STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

APPLICATION ON NOTIFICATION – Category 2

Applicant:	ALDI Stores Pty Ltd C/- Ekistics Planning & Design
Development Number:	361/E013/18
Nature of Development:	Demolition of two dwellings and construction of a supermarket (ALDI - shop) with associated signage, car parking, earthworks and landscaping to be developed in stages and removal of one regulated tree
Development Type:	Merit
Subject Land:	41-47 Park Terrace and 10-14 Mawson Street, Salisbury
Development Plan:	Salisbury Council Development Plan
Zone / Policy Area:	Urban Core Zone
Contact Officer:	Ben Scholes
Phone Number:	8402 1861
Consultation Start Date:	27 November 2018
Consultation Close Date:	5:00 PM Tuesday 11 December 2018
During the notification period, hard copies of the application documentation can be viewed at the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders St, Adelaide, during normal business hours. Application documentation may also be viewed during normal business hours at the Salisbury Council Offices.	

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered or emailed to the State Commission Assessment Panel.

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

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

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

Email Address: scapreps@sa.gov.au
Fax Number: (08) 8303 0753

#13335439

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: City of Salisbury

APPLICANT: ALDI Stores Pty Ltd

Postal Address: PO Box 82, Enfield Plaza SA 5085

Owner: ALDI Stores Pty Ltd

Postal Address: PO Box 82, Enfield Plaza SA 5085

BUILDER: _____

Postal Address: _____

_____ Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Kieron Barnes - Ekistics Planning & Design

Telephone: 7231 0286 [work] _____ [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: Residential and Vacant

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

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

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

LOCATION OF PROPOSED DEVELOPMENT: _____

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

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

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

LAND DIVISION:

Site Area [m^2] _____ Reserve Area [m^2] _____ No of existing allotments _____

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

BUILDING RULES CLASSIFICATION SOUGHT: _____ Present classification: _____

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

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

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

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

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

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

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

SIGNATURE: _____ Dated: / /

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

To: State Commission Assessment Panel

From: ALDI Stores Pty Ltd

Date of Application: 30/ 10 /2018

Location of Proposed Development: .....

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

Section No (full/part): .....Hundred: .....

Volume: ..... Folio: .....

Nature of Proposed Development:

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

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

Date: / /

Signed: .....

Note 1
This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in section 4(1) of the *Development Act 1993*), other than where the development is limited to –

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

Note 2
The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

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

Note 3
Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4
The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

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

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

Note 5
Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6
In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

ekistics

ALDI STORE - SALISBURY
PLANNING STATEMENT

Proposed Retail Development
41-47 Park Terrace, Salisbury

Prepared for:
ALDI Stores

Date:
October 2018

ekistics

Proprietary Information Statement

Document Control

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

Approved by:  Date: 30/10/18

Contents

Appendices

Figures

Tables

1. Executive Summary

Category	Details
PROJECT	ALDI Salisbury
ADDRESS OF SITE	41-47 Park Terrace and 10-14 Mawson Road, Salisbury
CERTIFICATES OF TITLE	Volume 5502 Folio 12 Volume 5187 Folio 617 (Lot 7) Volume 5187 Folio 617 (Lot 8) Volume 5899 Folio 38 (Lot 1) Volume 5899 Folio 38 (Lot 2) Volume 5663 Folio 35 Volume 5657 Folio 235
SITE AREA	7,326m²
FRONTAGE	91.445 metres (excluding corner cut-off)
DEPTH	91.47 metres
LOCAL GOVERNMENT	City of Salisbury
RELEVANT AUTHORITY	State Commission Assessment Panel (SCAP) – Schedule 10, 20 (1)
DEVELOPMENT PLAN	Salisbury Council – Consolidated 15 December 2016
ZONING	Urban Core (Salisbury) Zone
POLICY AREA/PRECINCT	Nil
EXISTING USE	Residential and vacant land
PROPOSAL DESCRIPTION	ALDI Store (shop) with associated signage, car parking, earthworks and landscaping to be developed in stages plus the removal of one Regulated Tree (*Brachychiton acerifolius*)
SEPARATE CONSENTS	N/A
REFERRALS	Commissioner of Highways
PUBLIC NOTIFICATION	Category 2
APPLICANT	ALDI Stores
CONTACT PERSON	Kieron Barnes – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00417

2. Introduction/Background

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

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

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

Table 2.1 *Drawing Schedule*

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

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

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

3. The Site and Locality

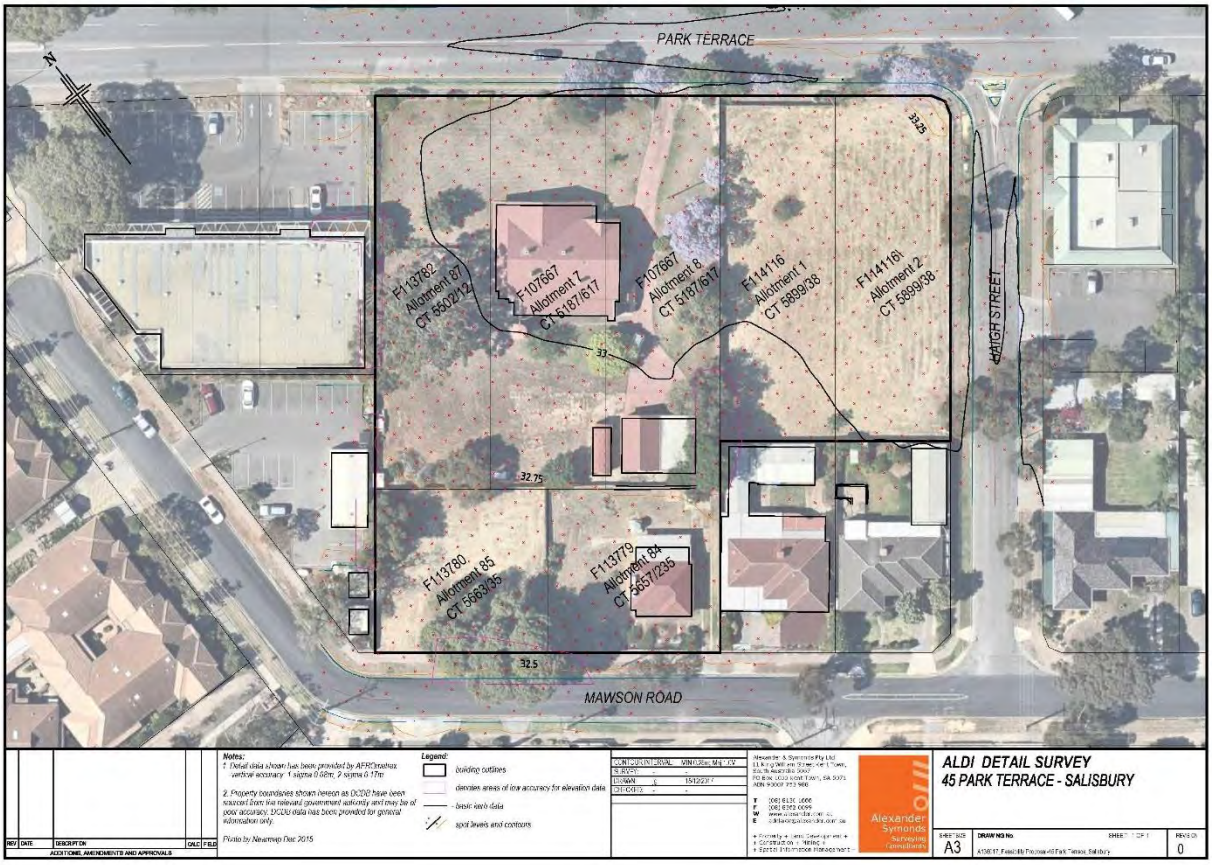
3.1 The Site

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

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

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

Figure 3.1 *Allotment Identifier Plan*



The land has an area of 7,326m^2 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 crossovers located on Park Terrace, Haigh Street 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*** on the following page).

