK POLYURETHANE  
OR POWDERCOAT FP964  
PAINT FINISH INTERNAL: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

01

LARGE GABLE SIGN (3, 4, 5)

-

1:50



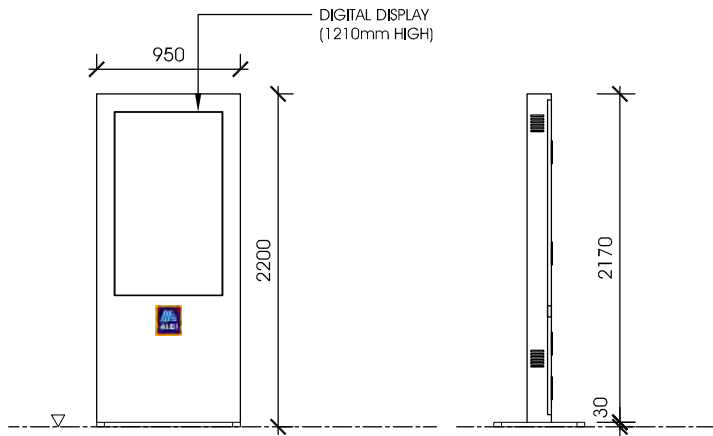
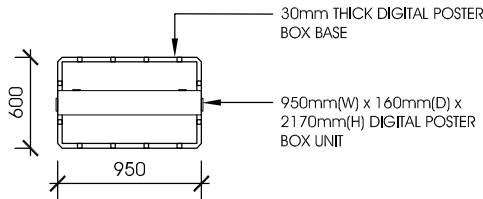
EXTERNAL LIFESTYLE IMAGE  
7000 x 3300 x 250mm SINGLE FACED DIBOND  
GRAPHIC PANEL  
INTERNAL ALUMINIUM FRAME  
50mm ALUMINIUM ANGLE COVER TRIM,  
POWDERCOAT FINISH (BLACK)  
3mm DIBOND PANEL  
APPLIED DIGITAL PRINT CAV ANTI GRAFFITI COAT  
EXTERNALLY ILLUMINATED FROM ABOVE

03

EXTERNAL LIFESTYLE GRAPHIC (6)

-

1:50

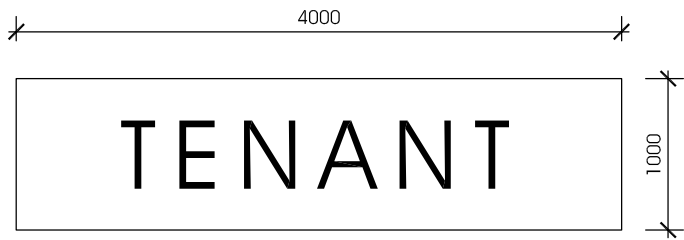


04

POSTER BOX (7)

-

1:50



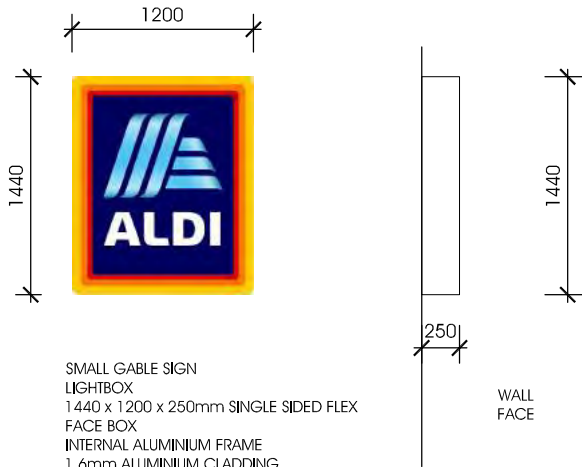
TENANCY SIGNAGE  
4000 x 1000 x 250mm ILLUMINATED SIGNAGE BOX

05

RETAIL SIGNAGE (9)

-

1:50



SMALL GABLE SIGN  
LIGHTBOX  
1440 x 1200 x 250mm SINGLE SIDED FLEX  
FACE BOX  
INTERNAL ALUMINIUM FRAME  
1.6mm ALUMINIUM CLADDING  
2 PACK POLYURETHANE INTERNAL PAINT  
FINISHES  
MULFORDS SX GRADE FLEX FACE (NO JOINS)  
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL  
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING  
LIGHT OUTPUT: CALVIN - 40,000 LUMINS 16,500

02

SMALL GABLE SIGN (8)

-

1:50

CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
SIGNAGE DETAILS  
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
1:50	MAR 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA06.3	DA	A



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	20.07.18	PLANNING	RP	TB
C	16.08.18	PLANNING	RP	TB



-

-

PROPOSED 3D VISUAL RENDER 1

NTS

CLIENT

ALDI STORES



PROJECT

ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SA

DRAWING

PROPOSED 3D VISUAL RENDERS -

SHEET 1



NIELSEN ARCHITECTS

108 Albion Road Stirling  
South Australia 5152  
p 08 8333 8000  
f 08 8333 3004  
info@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA08.1	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	20.07.18	PLANNING	RP	TB
C	16.08.18	PLANNING	RP	TB



-

-

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

1. Project Overview

2. Site Context

3. Site Plan

4. Floor Plans

5. Sectional Views

6. Material Schedule

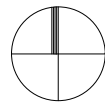
7. Appendix

SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2018	DS	TB
PROJECT No	DRAWING No	STATUS	REV
2180	DA08.2	DA	C



Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	17/07/18	TENANCY & ALDI ADJUSTMENTS.	RP	TB
B	19/07/18	PLANNING	RP	TB
C	16/08/18	PLANNING	RP	TB



CLIENT  
ALDI STORES

PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

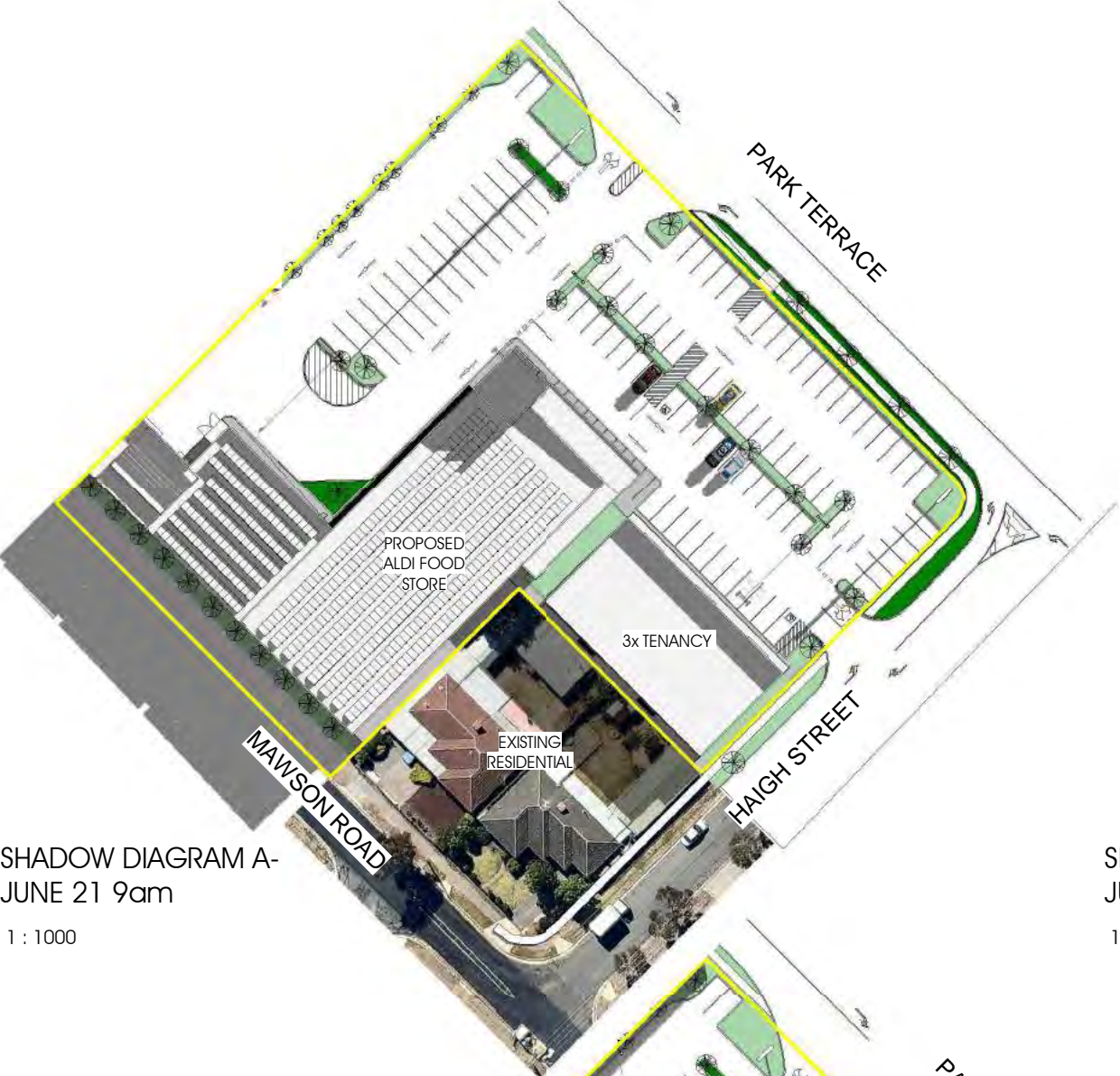
DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

NIELSEN ARCHITECTS

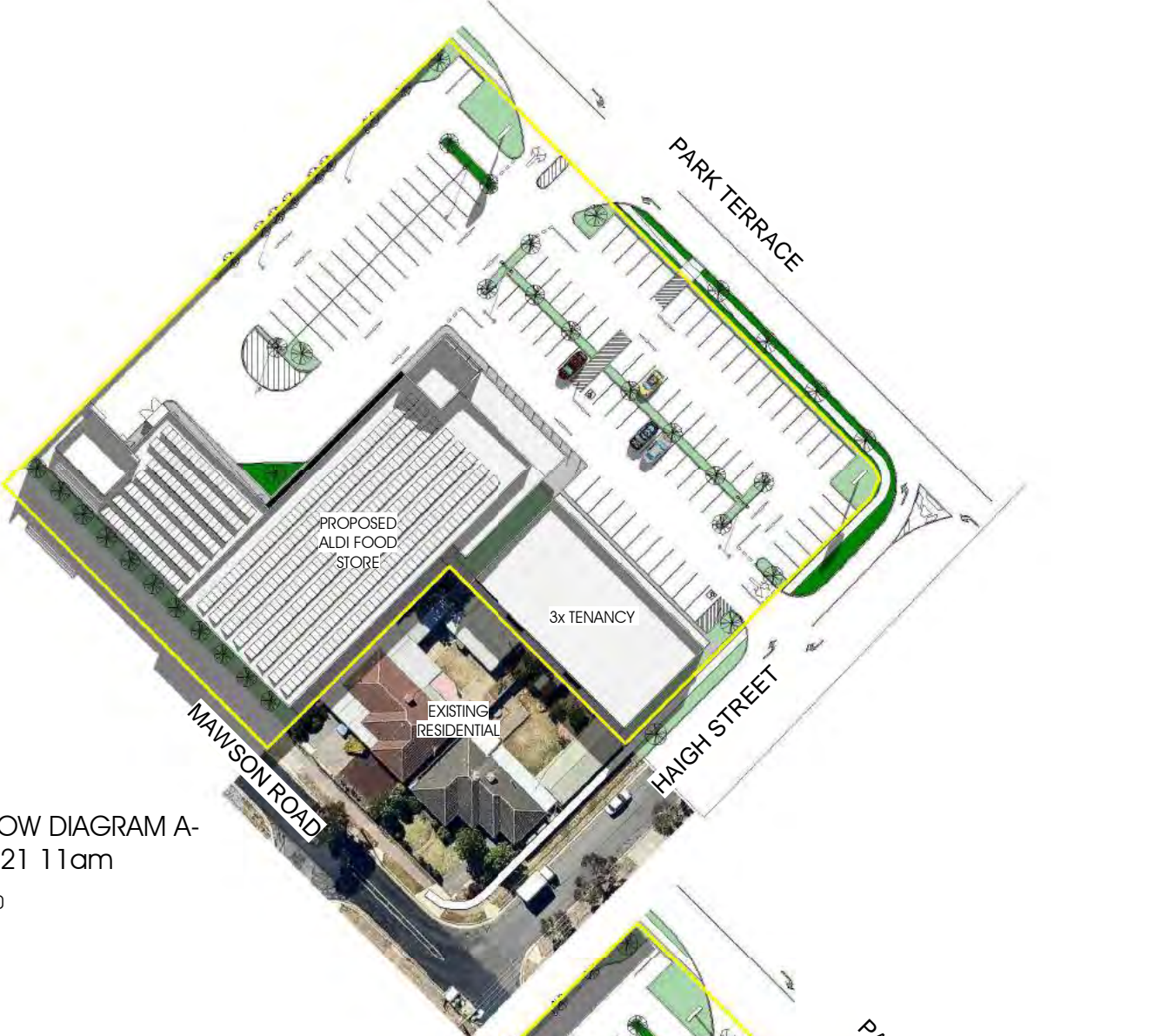
108 Mt Barker Road Stirling  
South Australia 5152  
p: 08 8339 4008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1 : 1000	AUG 2018	RP	TB