Figure 3.2 *Subject Land*

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

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

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

Figure 3.3 *Subject land viewed from Park Terrace looking west*

Figure 3.4 *Subject land viewed from Park Terrace looking east*

Figure 3.5 *Subject land viewed from Mawson Road*

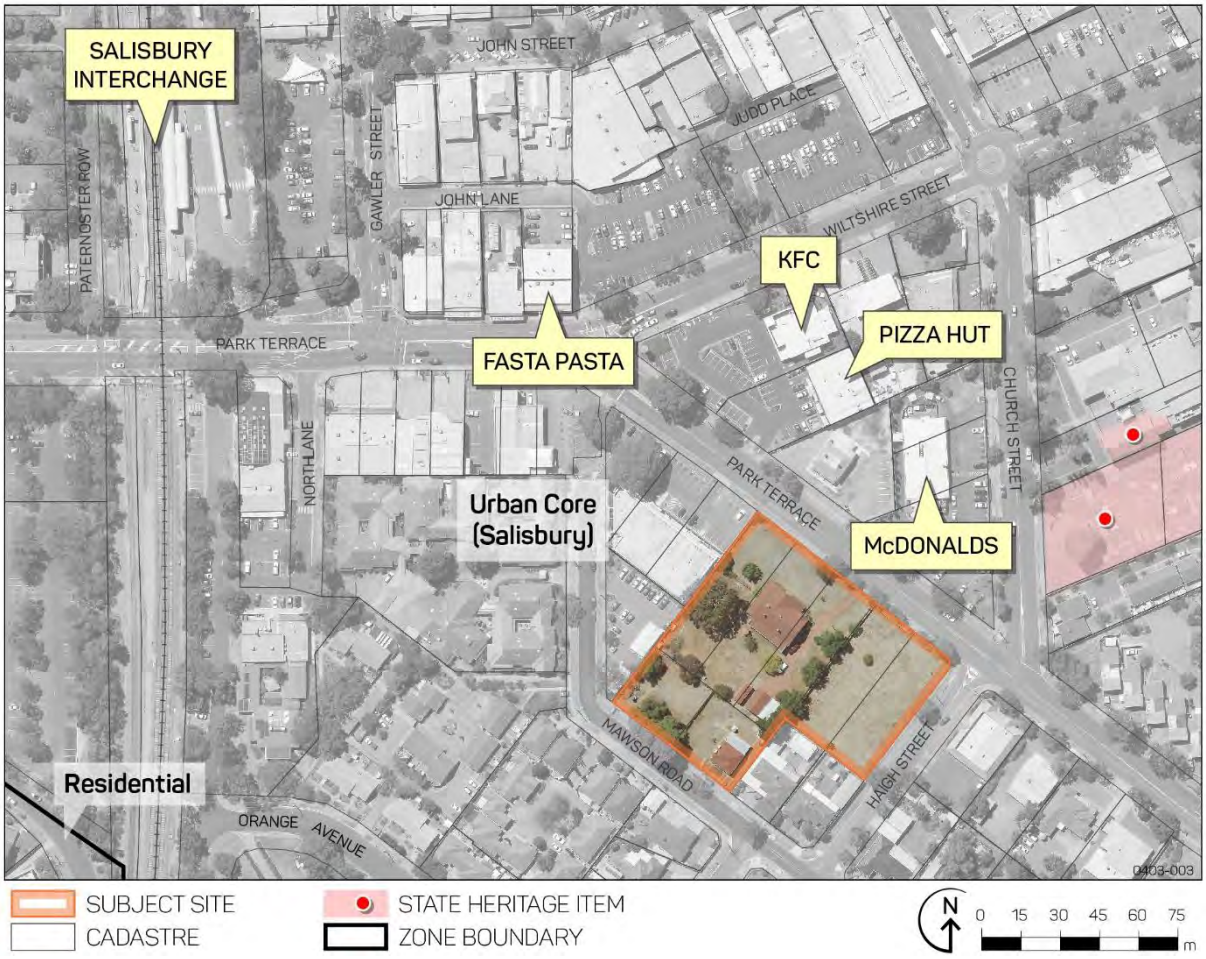
Figure 3.6 *Regulated Trees – Aleppo Pine (left) and Illawarra Flame Tree (right)*

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

3.2 The Locality and Surrounding Development

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

Figure 3.7 *Locality Plan*



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

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

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

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

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

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

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

Figure 3.10 *Land Use Plan*

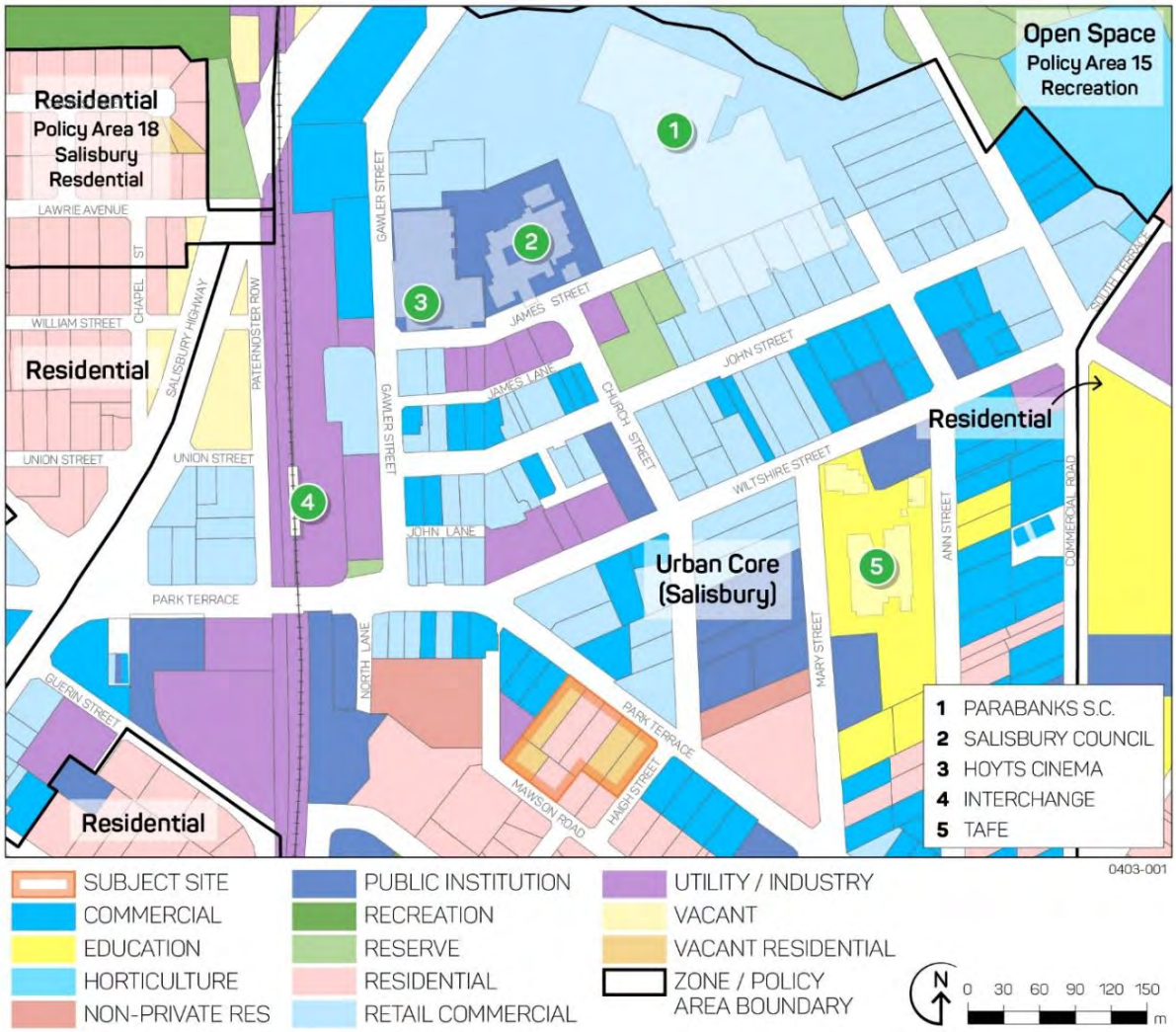


Figure 3.11 *St John's Anglican Church to the north-east (State Heritage Place)*

4. Proposed Development

4.1 Land Use

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

The development will proceed in stages as follows:

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

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

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

The ALDI Store will have a nett floor area of 1,728m^2, of which 1,187m^2 will be retail floor space, 460m^2 will be 'back of house' functions and 81m^2 will be for staff amenities.

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

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

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

(b) a restaurant; or

(c) a bulky goods outlet or a retail showroom; or

(d) a personal service establishment,

but does not include—

(e) a hotel; or

(f) a motor repair station; or

(g) a petrol filling station; or

(h) a plant nursery where there is no sale by retail; or

(i) a timber yard; or

(j) service trade premises; or

(k) service industry;

4.1.1 *Operational Aspects*

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

- Predominately exclusive ALDI label branded products;
- 'Hard discount' food and grocery model;
- Simplified, consistent supply chain, building development, internal layout, merchandising, store operations and marketing;
- All delivery and logistics undertaken by ALDI employees, with only two 20 metre truck deliveries per 24 hours and one daily bakery delivery via a small rigid vehicle;
- Low swept exhaust delivery vehicles (ALDI trucks are to European standards with the exhaust discharge at wheel level on the Prime Mover, i.e. there is no exhaust discharge above the vehicle cabin);
- Regulated product range of approximately 1,300 items (compared with typical full-line supermarkets which offer between 20,000-30,000 items); and
- Considerably smaller retail floor plate of approximately 1,728m^2 (compared with full-time supermarkets which are typically between 3,000m^2 to 4,000m^2).