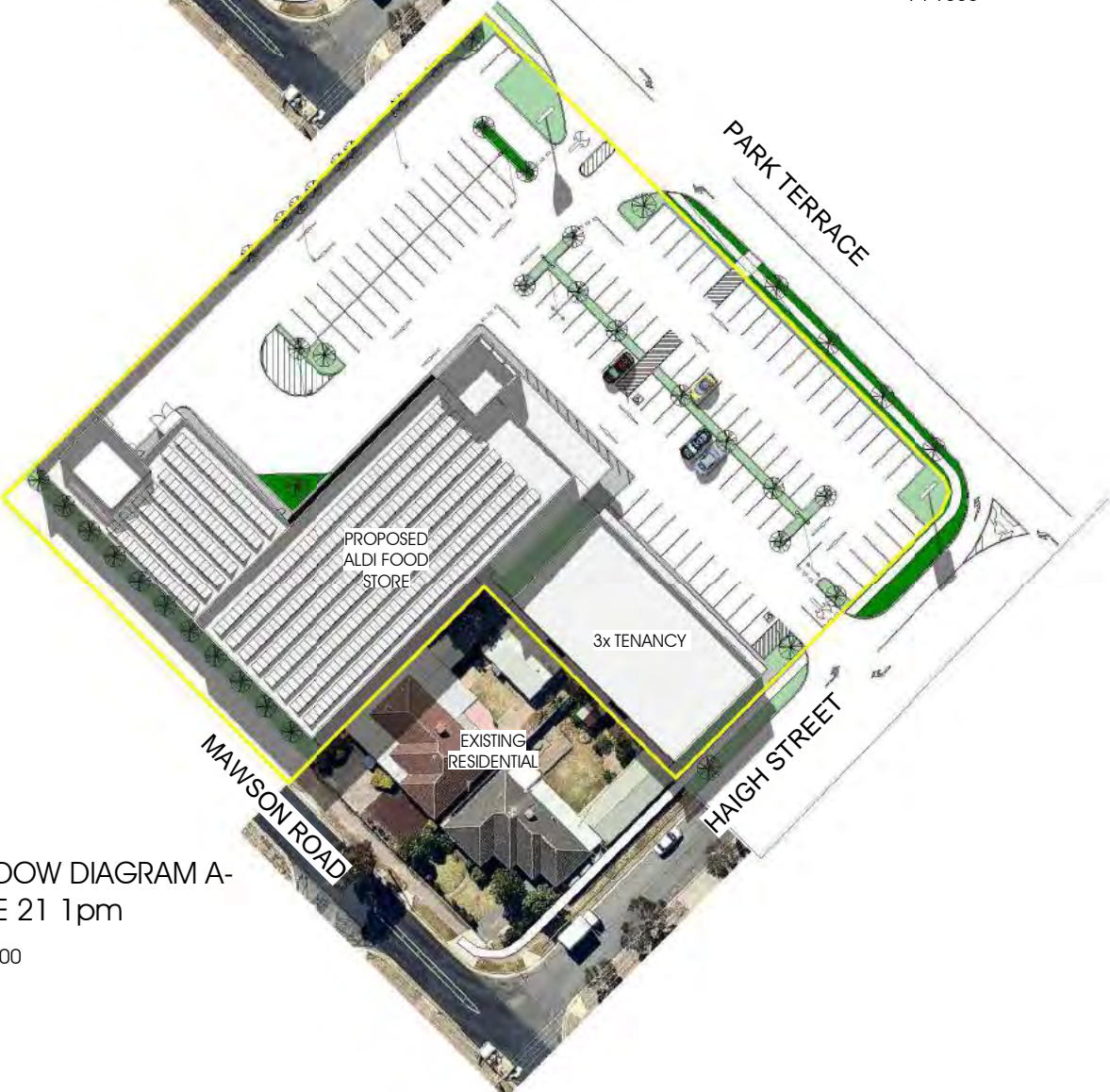
PROJECT No	DRAWING No	STATUS	REV
2180	DA09.1	DA	C



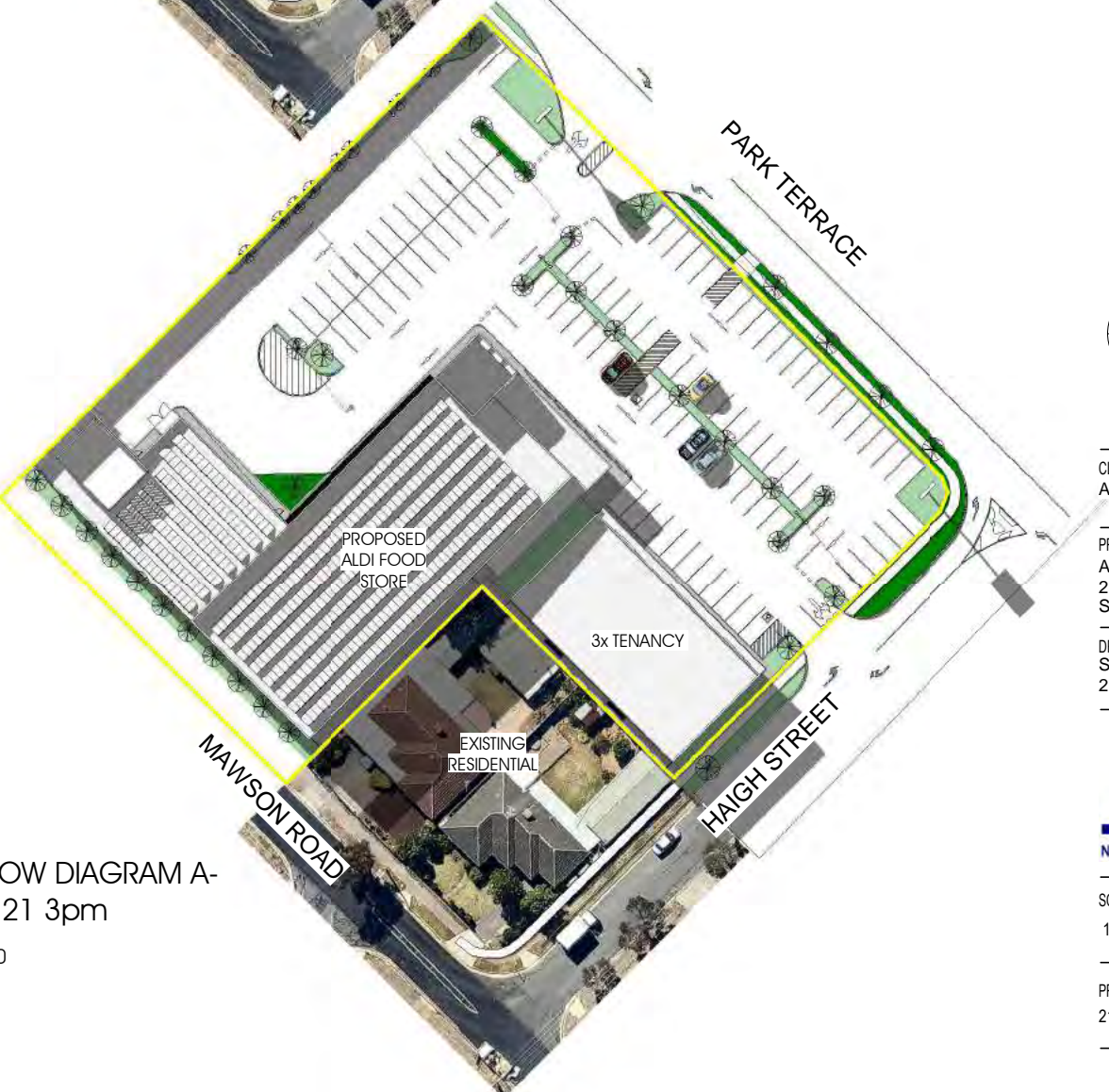
SHADOW DIAGRAM A-  
JUNE 21 9am  
1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 11am  
1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 1pm  
1 : 1000



SHADOW DIAGRAM A-  
JUNE 21 3pm  
1 : 1000

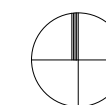
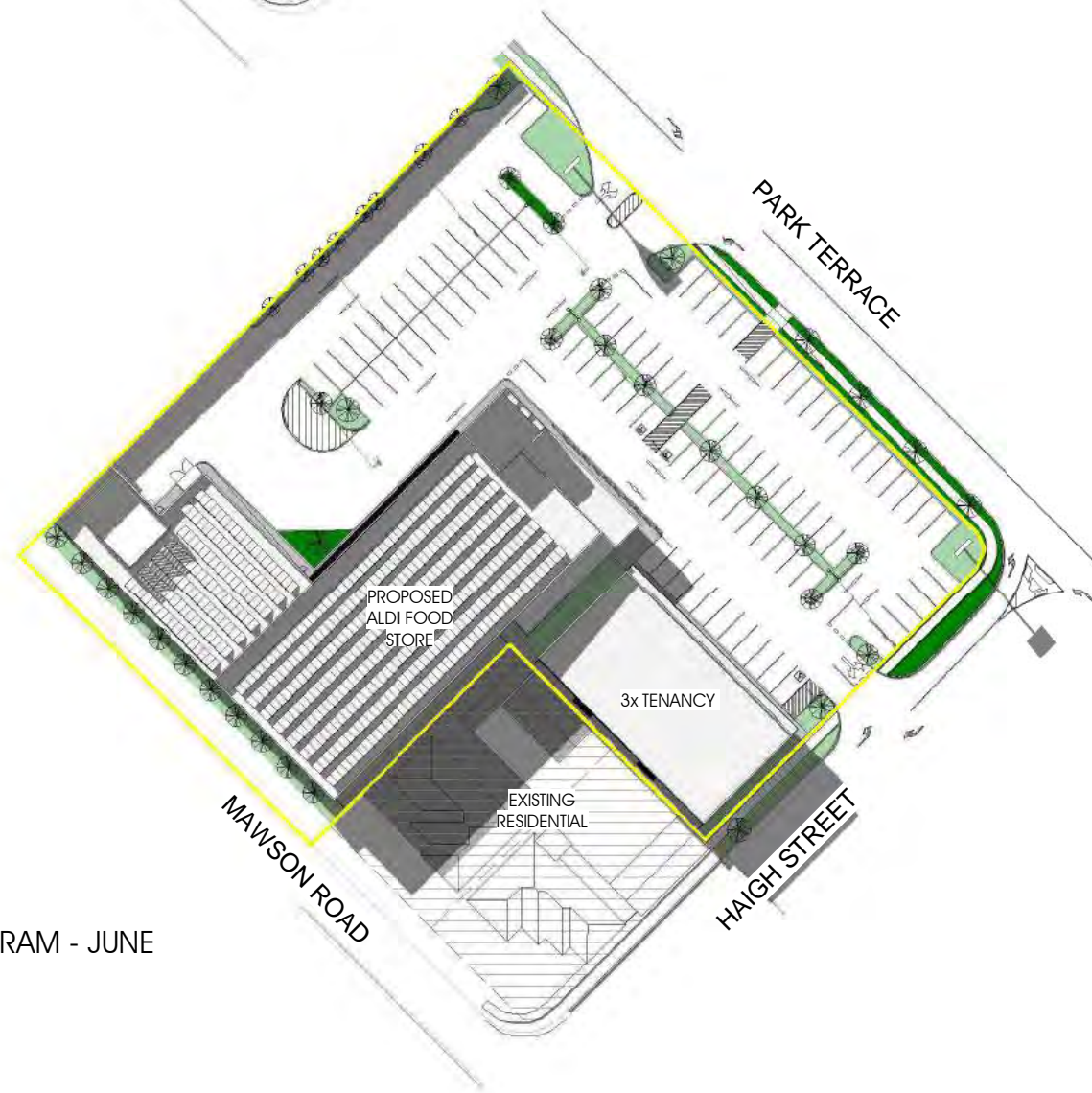
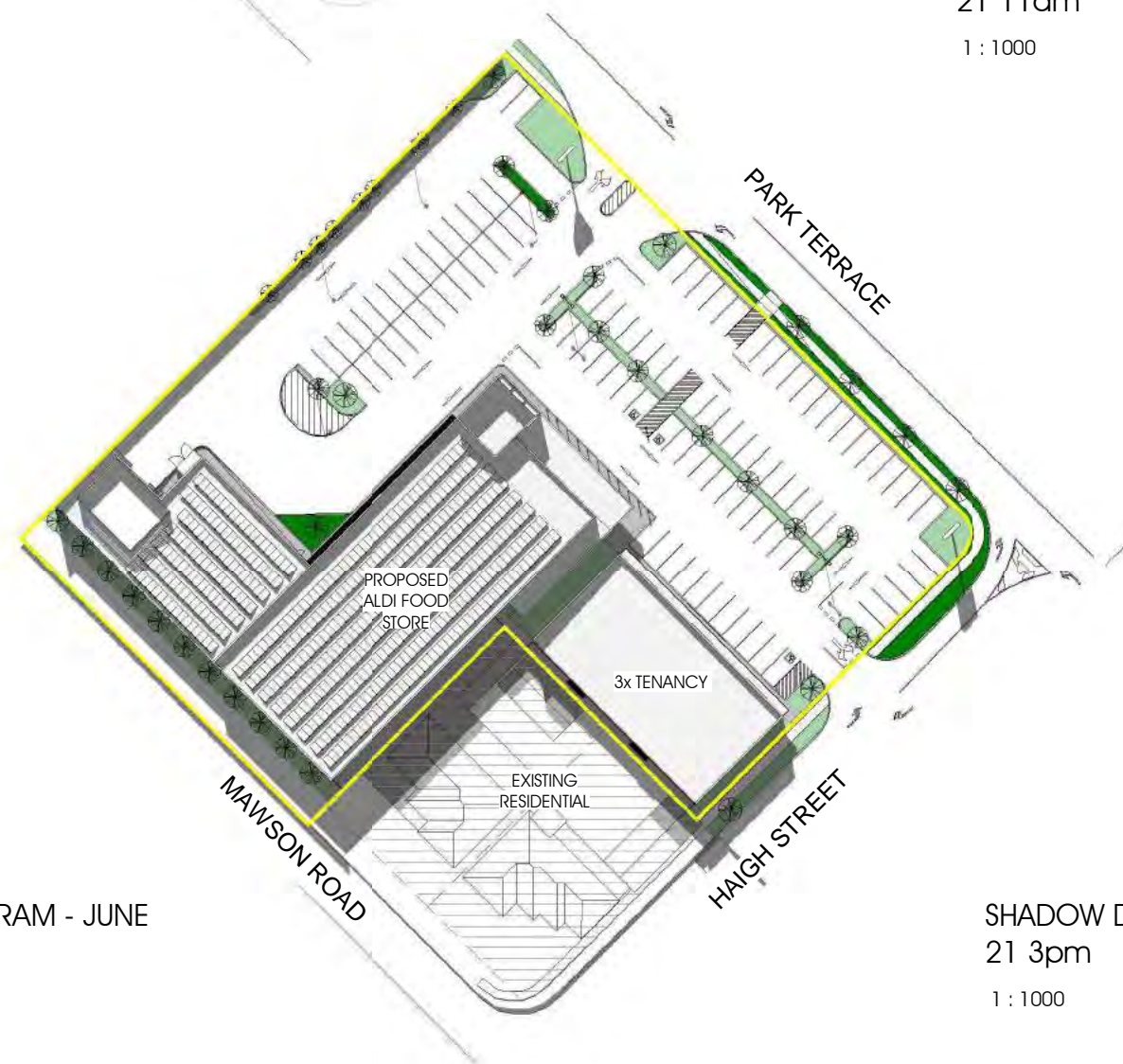
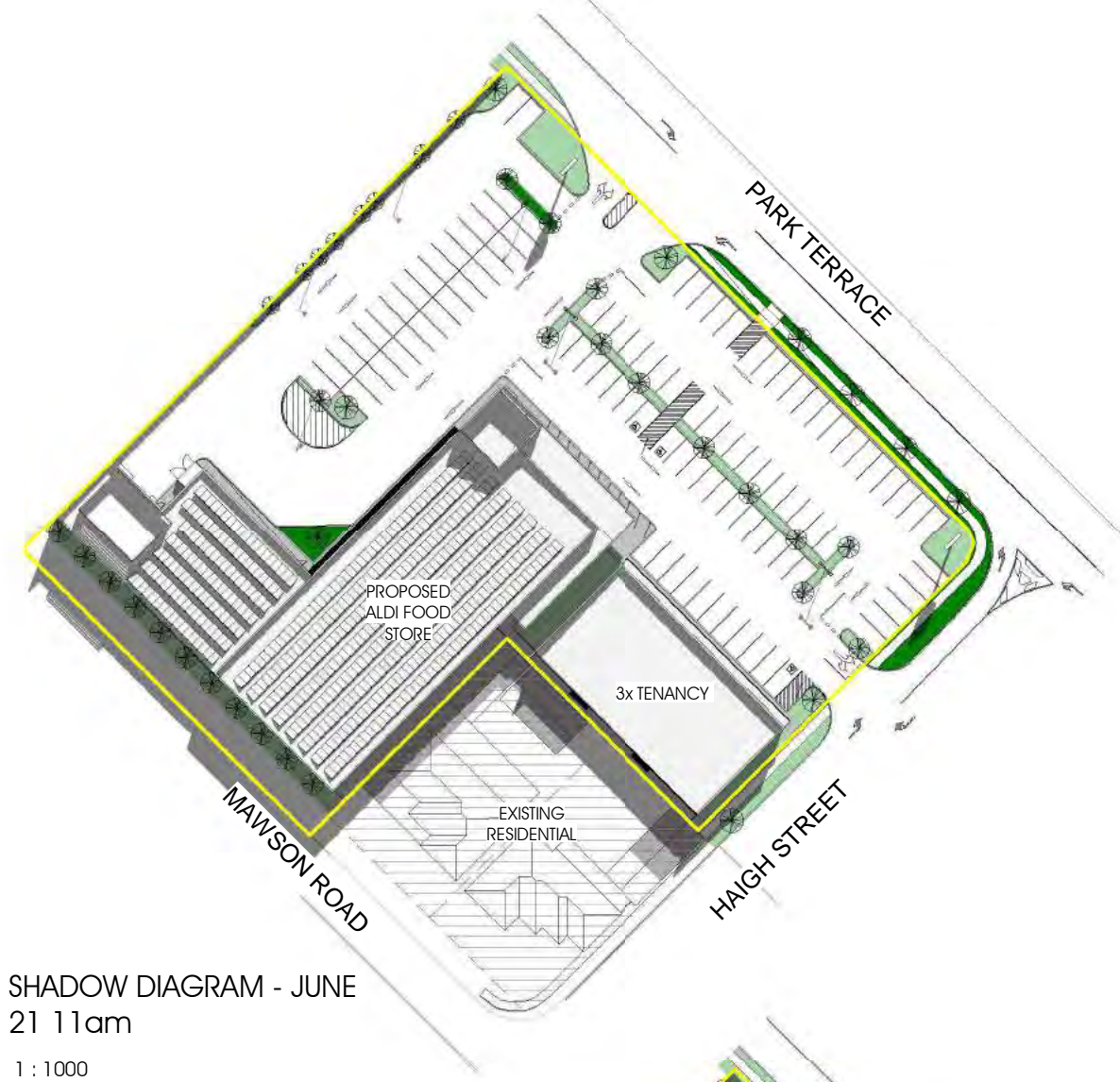
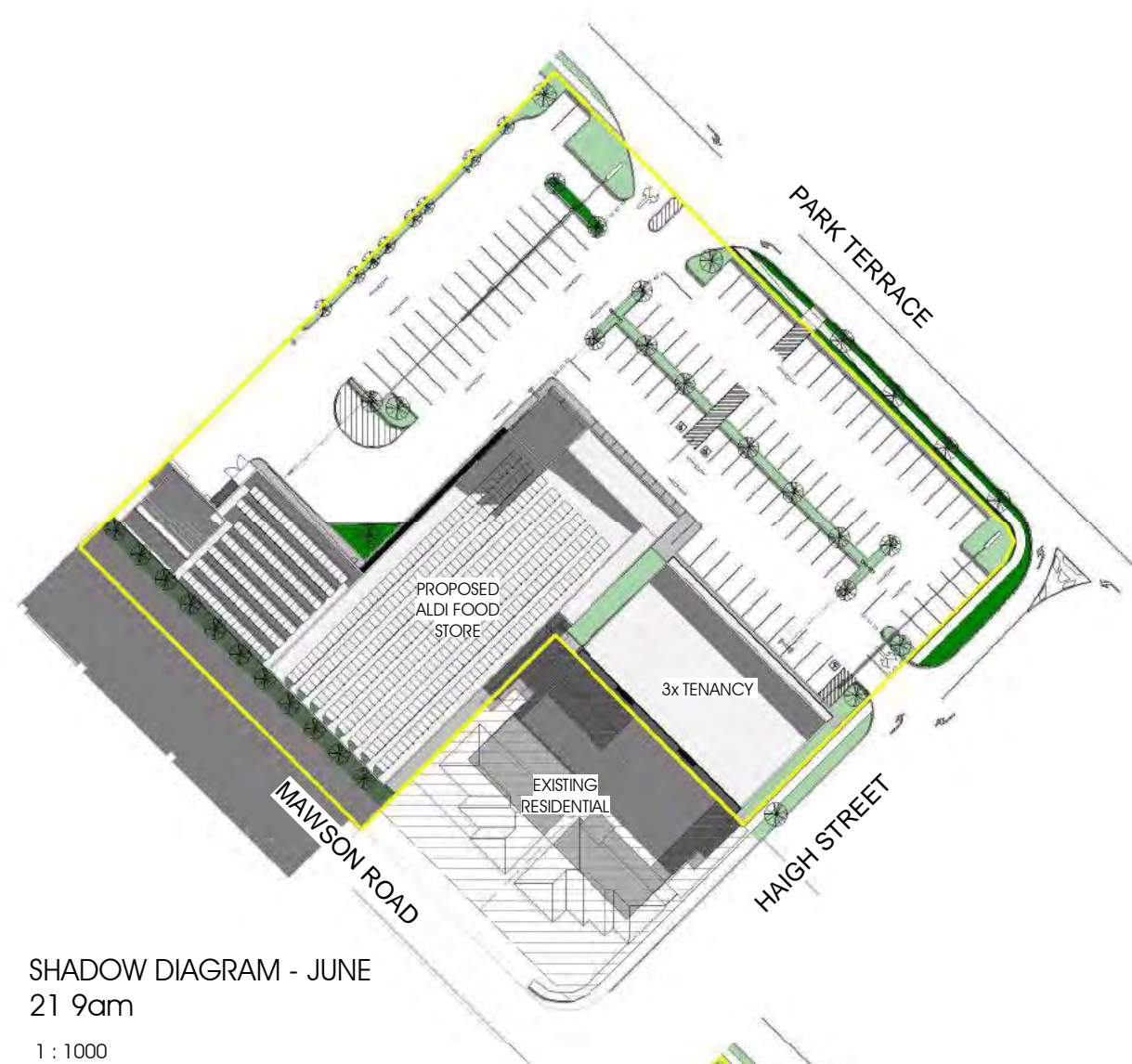


## NOTES

ORIGINAL A3

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	17/07/18	TENANCY & ALDI ADJUSTMENTS.	RP	TB
B	19/07/18	PLANNING	RP	TB
C	16/08/18	PLANNING	RP	TB



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
25 PARK TERRACE  
SALISBURY, SA

DRAWING  
SHADOW DIAGRAM - WINTER SOLSTICE -  
21 JUNE 2018

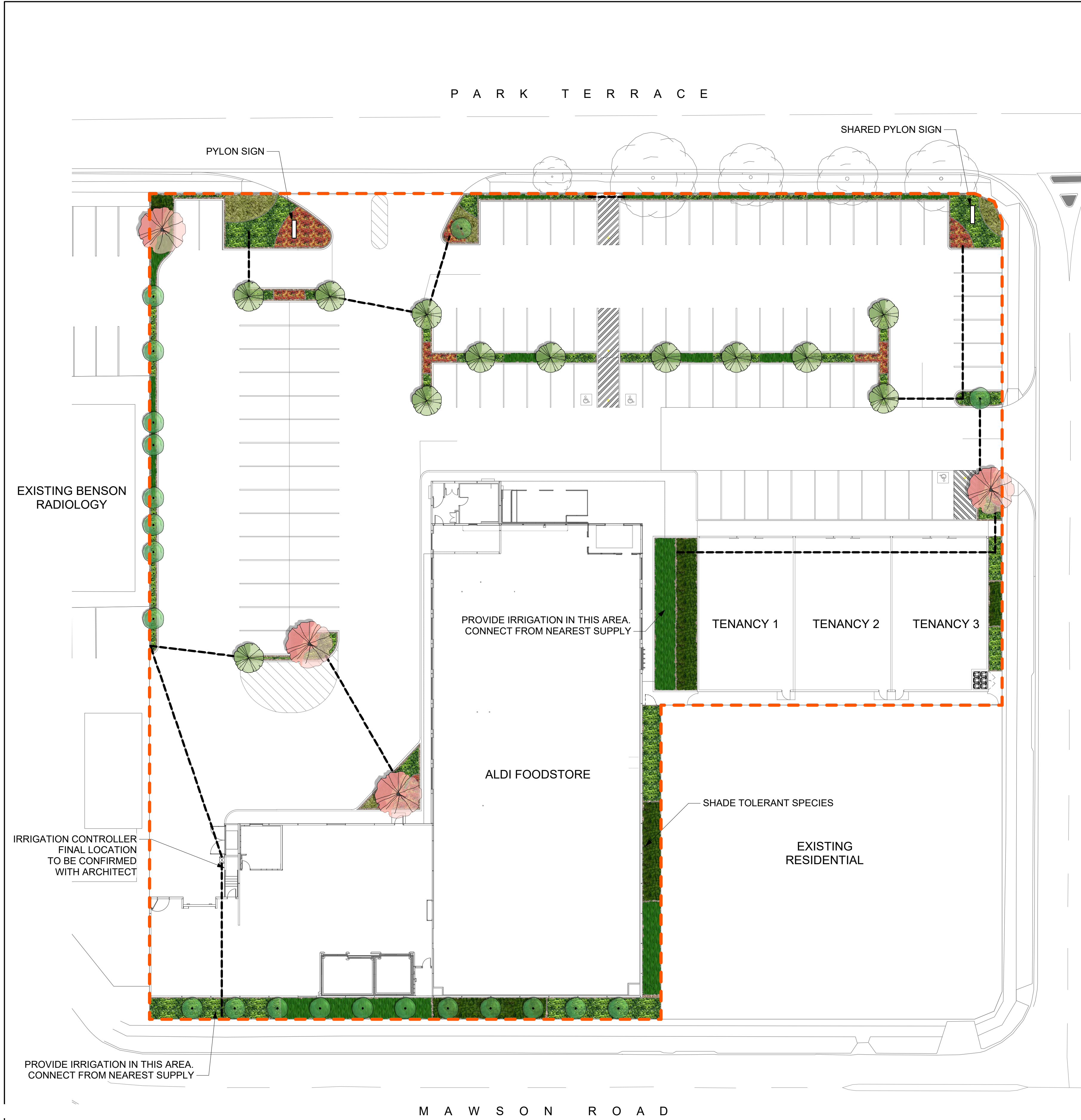
 108 Mt Barker Road Stirling,  
South Australia 5152  
p: 08 8339 4008  
f: 08 8339 2004  
P.O. Box 691 Stirling SA 5152  
admin@nielsenarchitects.com.au  
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:1000	AUG 2018	RP	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA09.2	DA	C