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

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

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

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

4.2 Built Form and Site Works

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

4.2.1 *Proposed ALDI Store*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Figure 4.3 *3D Render – Haigh Street frontage*

4.3 Transport, Parking and Access

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

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

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

4.3.1 *Access/Egress*

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

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

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

4.3.2 *Park Terrace Median Treatment*

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

4.3.3 *Parking*

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

4.3.4 *Deliveries*

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

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

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

4.3.5 *Refuse Collection*

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

4.3.6 *Pedestrian and Cyclist Accessibility*

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

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

4.4 Landscaping

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

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

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

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

4.5 Regulated Trees

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

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

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

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

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

4.6 Signage

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

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

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

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

4.7 Stormwater Management

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

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

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

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

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

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

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

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

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

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

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

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

4.8 Waste Management

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

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

5. Procedural Requirements

5.1 Relevant Authority

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

5.2 Nature of Development

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

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

5.3 Public Notification

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

5.4 Agency Referrals

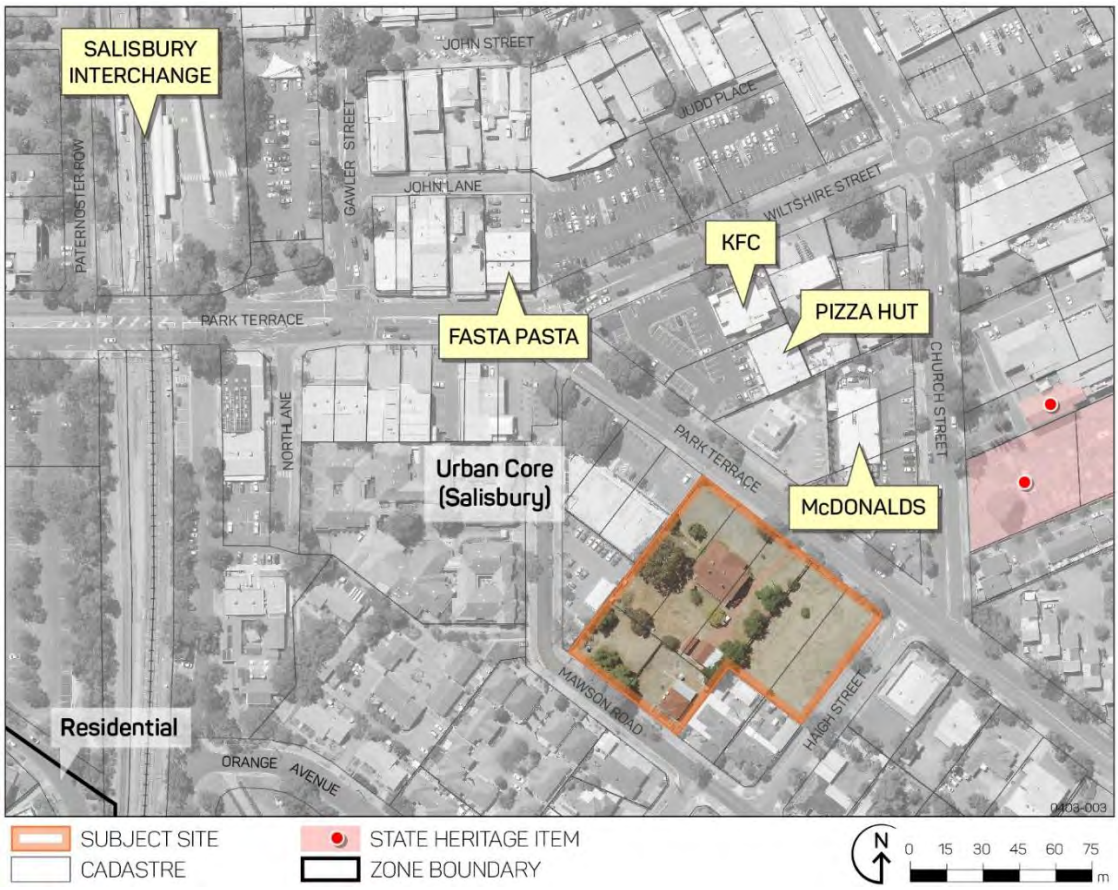
Given that the State Commission Assessment Panel (SCAP) will be the relevant Planning Authority, it is understood that the proposal will be referred to the City of Salisbury for a period of 6 weeks. In addition, a 4 week referral period will be required to the Commissioner of Highways in accordance with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

6. Development Plan Assessment

6.1 Overview

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

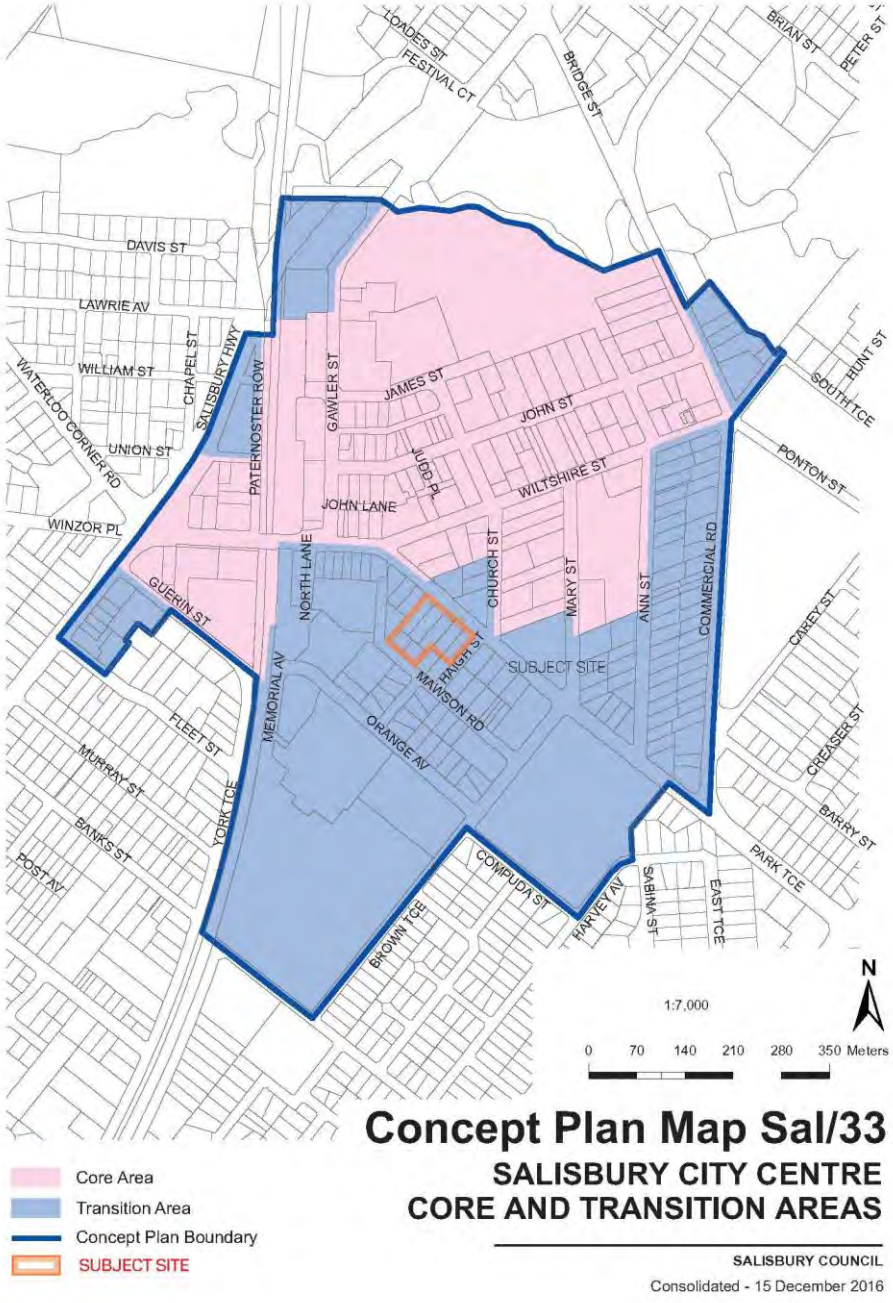
Figure 6.1 *Zoning*



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

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

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



6.2 Zone and Council Wide Provisions

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

6.2.1 *Land Use*

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

> ***Obj 2:*** *A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.*
>
> ***Desired Character*** *(extract)*
>
> *The zone is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition to a vibrant business hub and key transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:*
>
> - *diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses.*
>
> ---
>
> *The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones.*
>
> ---
>
> ***Transition Area***
>
> ***Park Terrace***
>
> *There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the*