## Appendix 2. Amended Landscape Plan



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 UNDESIRED 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 (CUPRESSUS SEMPERVIRENS 'GLAUCA')
- SMALL TREES (PYRUS CALLERYANA 'CAPITAL')
- MEDIUM TREES (ACER X FREEMANII 'AUTUMN BLAZE')
- EXISTING TREES TO BE RETAINED
- PROPOSED LOW SHRUBS & GROUNDCOVERS
- IRRIGATION CONDUIT (100MM DIA PVC PIPE)
- SITE BOUNDARY

PLANT PALETTE

TREES



*Acer x freemanii 'Autumn Blaze'*  
Jeffer's Red Maple  
Height: 12m  
Width: 9m



*Pyrus calleryana 'Capital'*  
Capital Callery Pear  
Height: 9m  
Width: 3m



*Cupressus sempervirens 'Glauc'*  
Pencil Pine  
Height: 11m  
Width: 2m

LOW SHRUBS & GROUNDCOVERS



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



*Dietes grandiflora*  
Butterfly Iris  
Height: 0.9m  
Width: 0.9m



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

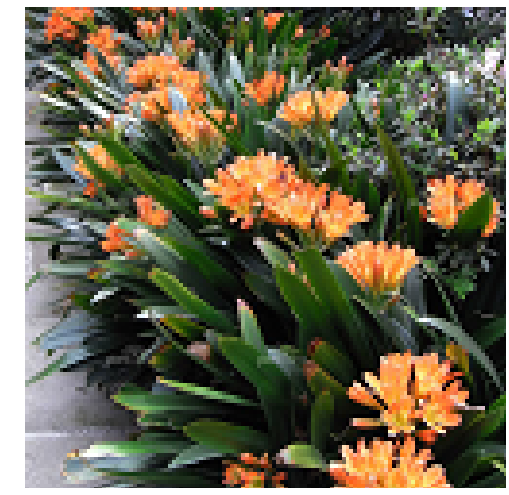


*Rosmarinus officinalis*  
Rosemary  
Height: 1.5m  
Width: 1.5m

SHADE TOLERANT SPECIES



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



*Clivia miniata*  
Natal Lily  
Height: 0.6m  
Width: 0.8m



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



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



## Appendix 3. GTA Response to Traffic Issues

Reference: #S121211

24 August 2018

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 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 30 July 2018, the letter prepared to SCAP by the City of Salisbury on 24 July 2018 and three (3) representations concerning the development.

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

Yours sincerely

GTA CONSULTANTS



Paul Morris  
Director

VIC | NSW | QLD  
ACT | SA | WA

Level 5,  
75 Hindmarsh Square  
ADELAIDE SA 5000

PO Box 119  
RUNDLE MALL SA 5000

t// +618 8334 3600

[www.gta.com.au](http://www.gta.com.au)

## 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 30 July 2018.

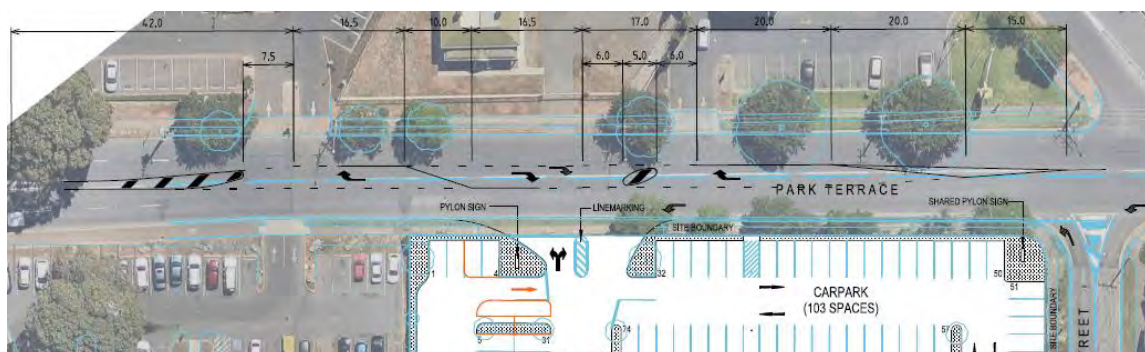
1. *The Park Terrace access will be provided with a right turn lane and cater for all turning movements. Whilst this arrangement is supported in principle, the location of the access has some potential to result in conflict with the access points on the opposite side of the road.*

It is acknowledged that the proposed intersection is located opposite an exiting driveway. However, the driveway opposite has little to no usage (as observed onsite). Locating the driveway further to the east will have more implications opposite the McDonald's access, which is more trafficked. Furthermore, relocating the driveway further west will impact on the right turn storage capacity for both the proposed development and KFC traffic. Therefore, the proposed location is considered the most appropriate in with respect to conflict management.

2. *Whilst ideally it would be better to provide greater separation between the access points, locating the access further to the east would result in increased conflict with the McDonald's access and also bring the access closer to the park Terrace/Church Street junction, thus further increasing potential conflict in the locality. Accordingly, in order to maximise the safety of the proposed access, it is recommended that the proposed painted median treatment is slightly extended to incorporate a right turn lane for the McDonald's access. This should ensure right turning vehicles will be positioned and thus their drivers will be able to have unobstructed view of the road ahead.*

The painted intersection treatment design has been amended to enable a right turn lane into the McDonald site. This will enable a vehicle storage of up to three (3) vehicles, which is an enhancement compared to existing conditions. The revised intersection treatment is shown in Figure 1.

Figure 1: Painted Intersection Configuration



3. *As the subject site development is likely to increase the number of pedestrian movements in the locality, particularly across Park Terrace, strong consideration should be given to the provision of a pedestrian refuge as part of the proposed median design.*

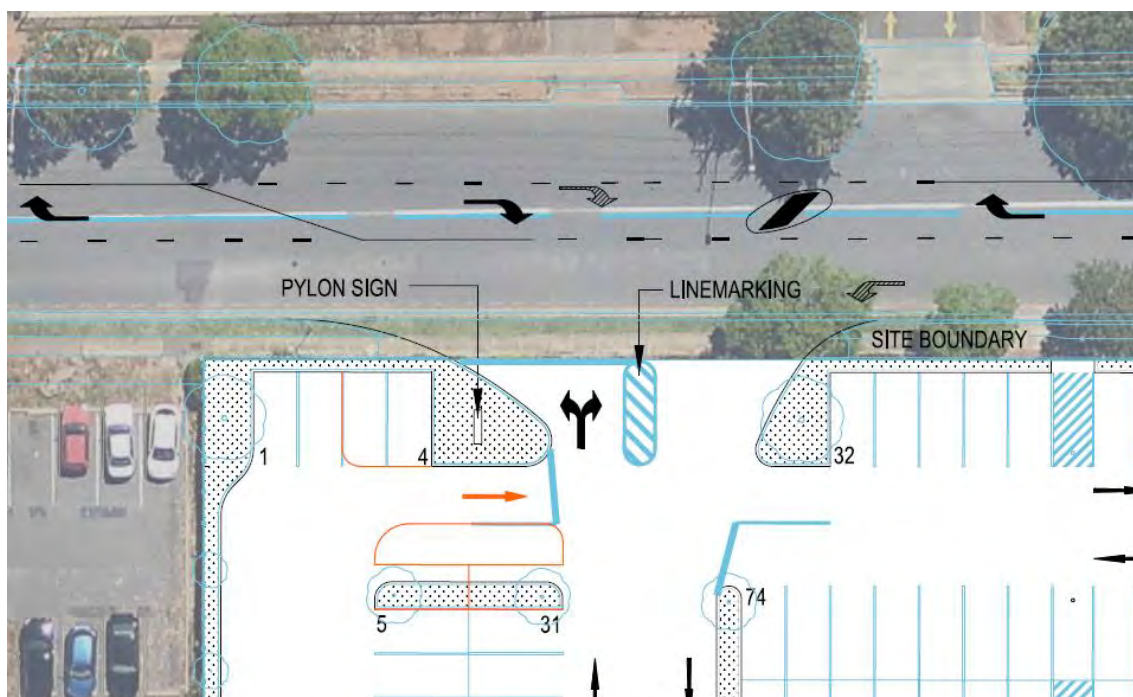


A review has been undertaken to consider potential opportunities to provide a pedestrian refuge on Park Terrace. However, there are no feasible locations to a refuge based on the line marking treatment proposed within the vicinity of the site. It is noted that an existing signalised pedestrian crossing is provided approximately 70 metres west of the site which will enable pedestrians to safely cross the road.

4. *It is noted that the proposed car parking layout incorporates a four-way intersection immediately adjacent to the access. This arrangement is likely to result in conflict adjacent the access and therefore reduce the safe and efficient operation of the access. It is recommended that the four-way intersection arrangement be reviewed and modified to minimise potential conflicts in the vicinity of Park Terrace. Consideration should also 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.*

The four-way intersection has been revised, with the western approach restricted to exit only. The exit only approach from the western leg ensures that traffic entering the main driveway can continue into the site without potential queuing onto Park Terrace, as a result of a driver turning right into the associated parking aisle. Figure 2 considers an indicative design.

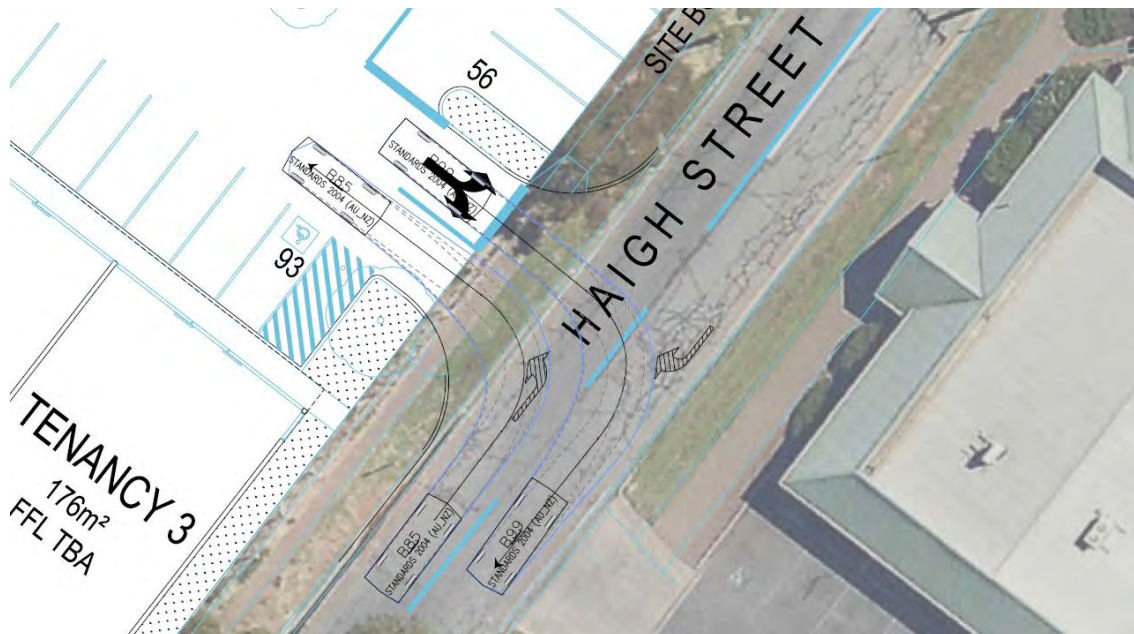
Figure 2: Internal Intersection Design



Based on our meeting with Paul Bennett on Monday 6<sup>th</sup> August, we understand that the minor amendments to the painted median and the internal car park will address the issues raised by DPTI.



Figure 5: B85 & B99 Simultaneous Movements (Left In, Right Out)



- c. Pedestrian linkage improvement between the site and the northern side of Park Terrace to create a safe and continuous path of travel.

A review has been undertaken to consider potential opportunities to provide a pedestrian refuge on Park Terrace. However, there are no feasible locations to a refuge based on the line marking treatment proposed within the vicinity of the site. It is noted that an existing signalised pedestrian crossing is provided approximately 50 metres west of the site which will enable pedestrians to safely cross the road.

- d. There is no dedicated loading zone provision to support three associated tenancies and it is unlikely that the ALDI Loading Dock would be used to service these businesses. The GTA report suggests that passenger sized vehicles would be used for deliveries to these tenancies however this is also unlikely. A dedicated loading/parking area for the three retail tenancies should be provided.