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

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

- *Shop or group of shops*

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

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

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

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

(a) it is located within the Core Area

(b) it is a bulky goods outlet

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

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

While the Zone promotes a broad range of land uses and an associated increase in density as part of the revitalisation process, it also seeks to focus the most intense aspects of this additional development in the Core Area of the Zone. This policy focus is reinforced by PDC 8 which seeks to direct the development of shops with a floor area of more than 500m^2 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^2 (as sought by PDC

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

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

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

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

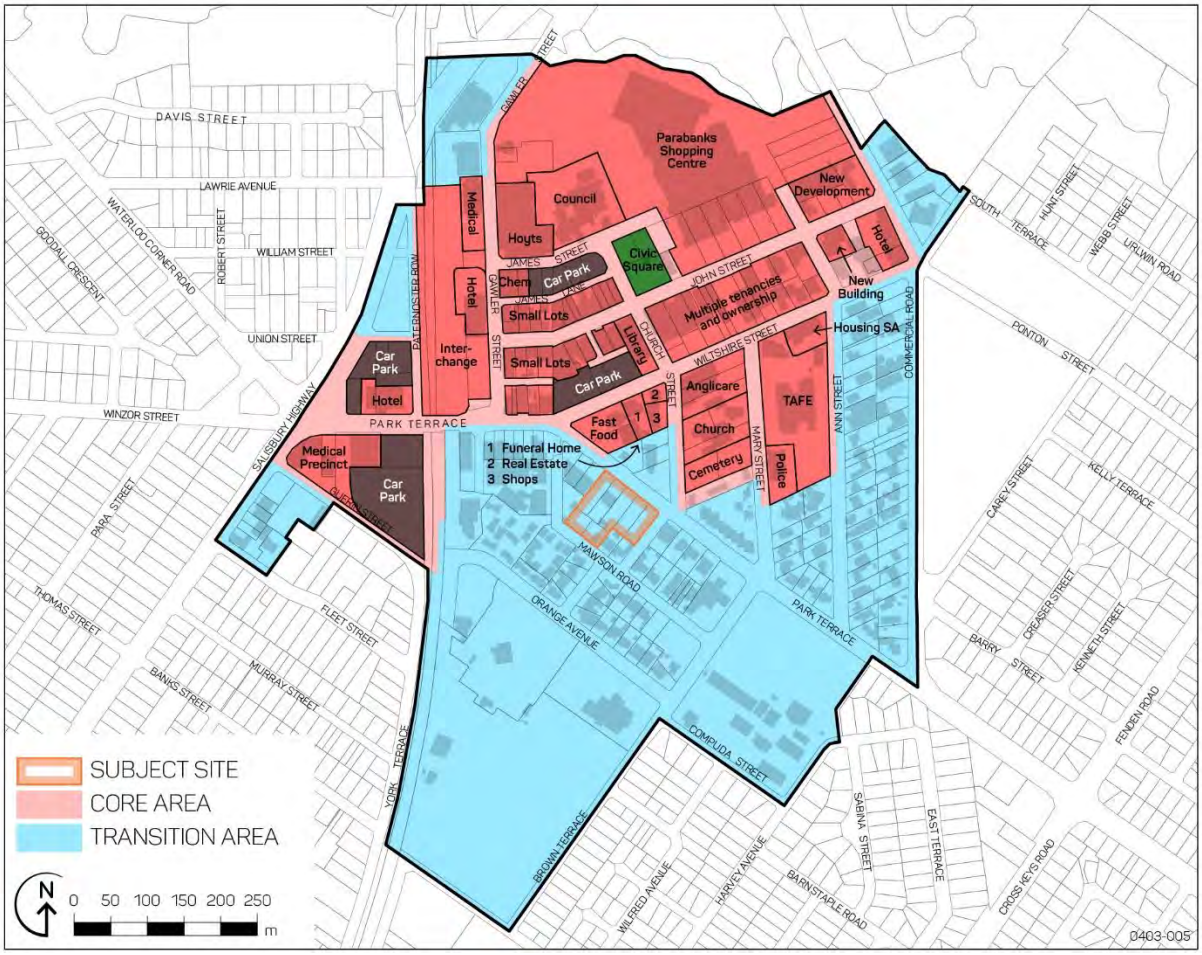
- A significant number of public and institutional uses on large parcels of land including:
  - A TAFE Campus;
  - The Anglican Church, cemetery (both State Heritage places) and community centre;
  - Council office and separate library;
  - Public transport interchange.
- Other significant existing developments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

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

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

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

Figure 6.3 *Core Area Analysis*



6.2.2 *Design and Appearance*

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

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

Desired Character *(extract)*

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

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

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

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

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

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

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

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

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

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

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

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

(a) articulation

(b) colour and detailing

(c) small vertical and horizontal components

(d) design and placing of windows

(e) variations to facades.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Figure 6.4 *Haigh Street elevation*

Figure 6.5 *3D Render – Haigh Street elevation*

Setbacks from Road Boundaries

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

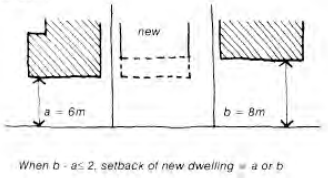
PDC 22 *The setback of buildings from public roads should:*

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

(b) contribute positively to the streetscape character of the locality

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

PDC 23 *Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:*

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:  When b - a≤ 2, setback of new dwelling = a or b
Greater than 2 metres	At least the average setback of the adjacent buildings.

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

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

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

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

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

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

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

6.2.3 *Transport, Access and Parking*

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

Urban Core (Salisbury) Zone

Desired Character *(extract)*

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

General Section – Transportation and Access

OBJ 2 *Development that:*

(a) provides safe and efficient movement for all motorised and non-motorised transport modes

(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles

(c) provides off street parking

(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.

PDC 5 *Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport networks and encourage walking and cycling.*

PDC 6 *Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down*

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

PDC 11 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.

PDC 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.

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

PDC 22 Development should have direct access from an all-weather public road.

PDC 23 Development should be provided with safe and convenient access which:

(a) avoids unreasonable interference with the flow of traffic on adjoining roads

(b) provides appropriate separation distances from existing roads or level crossings

(c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision

(d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

PDC 25 The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport should be minimised, and where possible access points should be:

(a) limited to local roads (including rear lane access)

(b) shared between developments.

PDC 28 Development with access from arterial roads or roads as shown on Overlay Maps - Transport should be sited to avoid the need for vehicles to reverse onto or from the road.

PDC 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements or Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:

(a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area, Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area and Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area

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

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

PDC 34 *Vehicle parking areas should be sited and designed to:*

(a) *facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development*

(b) *include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network*

(c) *not inhibit safe and convenient traffic circulation*

(d) *result in minimal conflict between customer and service vehicles*

(e) *avoid the necessity to use public roads when moving from one part of a parking area to another*

(f) *minimise the number of vehicle access points onto public roads*

(g) *avoid the need for vehicles to reverse onto public roads*

(h) *where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points*

(i) *not dominate the character and appearance of a site when viewed from public roads and spaces*

(j) *provide landscaping that will shade and enhance the appearance of the vehicle parking areas*

(k) *include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.*

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

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

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

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

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

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

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

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

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

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

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

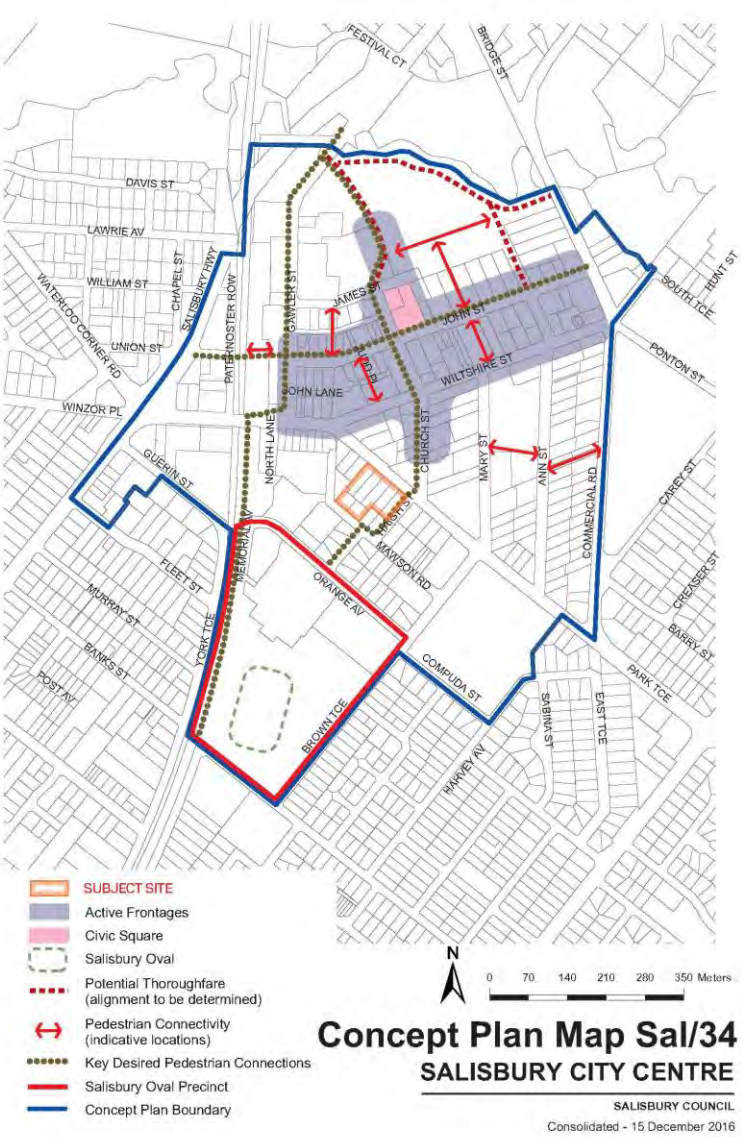
- *The proposed development is predicted to generate up to 265 two-way vehicle movements per hour during the peak period and 2,264 vehicles per day.*
- *An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent road network.*

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

Pedestrian Access

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

Figure 6.6 *Concept Plan Sal/34 Salisbury City Centre*



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

6.2.4 *Landscaping*

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

General Section – Landscaping, Fences and Walls

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

PDC 1 *Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:*

- *(a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)*
- *(b) enhance the appearance of road frontages*
- *(c) screen service yards, loading areas, outdoor storage areas, processing facilities and operational areas*
- *(d) minimise maintenance and watering requirements*
- *(e) enhance and define outdoor spaces, including car parking areas*
- *(f) maximise shade and shelter*
- *(g) assist in climate control within and around buildings*
- *(h) minimise heat absorption and reflection*
- *(i) maintain privacy*
- *(j) maximise stormwater re-use*
- *(k) complement existing vegetation, including native vegetation*
- *(l) contribute to the viability of ecosystems and species*
- *(m) promote water and biodiversity conservation*

PDC 2 *Landscaping should:*

- *(a) include the planting of locally indigenous species where appropriate*
- *(b) be oriented towards the street frontage*
- *(c) result in the appropriate clearance from powerlines and other infrastructure being maintained.*

PDC 3 *Landscaping should not:*

(a) unreasonably restrict solar access to adjoining development

(b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

(c) introduce pest plants

(d) increase the risk of bushfire

(e) remove opportunities for passive surveillance

(f) increase leave fall in waterways

(g) increase the risk of weed invasion.

(h) obscure driver sight lines

(i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

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

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

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

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

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

6.2.5 *Regulated Trees*

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

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

Obj 2 *Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:*

(a) significantly contributes to the character or visual amenity of the locality

(b) indigenous to the locality

(c) a rare or endangered species

(d) an important habitat for native fauna.

PDC 2 *A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:*

(a) the tree is diseased and its life expectancy is short

(b) the tree represents a material risk to public or private safety

(c) the tree is causing damage to a building

(d) development that is reasonable and expected would not otherwise be possible

(e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

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

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

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

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

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

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

6.2.6 *Signage*

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

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

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

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

(a) consistent with the predominant character of the urban landscape

(b) in harmony with any buildings or sites of historic significance or heritage value in the area

(c) co-ordinated with and complement the architectural form and design of the building they are to be located on.

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

(a) clutter

(b) *disorder*

(c) *untidiness of buildings and their surrounds*

(d) *driver distraction.*

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

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

PDC 5 *Advertisements and/or advertising hoardings should:*

(a) *be completely contained within the boundaries of the subject allotment*

(b) *be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees*

(c) *not obscure views to vistas or objects of high amenity value.*

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

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

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

(a) *being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road*

(b) *being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals*

(c) *distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high*

(d) *obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).*

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

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

(a) *limited to only one primary advertisement per site or complex*

(b) *of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.*

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

(a) *incorporate the name or nature of each business or activity within the site or complex in a single advertisement*

(b) *be integrally designed and mounted below the more predominant main complex or site identity advertisement.*

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

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

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

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

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

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

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

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

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

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

6.2.7 *Stormwater*

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

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

Urban Core (Salisbury) Zone

Desired Character *(extract)*

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

General Section – Natural Resources

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

PDC 8 *Water discharged from a development site should:*

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

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

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

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

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

PDC 14 *Stormwater management systems should:*

(a) *maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source*

(b) *utilise, but not be limited to, one or more of the following harvesting methods:*

(i) *the collection of roof water in tanks*

(ii) *the discharge to open space, landscaping or garden areas, including strips adjacent to car parks*

(iii) *the incorporation of detention and retention facilities*

(iv) *aquifer recharge.*

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

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

In essence, WGA have recommended the installation of a 209m^3 detention tank within the car park. Downpipes from the new building will be connected to a new underground stormwater drainage system that will discharge into the detention storage tank and then flow through an orifice plate to the existing underground drainage system in Mawson Road.

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

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

6.2.8 *Crime Prevention*

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

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

PDC 1 *Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.*

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

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

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

- *(a) along dedicated cyclist and pedestrian pathways, laneways and access routes*
- *(b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.*

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

PDC 6 *Landscaping should be used to assist in discouraging crime by:*

- *(a) screen planting areas susceptible to vandalism*
- *(b) planting trees or ground covers, rather than shrubs, alongside footpaths*
- *(c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.*

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

PDC 10 *Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).*

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

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

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

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

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

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

6.2.9 *Interface between Land Uses*

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

Urban Employment Zone

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

Desired Character *(extract)*

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

General Section – Interface Between Land Uses

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

PDC 1 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

(b) noise

(c) vibration

(d) electrical interference

(e) light spill

(f) glare

(g) hours of operation

(h) traffic impacts.

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

PDC 7 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

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

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

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

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

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

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

PDC 19 *The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:*

(a) windows of habitable rooms

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

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

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

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

7. Conclusion

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

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

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

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

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

ekistics

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

REGISTERED PROPRIETORS IN FEE SIMPLE

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

DESCRIPTION OF LAND

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

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

NIL

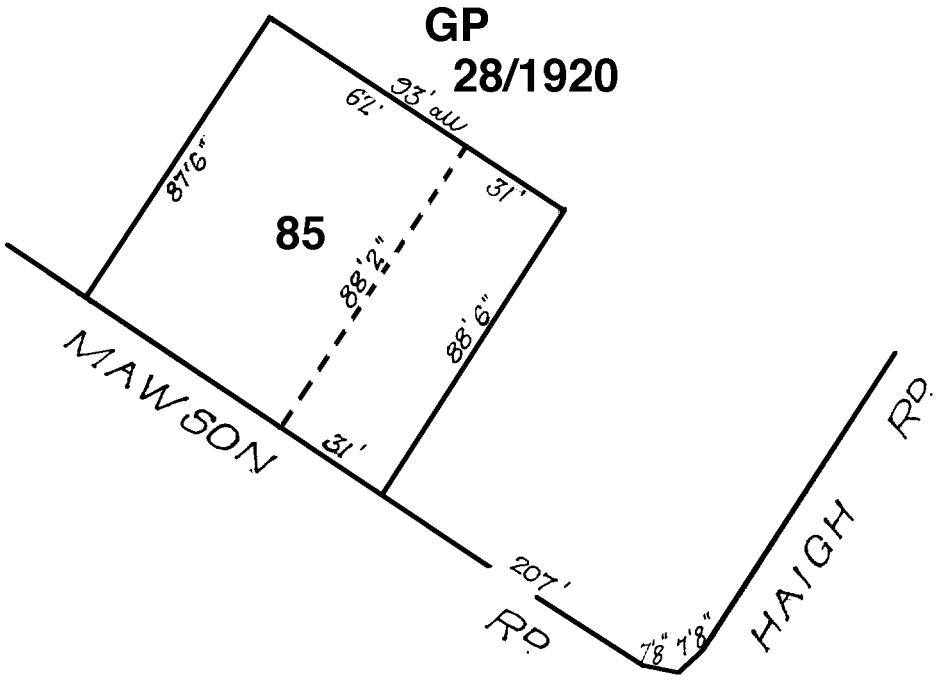
END OF TEXT.