Each of the tenancies will comprise a Gross Leasable Floor Area (GLFA) of 178 sq. m, which are typically leased to small retail outlets, shops, restaurants, etc. These types of businesses are typically serviced by smaller delivery vans, which are equivalent in length to a B99 vehicle (5.2 metres long light vehicle) and does not warrant larger delivery vehicles. It is also noted that loading typically occurs outside of peak times when more parking is available. On this basis, the current loading arrangement for the retail tenancies is considered appropriate.

- e. 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.

## Response to Representations

The responses below are representations concerning the proposed development.

### Representation 1

Trevor E Edmunds (20 Mawson Road)

1. *Mawson Road is a narrow road, when cars are parked on both sides. There is only just enough room for one car to squeeze through.*

The proposed development will comprise 103 car parking spaces at a rate of 4.5 car parking spaces per 100 sq. m GLFA. Based on empirical data combined by GTA at other ALDI Stores in Metropolitan Adelaide and Australia, the average peak parking demand is 4.1 car parking spaces per 100 sq. m which is below the rate provided. The adjoining tenancies may generate a parking demand of a similar rate within the site. Based on the assessment of parking demands, the proposed development will provide a suitable amount of parking to cater for the identified peak parking demands which will contain parking demands within the site and don't require the use of on-street parking.

2. *Mawson Road is not a street for heavy traffic from the car park access by a large food store. We and other residents would find it difficult to cross the road to access other elderly neighbours in a busy street. Also, little children accessing Salisbury Primary School would also find it difficult, in fact dangerous.*

The main access points for the proposed development are on Park Terrace and Haigh Street. All heavy vehicle movements will be via Park Terrace directly at the proposed access point. It is anticipated that most of the traffic generated by the proposed development will use these streets. It is acknowledged that some traffic may use Mawson Road to the south to access to and from Brown Terrace. It is expected that a low volume of traffic would use Mawson Road to the east of Haigh Street but will be limited by the existing traffic management devices in Brown Terrace. Some of this traffic would be associated with local residents from the south of the site wanting to access the proposed development. Most of the residential area 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 very low.

## Representation 2

### Mick O'Brien (23 Mawson Road)

1. *The road was designed for residential traffic. The road width (from Brown Terrace to the cul-de-sac in close proximity to Park Terrace) is approximately 7.4 metres wide. The road whilst it can accommodate two-way traffic, it can be and is disrupted when cars can and often do park on both sides of the road. This results in a disruption of two-way traffic flow. However, should there occur additional vehicle traffic as a result of the establishment of the ALDI Store being position on Park Terrace, it can be expected that with respect to the development application should it be approved and the commercial enterprise is established and is function, there will be expected to be a significant increase in road traffic along Mawson Road, thus reducing the amenity and quiet of the immediate residential precinct.*

As discussed in Point 2 for Representation 1, it is expected that the proposed development will have a very minor impact on the traffic volumes of Mawson Road with main access points for the proposed development via Park Terrace and Haigh Street.

2. *It can be presumed that should customer parking positioned on the ALDI property exceed the capacity of the ALDI car park, parking overflow from the ALDI property will as a consequence overflow onto Park Terrace and eventually onto Mawson Road. Although with both kerbs presently accommodating kerbside parallel parking there becomes passage of vehicles that would only enable one vehicle width through traffic, and as such navigable passage is temporary disrupted.*

As discussed in point 1 from Representation 1, the provision of 103 car parking spaces within the site exceeds the anticipated peak parking demand for other ALDI Stores across Metropolitan Adelaide.

3. *There is a high probable indication that non-local residential traffic upon Mawson Road could and/or would park upon Mawson Road should the (presumed) ALDI on-site car parking exceed parking capacity and thus overflow onto Mawson Road, Haigh Road, Valencia Street and Orange Avenue.*

As per the previous comment, there will be a suitable parking provision within the site, which will accommodate peak parking demands within the site and not use Mawson Road for parking.

4. *Increased ALDI customer parking along Mawson Road will in likelihood possibly disrupt vehicular passage along Mawson Road, in particular northwest of the Mawson Road/Haigh Road Intersection.*

The impact on Mawson Road to the north-west of Haigh Street would be negligible, given there will not be any direct access to Mawson Road from the proposed development.



5. *With the current amount of present car parking upon Mawson Road in support of immediate local small businesses, it would be probable that the local government would then impose parking restrictions for cars visiting private residences as well as current employees of immediately located visitors, should in the event of vehicular access to and from the Aldi Store along Mawson Road. As such there are no apparent parking restrictions*

Parking restrictions on local streets adjacent the site is a matter for the City of Salisbury. Any existing parking matters should be considered by the City of Salisbury.

6. *The Salisbury Primary School (positioned at Brown Terrace and Compuda Street has significant juvenile pedestrian traffic walking along Mawson Road in the morning and afternoons on school days. Pre-pubescent juvenile behaviour when unsupervised on footpaths may present a safety problem with the probable increase in road traffic and children not in the supervised company of their parents or accredited guardian(s) may stray onto the road into the path of an oncoming vehicle resultant from increased, "to & from Aldi traffic". Although to date there have been no known traffic incidents with children before and after school hours; an increase in customer and commercial traffic could increase the risk probability of an incident or accident event.*

This is not 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.

7. *In conclusion to the above commentary is that vehicular access to the Aldi Store in and out of 10-14 Mawson Road be denied.*

No access points are proposed directly to Mawson Road. Access to the development is proposed on Park Terrace and Haigh Street.

### Representation 3

Robert Uyen (18 Maswon Road)

1. *Park Terrace is a busy road already and a new supermarket will significantly add to this.*

It is noted that the proposed development will increase traffic onto Park Terrace. However, a proportion of traffic generated by the development would be passing trade (vehicles already on the road network). Therefore, the generation of 187 additional trips to the network during the peak hour would not be noticeable within the current peak hourly and daily variations in traffic volumes on Park Terrace.

2. *There is already a significant overflow of cars looking for parking on Mawson Road. The 103 spaces provided for customers and staff in the proposal appears to be inadequate given the establishment of a new supermarket and 3 additional specialty stores.*

The provision of 103 car parking spaces (4.5 spaces per 100 sq. m GLFA) exceeds the anticipated parking demand for ALDI supermarkets in Metropolitan Adelaide. As such, the proposed development will cater for the anticipated peak parking demands for the proposed development.

3. *The proposed part of Park Terrace is a traffic bottle neck created by Salisbury Primary School to the east on the corner of Park Terrace and Brown Terrace and the rail line and Salisbury Bus Interchange to the west. As Park Terrace is the main access road in the area running between Main North Road and Salisbury Highway, traffic delays are often significant already and the additional traffic created by the new stores will make it much worse.*

Observations were undertaken on Park Terrace during the PM Peak Hour. Adjacent the site, there wasn't significant queuing and delays on both lane approaches observed during the traffic study. The development is likely to generate an additional 187 trips to the network during the PM Peak Hour, which would not be noticeable within the current peak hourly and daily variations in traffic volumes on Park Terrace. Traffic modelling contained in the traffic assessment has found there is adequate capacity on Park Terrace for the additional traffic associated with the proposed development.

## Appendix 4. Updated Acoustic Assessment



# ALDI Salisbury

Environmental Noise Assessment

July 2018

S4217.24C4

# sonus.

Chris Turnbull  
Principle  
Email: [ct@sonus.com.au](mailto:ct@sonus.com.au)  
[www.sonus.com.au](http://www.sonus.com.au)

**Document Title** : ALDI Salisbury  
Environmental Noise Assessment

**Document Reference** : S4217.24C4

**Date** : July 2018

**Prepared By** : Chris Turnbull, MAAS

**Reviewed By** : Jason Turner, MAAS

---

© Sonus Pty Ltd. All rights reserved.

This report may not be reproduced other than in its entirety. The report is for the sole use of the client for the particular circumstances described in the report. Sonus accepts no responsibility to any other party who may rely upon or use this report without prior written consent.

---

## 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 on the opposite side of Mawson Road, 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 "DA02.3A" with project number "2180", dated May 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. In this circumstance, a penalty for modulating noise character has been conservatively applied for onsite vehicle movements.

#### 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.

Based on the predictions, the daytime requirements of the Policy will be achieved at all noise sensitive locations in the vicinity of the development with the following acoustic treatments:

- Construct 2.1m and 1.8m high “Colorbond” fences for the extent shown in Figure 1 as **PURPLE** and **BLUE**, 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.

#### 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;

Based on the mechanical plant outlined above, the following acoustic treatments are likely to be required in order to achieve the requirements of the Policy:

- Locate all mechanical plant on the roof of the ALDI building in the area indicated in **ORANGE** and construct barriers for the extent shown in **RED** in Figure 1 around the plant to a minimum height equal to the tallest unit. The barrier should be constructed from a solid material such as sheet steel "Colorbond" or similar, and such that it is air tight at all joins. It is noted that a small gap may be required at the roof deck for drainage; and,
- Install 50mm thick acoustic insulation with a minimum density of 32 kg/m<sup>3</sup> to the ALDI loading area fence for the extent shown in Figure 1 as **GREEN**. The insulation should extend for the full practicable height of the fence and be should be installed in accordance with Figure 2. Other proprietary materials such as "Pyrotek Reapor" can be used in lieu of the detailed construction.

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.

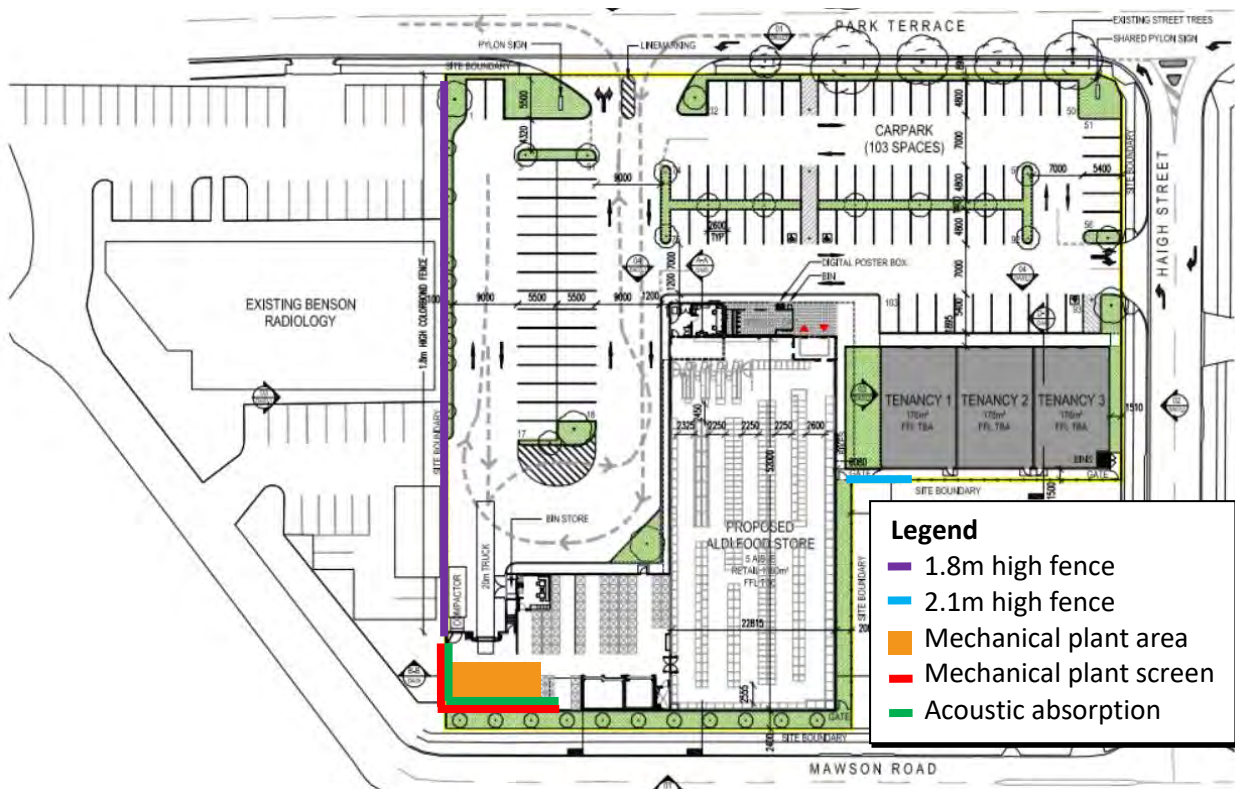
#### Deliveries

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:

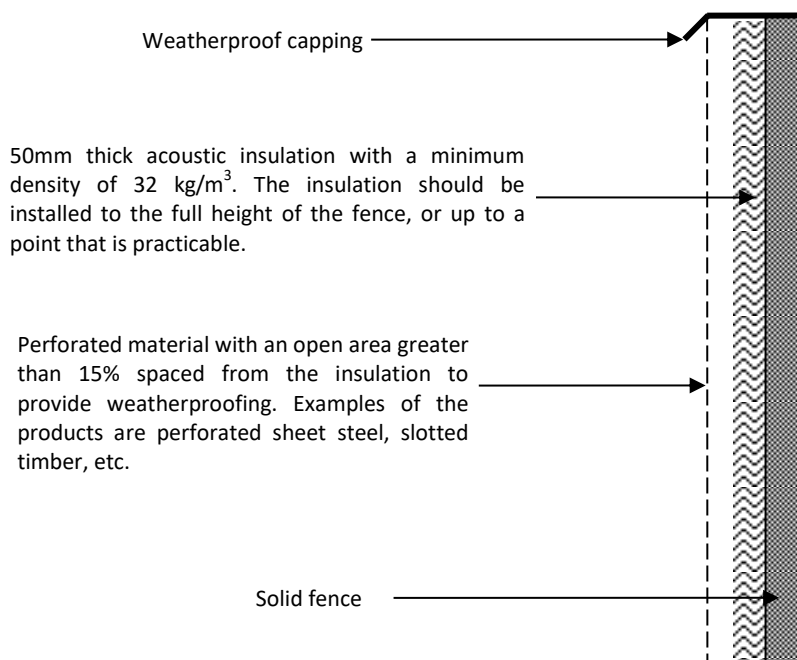
- driving into a site;
- reversing into a loading dock and stopping the engine;
- unloading, and;
- starting the engine, accelerating and driving out of the site.