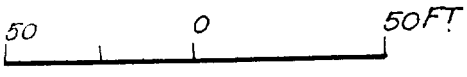
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5663 FOLIO 35

SEARCH DATE : 16/08/2013 TIME: 11:13:33

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

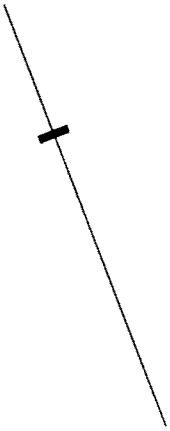
NIL

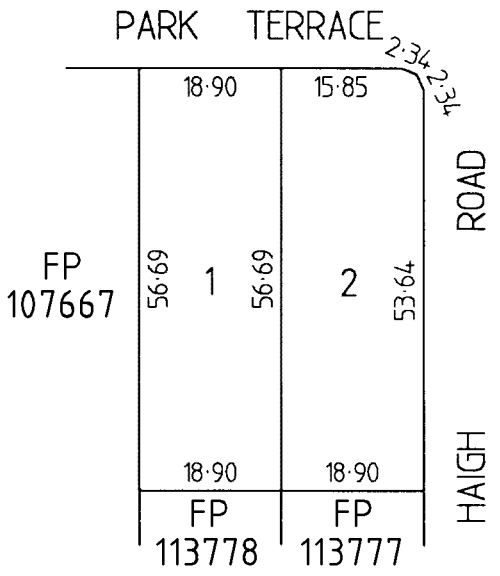
END OF TEXT.

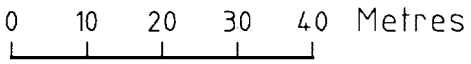
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

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

REGISTERED PROPRIETORS IN FEE SIMPLE

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

DESCRIPTION OF LAND

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

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

PARCELS SUBJECT TO REARRANGEMENT F107667

END OF TEXT.

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

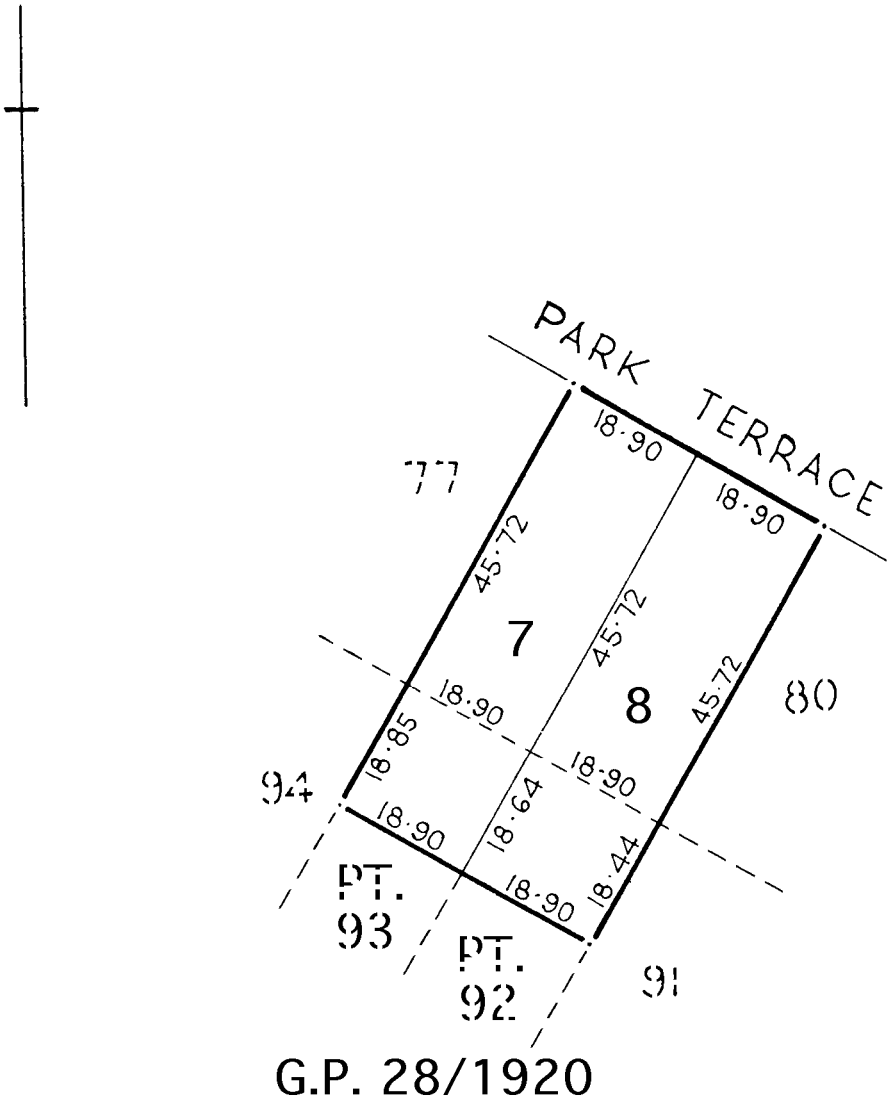
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5187 FOLIO 617

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.



G.P. 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 5502 FOLIO 12 *

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

REGISTERED PROPRIETOR IN FEE SIMPLE

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

DESCRIPTION OF LAND

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

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

CONVERTED TITLE-WITH NEXT DEALING LODGE CT 4284/176

END OF TEXT.

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5502 FOLIO 12

SEARCH DATE : 16/08/2013 TIME: 11:12:27

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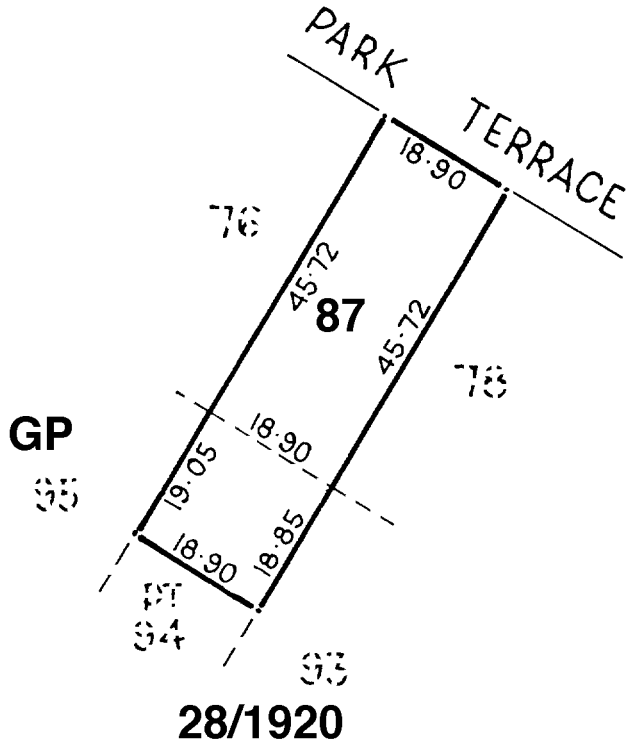


0 10 20 30 40 Metres

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.

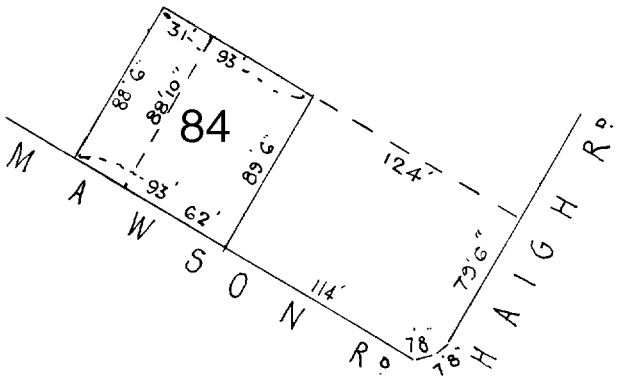
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

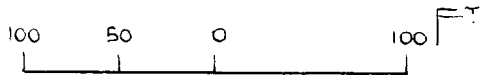
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5657 FOLIO 235

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

ekistics

Appendix 2. Proposed Plans and Elevations

PROPOSED ALDI SALISBURY

45 PARK TERRACE

SALISBURY, SOUTH AUSTRALIA

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

PROPOSED ALDI SALISBURY

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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
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DA06.1	A	SIGNAGE PLAN	1:500
DA06.2	A	SIGNAGE DETAILS	1:50
DA08.1	-	PROPOSED 3D VISUAL RENDERS - SHEET 1	NTS
DA08.2	-	PROPOSED 3D VISUAL RENDERS - SHEET 2	NTS
DA08.3	-	PROPOSED 3D VISUAL RENDERS - SHEET 3	NTS