The predictions of noise from deliveries have been based on a single delivery in any 15-minute period of the day or night. Based on the above, no further acoustic treatments are necessary to achieve the goal noise levels of the Policy.

**Figure 1:** Site plan and recommended acoustic treatments.



**Figure 2:** Fence absorption construction detail.





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.

Based on the predictions and the inclusion of the acoustic treatments for deliveries, the noise from compactor operation will achieve the daytime criteria of the Policy with no additional acoustic treatment.

#### Combined Noise Levels

The predicted noise level from all noise sources 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.

#### **Rubbish Collection**

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.

## CONCLUSION

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

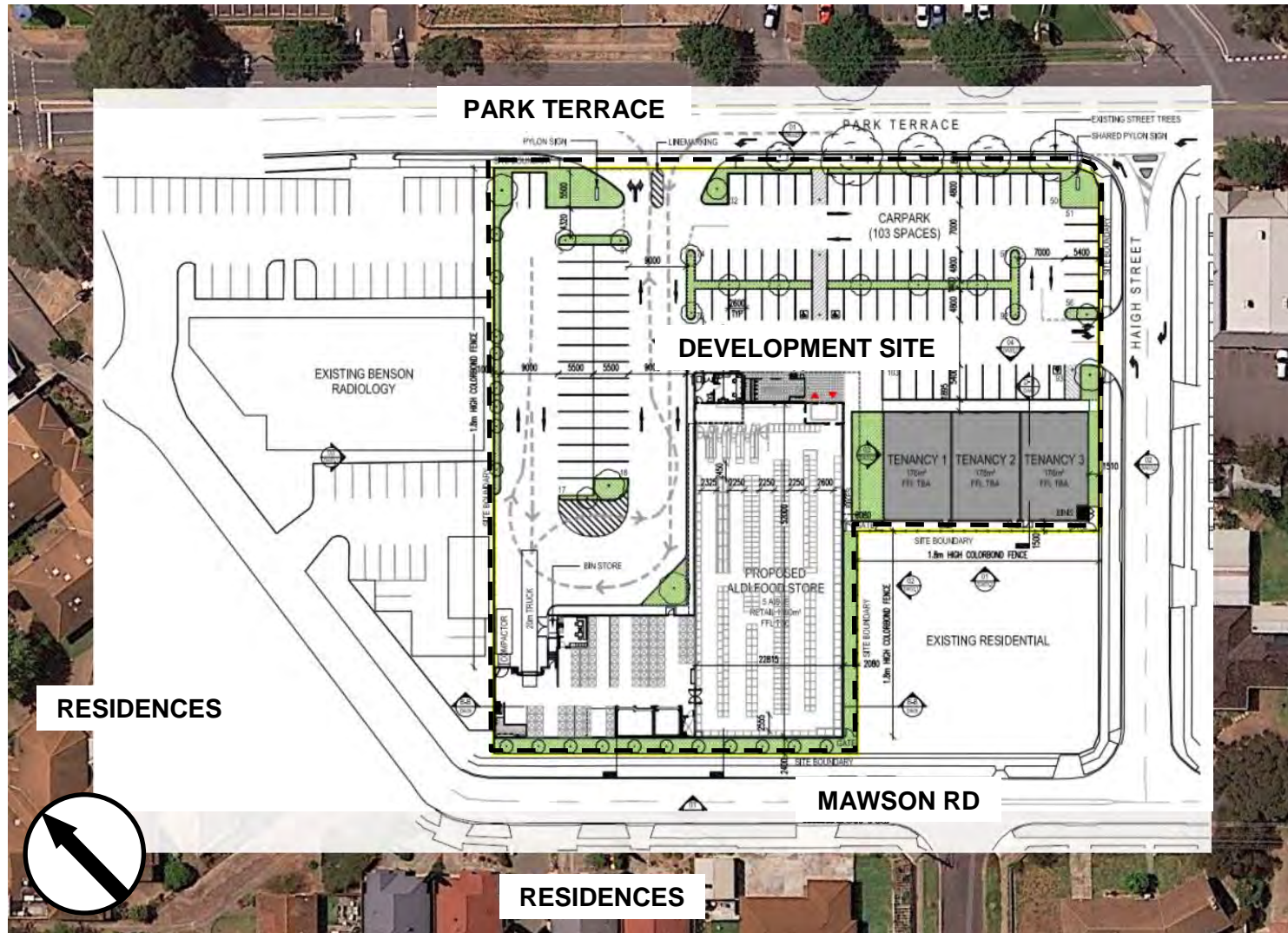
The assessment considers noise at nearby residences from car park activity, vehicle movements, delivery activity, mechanical plant, and rubbish collection within the context of the surrounding acoustic environment to ensure the proposal does not adversely impact on the amenity of the locality.

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;
- Installation of acoustic absorption and screening 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
<b>Carpark Activity and Vehicle Movements</b>	Car movement	82 dB(A)
	General carpark activity	77 dB(A)
<b>Mechanical Plant</b>	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)
<b>Deliveries</b>	Truck forward	98 dB(A)
	Truck reverse	97 dB(A)
<b>Compactor</b>	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.

## Appendix 5. Amended Stormwater Management Plan





Nielsen Architects Pty Ltd

**Aldi Salisbury**

**STORMWATER MANAGEMENT  
PLAN**

Job No. WAD171770 / Rev C  
10 August 2018

WGA

---

### 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

# CONTENTS

---

<b>1 Introduction.....</b>	<b>1</b>
1.1 Background .....	1
1.2 Scope of the Assessment .....	1
1.2.1 Documentation .....	1
<b>2 Detailed Report.....</b>	<b>2</b>
2.1 Development Description .....	2
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, three retail tenancies and a car park with 104 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 m<sup>2</sup> and is currently occupied by 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 18<sup>th</sup> 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 217m<sup>3</sup>. 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. Due to the proposed fall of the roof, many of the downpipes are located on the southern side of the building, resulting in longer pipe runs. 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 via a pumping main. Dual pumps will be installed with a backup power supply in the event of a local power failure.

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.

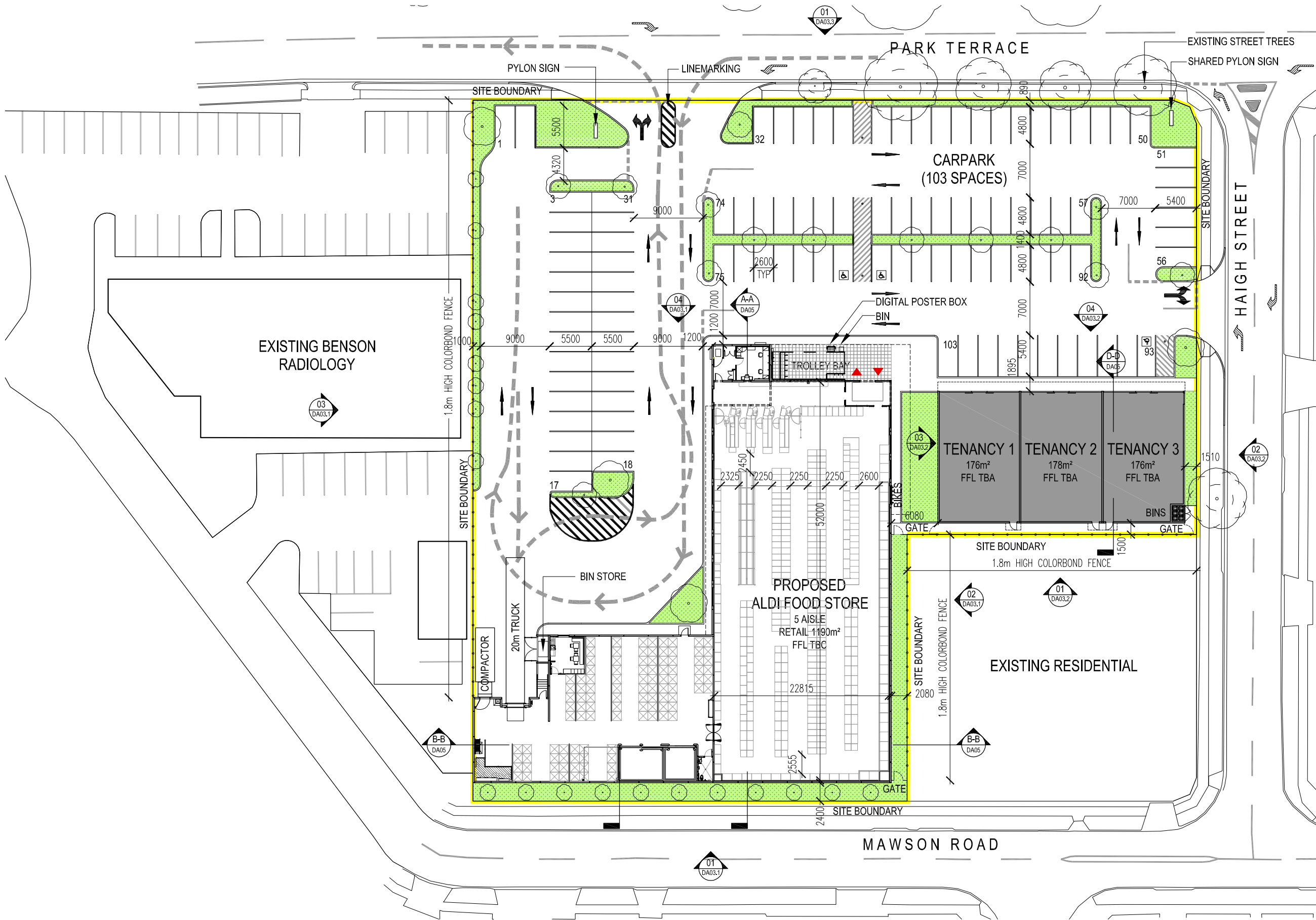
## **2.6      SUMMARY**

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

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	30.07.18	PLANNING	LT	TB
C	15.08.18	PLANNING	LT	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m²
ALDI DESCRIPTION	
ALDI GROSS AREA	1783m²
ALDI NETT AREA	1724m²
RETAIL NETT AREA	1190m²
BOH NETT AREA	475m²
AMENITIES NETT AREA	59m²
REMAINING NETT AREA	534m²
BOH PALLETS	104
CHILLER LENGTH	40m
SIZE OF TRUCK	20m
RETAIL DESCRIPTION	
RETAIL GROSS AREA	556m²
CARPARKING	
TOTAL NUMBER OF CARS	103