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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01 - LOCATION PLAN
1:1500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

LEGEND	
BOUNDARY	
ALDI STORE	

N

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
LOCATION PLAN
PROPOSED

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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P.O. Box 691 Stirling SA 5152
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www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:1500	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2180A	DA01	DA	A

01 - CONTRACT TITLES - EXISTING
1:500 PROPOSED

LEGEND	
EXISTING BOUNDARIES	

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

N

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
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www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2018	DS	TB

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

01 - CONTRACT TITLES - PROPOSED

1:500 PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

LEGEND	
ALDI TITLE BOUNDARY	
EXISTING TITLE BOUNDARIES	

N

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
CONTRACT TITLES
PROPOSED

NIELSEN ARCHITECTS
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www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2180A	DA01.2	DA	A

01 EXISTING SITE PLAN
- 1:500 EXISTING

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

LEGEND

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

N

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
EXISTING SITE PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2018	DS	TB

PROJECT No	DRAWING No	STATUS	REV
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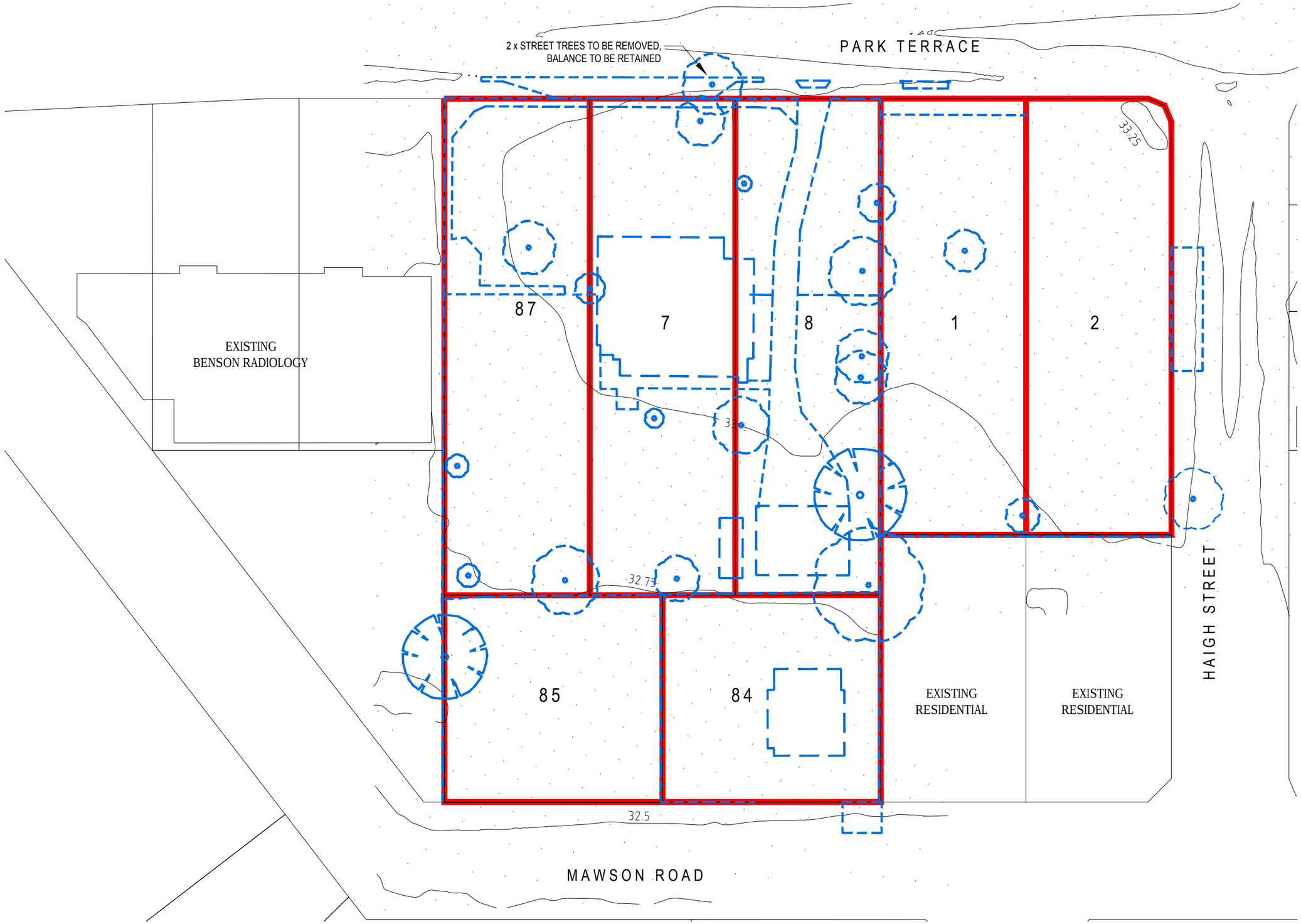

01 - DEMOLITION SITE PLAN
1:500 PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

LEGEND

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

N

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	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
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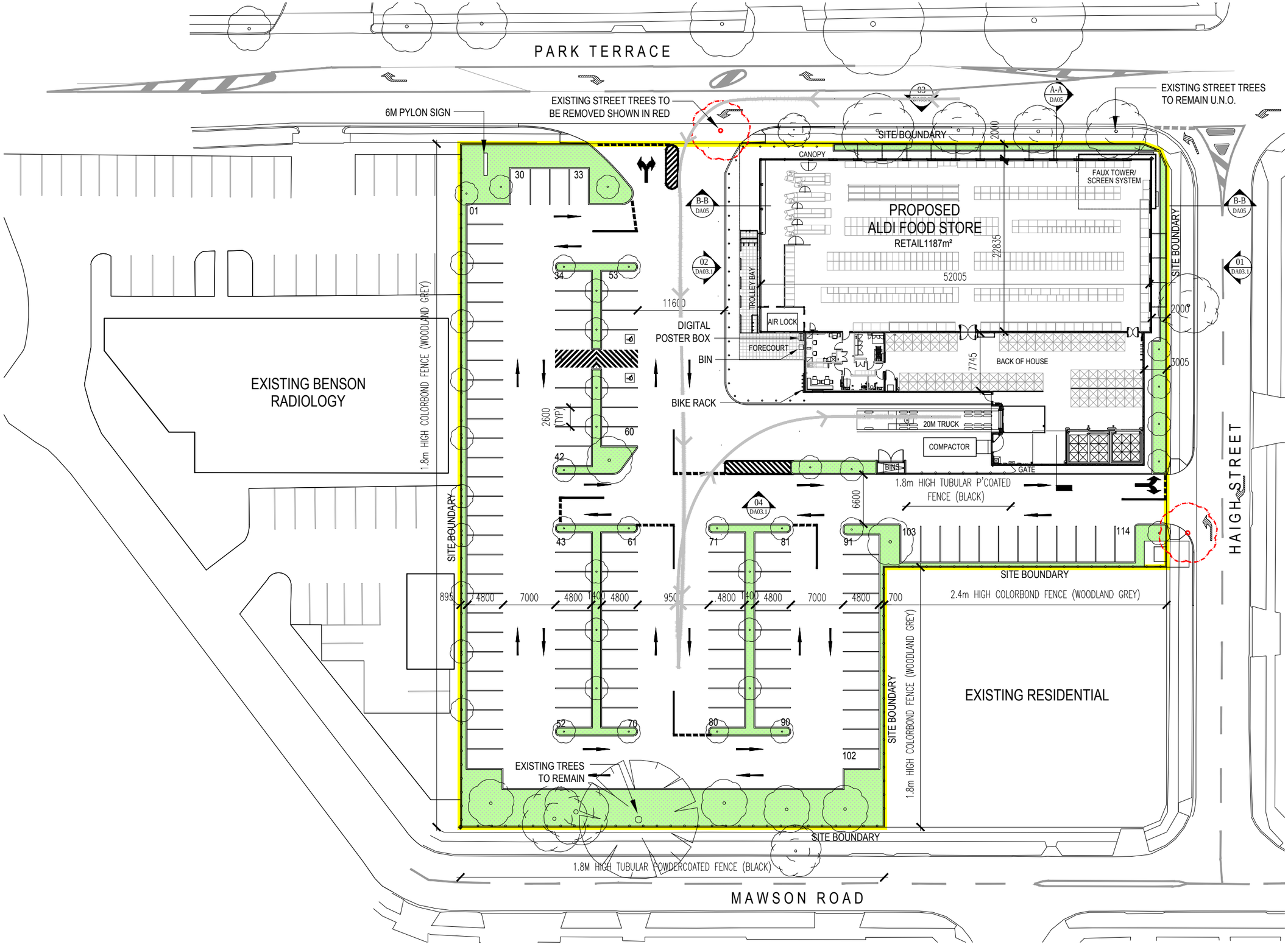