CLIENT  
ALDI STORES



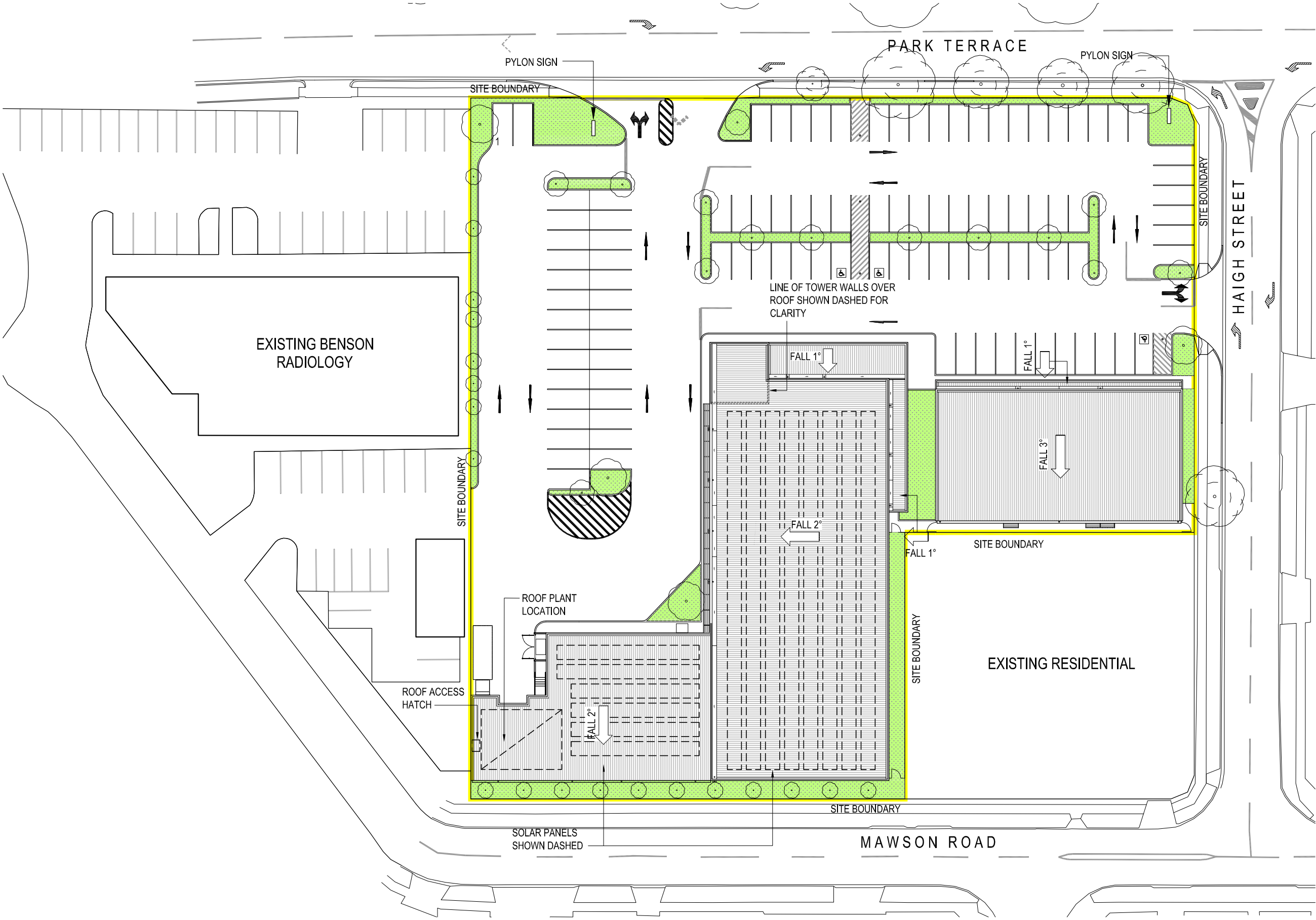
PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED SITE PLAN

 108 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 AUG 2018	DRAWN DS	CHECKED TB
PROJECT No 2180	DRAWING No DA02.3	STATUS DA	REV C

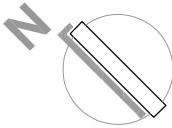




PROPOSED ROOF PLAN  
1:500

Copyright Nielsen Architects. Copying, reproduction or use of this design or drawing in whole or part is prohibited without the written consent of Nielsen Architects. Use figured dimensions only - Do not scale. Check all dimensions on site prior to fabrication or setout.

REV	DATE	DESCRIPTION	DRN	CHKD
A	19.03.18	FOR APPROVAL	DS	TB
B	17.07.18	PLANNING	LT	TB
C	15.08.18	PLANNING	LT	TB



CLIENT  
ALDI STORES



PROJECT  
ALDI SALISBURY  
45 PARK TERRACE  
SALISBURY, SA

DRAWING  
PROPOSED ROOF PLAN

 NIELSEN ARCHITECTS  
108 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	DATE	DRAWN	CHECKED
1:500	AUG 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180	DA02.4	DA	C

---

# APPENDIX B

## AERIAL PHOTOGRAPH





Aerial Photo - 2018



---

# APPENDIX C

## ENGINEERING SURVEY



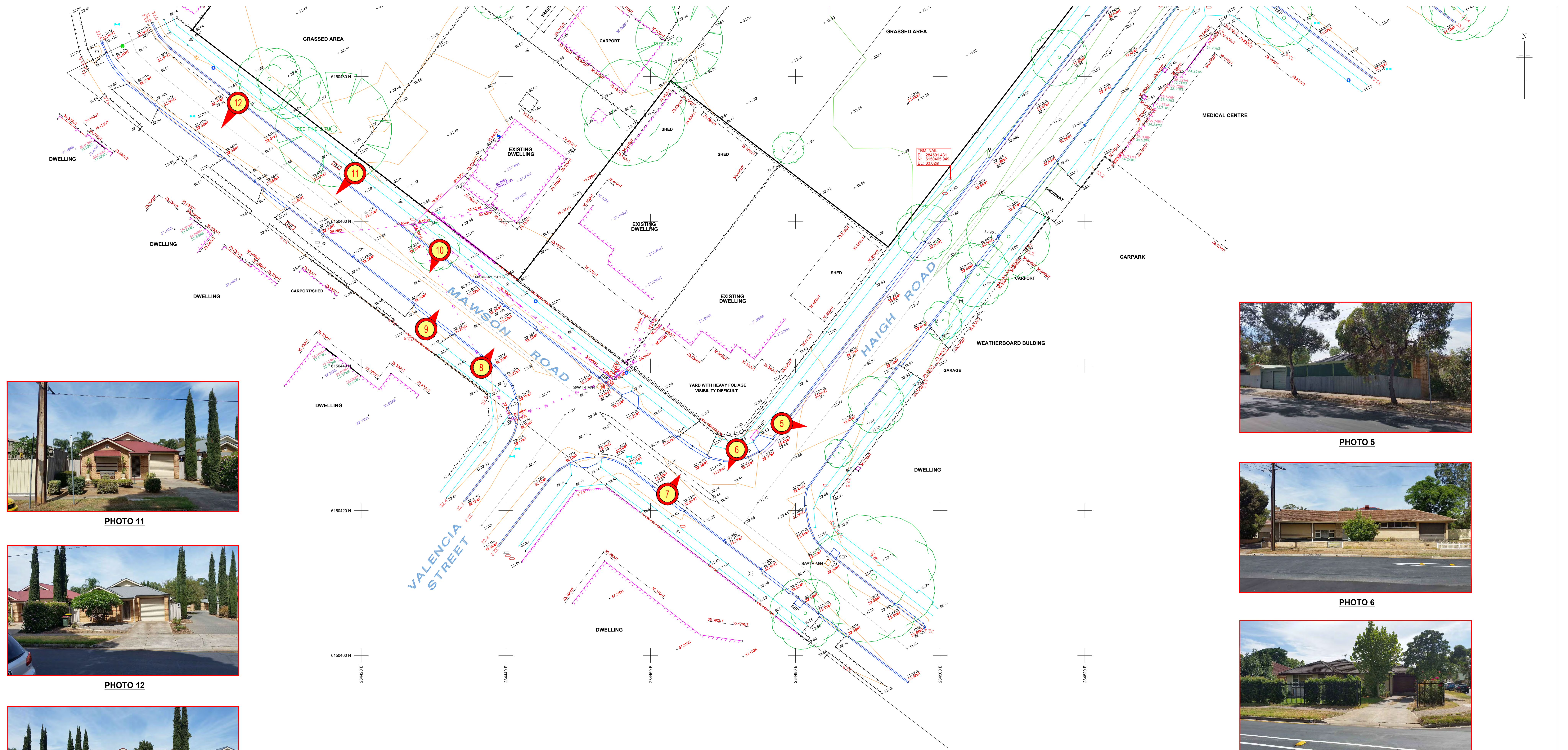


PHOTO 11



PHOTO 12



PHOTO 13

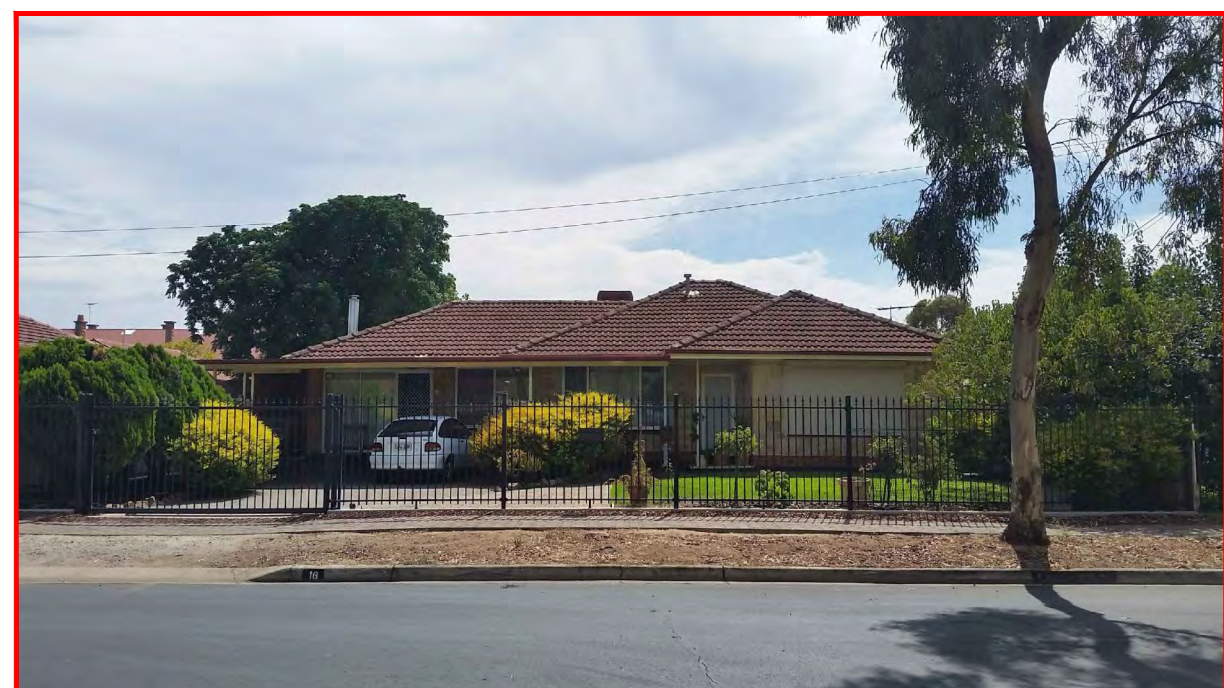
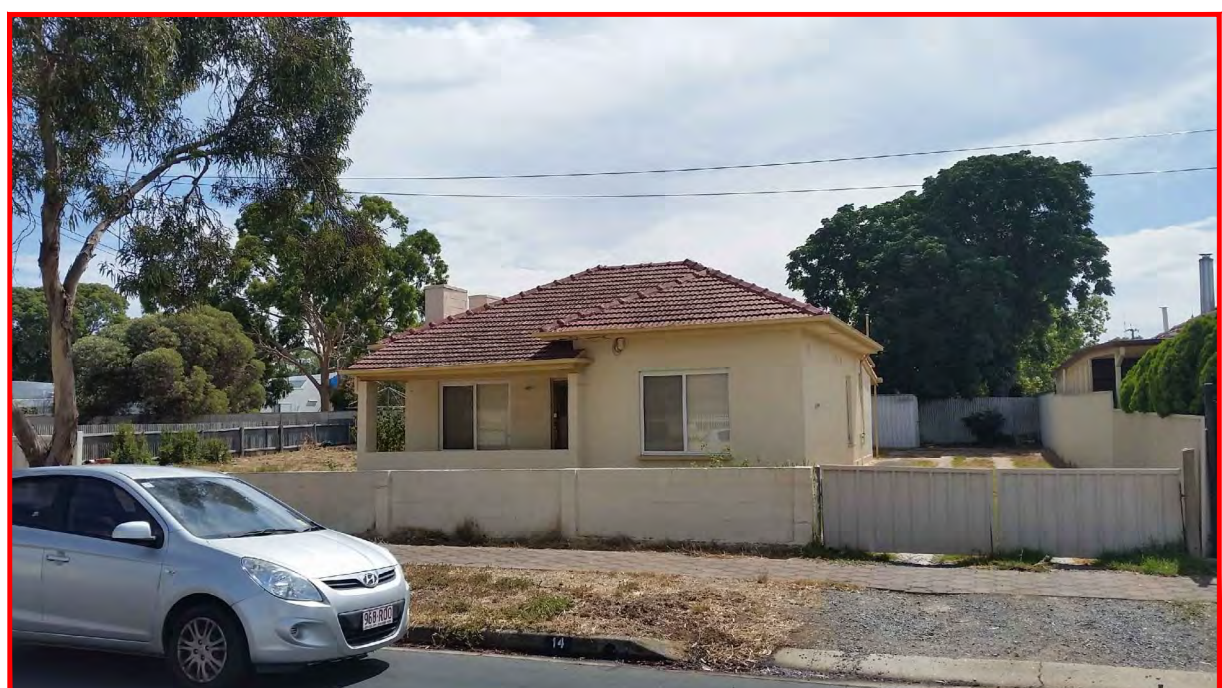


PHOTO 8



**PHOTO 9**

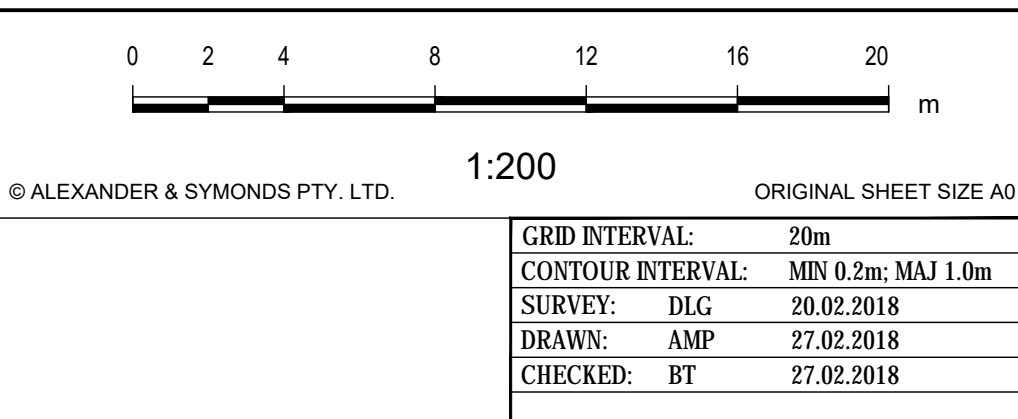


PHOTO 10

A	07/05/2018	REGULATED TREE REMOVED	BT	
REV	DATE	DESCRIPTION	CALC	FIELD
ADDITIONS, AMENDMENTS AND APPROVALS				

[illegible]

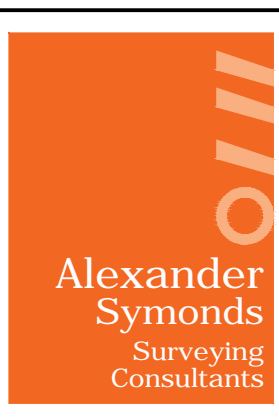
<b>COORDINATE SYSTEM</b>	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE:	GROUND (CSF = 1.0001656964 )
<b>ADOPTED STATION &amp; AUTHORITY</b>	
PSM 6628/40322	RL: 33.044 SDB
PSM 6628/40322	E: 284561.615 SDB N: 6150498.202 SDB
<i>SDB denotes SA Government survey data base values</i>	



Alexander & Symonds Pty Ltd  
11 King William Street Kent Town,  
South Australia 5067  
PO Box 1000 Kent Town, SA 5071  
ABN 93007 753 988

T (08) 8130 1668  
F (08) 8362 0099  
W [www.alexander.com.au](http://www.alexander.com.au)  
E [adelalide@alexander.com.au](mailto:adelalide@alexander.com.au)

+ Property + Land Development +  
+ Construction + Mining +  
+ Spatial Information Management



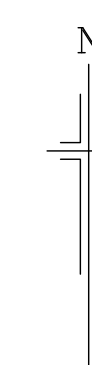
DETAIL & LEVEL SURVEY  
45 PARK TERRACE  
SALISBURY

DRAWING No.

A136017 SALISBURY DETAIL(A)

REVISION
A





**PHOTO 1**



PHOTO 2



PHOTO 3



PHOTO 4

A	07/05/2018	REGULATED TREE REMOVED	BT	
REV	DATE	DESCRIPTION	CALC	FIELD
ADDITIONS, AMENDMENTS AND APPROVALS				

47.510K TOP KIDS	47.510R ROOF RIDGE LINE	<h1>LEGEND</h1>
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	PRM PEG TIR
47.520K WATER TALE	47.510R ROOF RIDGE LINE	SURVEY MARKS
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	BOREHOLE
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	POWER / LIGHT POLE
OR C/TAP	47.520K GUTTER LINE	CABLE MARKER
WATER METER	OR C/TAP	STREET LIGHT / MOBILE PHONE
SPRINKLER / IRRIG VALVE	OR C/TAP	POLE / ROAD MARK
OR H/DRAIN	OR C/TAP	DETERMINED POINT / SERVICE
DOMESTIC OUTLET	OR C/TAP	UNKNOWN POINT / SERVICE
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	
45.16K FLOOR LEVEL	45.16R WINDOW HEAD LEVEL	
48.12K INVERT LEVEL	47.510R WINDOW SEAL LEVEL	
OR C/TAP	47.520K GUTTER LINE	
WATER METER	OR C/TAP	
SPRINKLER / IRRIG VALVE	OR C/TAP	
OR H/DRAIN	OR C/TAP	
DOMESTIC OUTLET	OR C/TAP	
WATER METER	OR C/TAP	
47.510K TOP KIDS	47.510R ROOF RIDGE LINE	
47.520K WATER TALE	47.510R ROOF RIDGE LINE	</

	EDGE OF VEGETATION		BOTTOM OF BANK
	ROAD SIGN / HOARDING		TOP OF BANK
			CHANGE OF GRADE
	TREE / SHRUB		DRAIN
 Possible REGULATED / SIGNIFICANT TREES by measurement only (bank greater than 2.0m circumference). Professional advice from council / arborist required.			SEWER PIPE U/L
			TEL. COMM. U/L
			WATER PIPE U/L
			BUILDING
			WALL
			GI BUILDING
			CONCRETE
			- = - / - =
			FENCE
			GATE

<b>COORDINATE SYSTEM</b>	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE:	GROUND (CSF = 1.0001656964)
<b>ADOPTED STATION &amp; AUTHORITY</b>	
PSM 6628/40322	RI: 33.044 SI
PSM 6628/40322	E: 284561.615 SI N: 6150498.202 SI
SDB denotes SA Government survey data base values	

0 2 4 8 12 16 20 m

1:200

© ALEXANDER & SYMONDS PTY. LTD. ORIGINAL SHEET SIZE

GRID INTERVAL:	20m
CONTOUR INTERVAL:	MIN 0.2m; MAJ 1.0m
SURVEY:	DLG 20.02.2018
DRAWN:	AMP 27.02.2018
CHECKED:	BT 27.02.2018

Alexander & Symonds Pty Ltd  
11 King William Street Kent Town  
South Australia 5067  
PO Box 1000 Kent Town, SA 5071  
ABN 93007 753 988

T (08) 8130 1666  
F (08) 8362 0099  
W [www.alexander.com.au](http://www.alexander.com.au)  
E [ade@alexander.com.au](mailto:ade@alexander.com.au)

+ Property + Land Development +  
+ Construction + Mining +  
+ Spatial Information Management



DETAIL & LEVEL SURVEY  
45 PARK TERRACE  
SALISBURY

DRAWING No. SHEET 1 OF 1

A136017 SALISBURY DETAIL(A)

REVI	A
------	---



---

# APPENDIX D

## COUNCIL STORMWATER INFORMATION



# TITLE





---

# 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 100 yr storm event) to the peak flow rate from the undeveloped site (in a 1 in 10 yr storm event)

- Pre-development: Catchment area = 7326

- roof / paving = 1235 m<sup>2</sup> (noting allowance for demolished house on corner of Park Tce / Haigh St)

- remainder = 6091 m<sup>2</sup>

Runoff coeff,  $C = 0.90$  roof/paving  
 $= 0.20$  remainder

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

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)  
 $t_c = 10 \text{ mins}$

$\therefore$  Detention volume required = 217 m<sup>3</sup> (refer attached spreadsheet)

## Basic Stormwater Detention Assessment

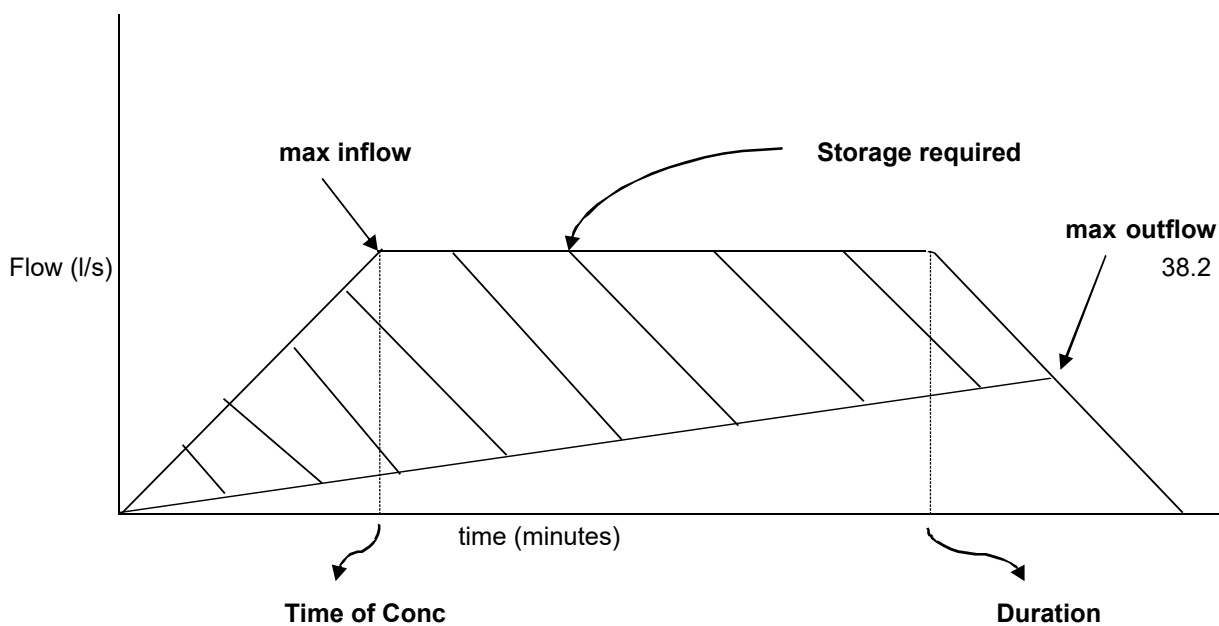
**Title: Salisbury Aldi**

**Date: 02/05/18**

**Job No: ADL171770**

Area 7326 m<sup>2</sup>  
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





H = 0.55m      Wall height

A1		DOCUMENT NUMBER	
Design	Drawn	Project Number	Sheet No.
CH	JPF	ADL171770	C01

PRELIMINARY ISSUE  
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
<b>A</b>	04.05.2018	FEASIBILITY REPORT	CH	CH	CH
<b>B</b>	08.05.2018	PLANNING REPORT ISSUE	CH	CH	CH
<b>C</b>	10.08.2018	AMENDED PLANNING REPORT ISSUE	CH	CH	CH





Colin Hill  
CIVIL ENGINEER

Telephone: 08 8223 7433

Email: [chill@wga.com.au](mailto:chill@wga.com.au)

---

**ADELAIDE**

60 Wyatt St

Adelaide SA 5000

Telephone: 08 8223 7433

Facsimile: 08 8232 0967

**MELBOURNE**

Level 2, 31 Market St

South Melbourne VIC 3205

Telephone: 03 9696 9522

**PERTH**

634 Murray St

West Perth WA 6005

Telephone: 08 9336 6528

**DARWIN**

Suite 7/9 Keith Ln

Fannie Bay NT 0820

Telephone: 08 8941 1678

Facsimile: 08 8941 5060

**WHYALLA**

1/15 Darling Tce

Whyalla SA 5600

Phone: 08 8644 0432

**WALLBRIDGE GILBERT AZTEC**

[www.wga.com.au](http://www.wga.com.au)

[adelaide@wga.com.au](mailto:adelaide@wga.com.au)

---

The relevant policy provisions relating to the proposed development as outlined in the Salisbury Council Development Plan (consolidated 15 December 2016) are outlined below:

## **General Section**

### **Advertisements**

Obj 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.

Obj 2 Advertisements and/or advertising hoardings that do not create a hazard.

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 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.

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.

### **Centres and Retail Development**

Obj 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.

Obj 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.

Obj 3 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians, public and community transport.

Obj 4 Increased vitality and activity in centres through the introduction and integration of housing.

Obj 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.

PDC 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.

PDC 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.

### **Crime Prevention**

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)

### **Design and Appearance**

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

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

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 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

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.

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).

### **Interface between Land Uses**

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

Obj 2 Protect community health and amenity from adverse impacts of development.

Obj 3 Protect desired land uses from the encroachment of incompatible development.

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.

PDC 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.

## **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.

Obj 2 Functional fences and walls that enhance the attractiveness of development.

PDC 1 Development should incorporate open space and landscaping in order to:

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
- (b) enhance the appearance of road frontages
- (c) screen service yards, loading areas and outdoor storage areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) 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 of a sufficient mature height and oriented towards the street frontage where it should screen buildings (except for entry doors and foyer areas) and enhance the appearance of development
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained

PDC 3 Landscaped areas along road frontages should have a width of not less than 2 metres and be protected from damage by vehicles and pedestrians.

PDC 4 Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development
- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (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.

## **Orderly and Sustainable Development**

Obj 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.

Obj 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.

Obj 3 Development that does not jeopardise the continuance of adjoining authorised land uses.



Obj 4 Development that does not prejudice the achievement of the provisions of the Development Plan.

PDC 1 Development should not prejudice the development of a zone for its intended purpose.

PDC 2 Land outside of townships and settlements should primarily be used for primary production, conservation purposes.

PDC 3 The economic base of the region should be expanded in a sustainable manner.

PDC 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**

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.

### **Siting and Visibility**

**Obj 1** Protection of scenically attractive areas, particularly natural, rural and coastal landscapes.

PDC 2 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:

- (a) the profile of buildings should be low and the roof lines should complement the natural form of the land
- (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land
- (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.

PDC 3 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.

### **Transportation and Access**

Obj 2 Development that:

- (a) provides safe and efficient movement for all transport modes
- (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
- (c) provides off-street parking

(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks

PDC 8 Development should provide safe and convenient access for all anticipated modes of transport.

PDC 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.

PDC 13 Development should provide for the on-site 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 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*.

### **Zone Provisions**

Obj 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.

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.

Obj 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.

Obj 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.

Obj 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.

Obj 6 Development that contributes to the desired character of the zone.

Desired Character Statement Extract

*"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 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.

PDC 2 Development listed as non-complying is generally inappropriate.

PDC 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*.



PDC 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.

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.

PDC 9 Development should be consistent with the desired character for the zone.

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.