01 PROPOSED SITE PLAN
- 1:500 PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m²

ALDI DESCRIPTION	
ALDI GROSS AREA	1784m²
ALDI NETT AREA	1728m²
RETAIL NETT AREA	1187m²
BOH NETT AREA	460m²
AMENITIES NETT AREA	81m²
REMAINING NETT AREA	541m²
BOH PALLETS	108
CHILLER LENGTH	43.75m
SIZE OF TRUCK	20m

CARPARKING	
TOTAL NUMBER OF CARS	114

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED SITE PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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f: 08 8339 2004
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www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
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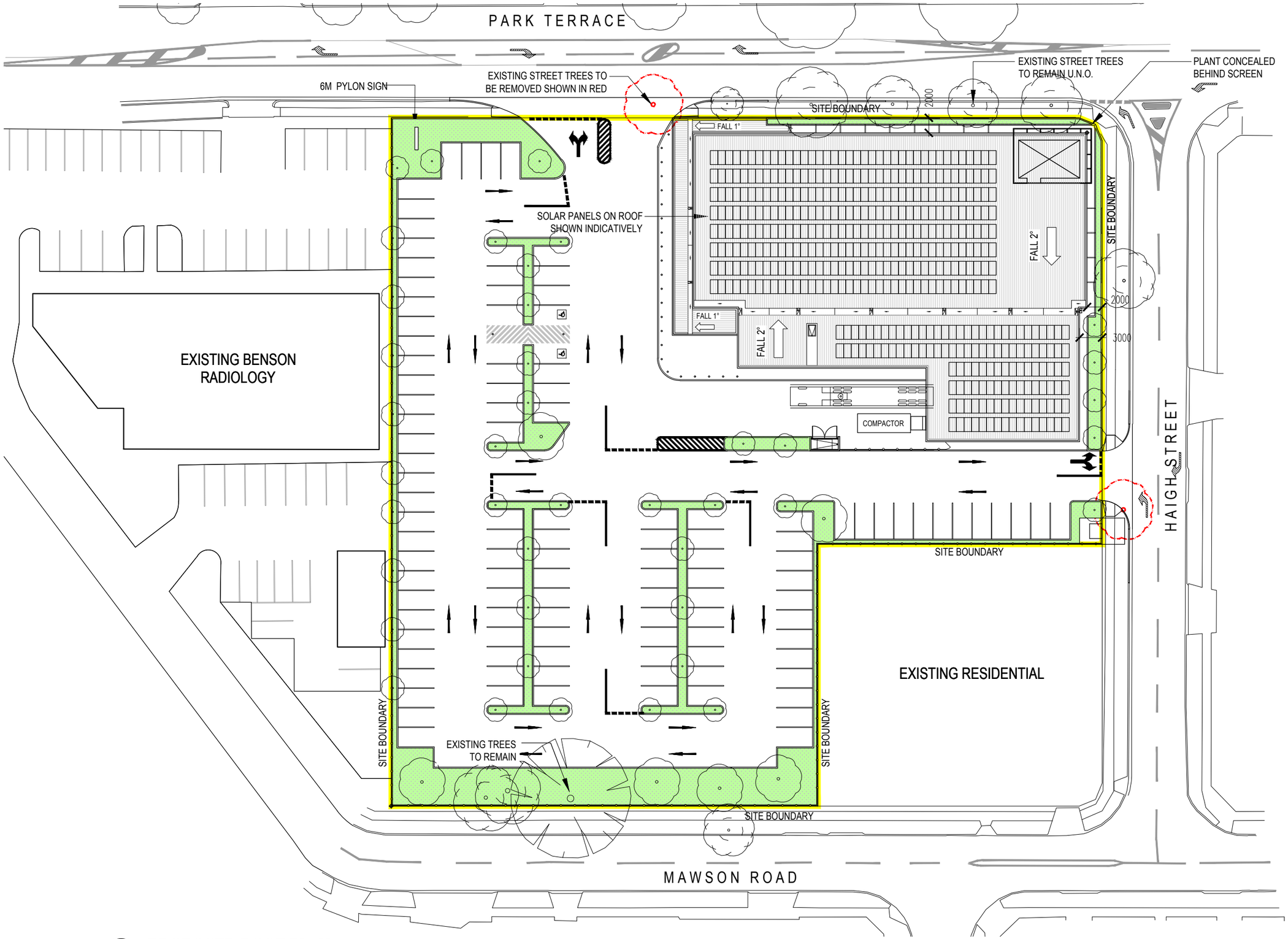

01 PROPOSED ROOF PLAN
- 1:500 PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

N

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	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
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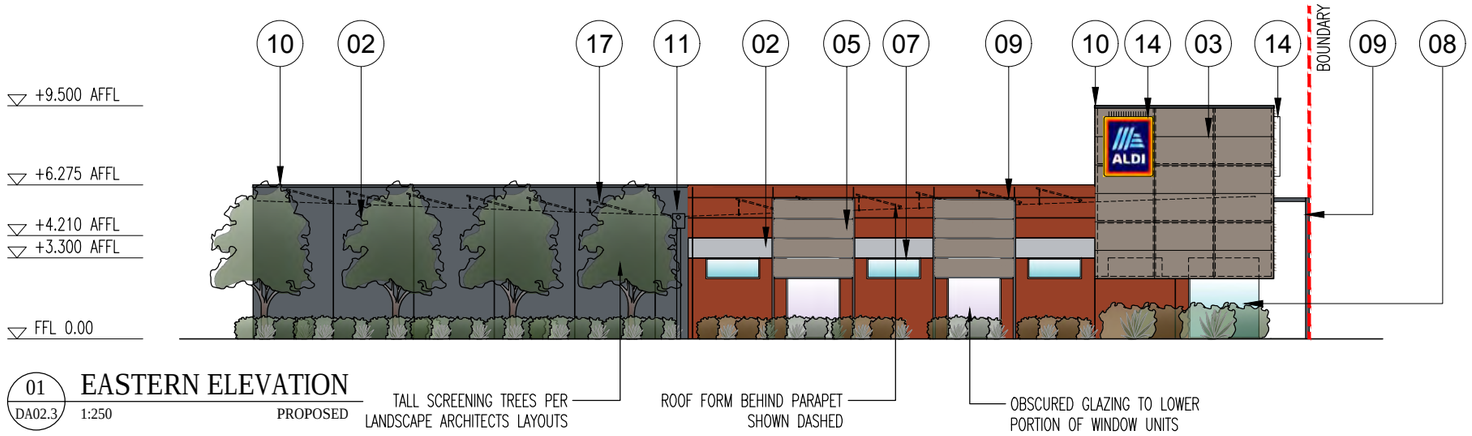
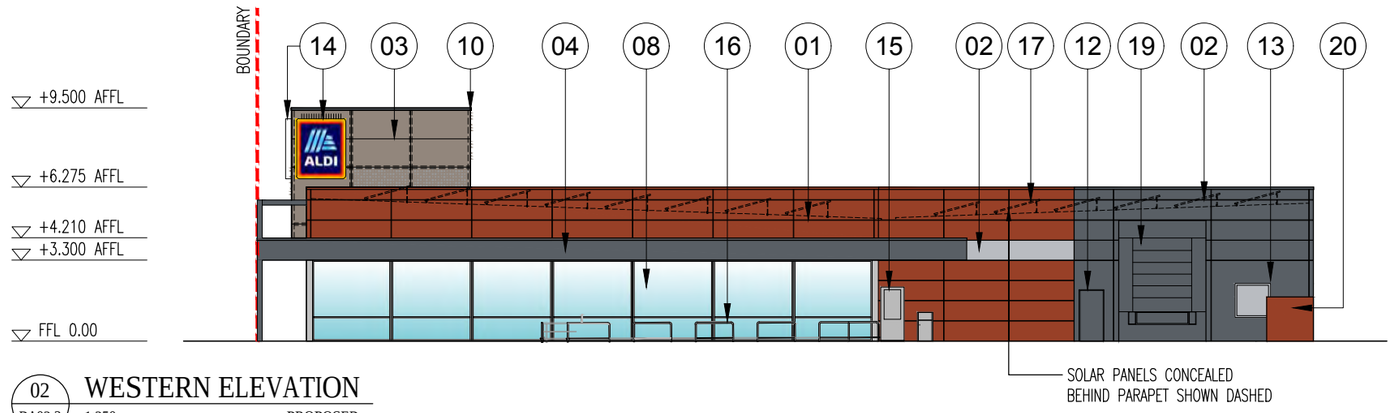
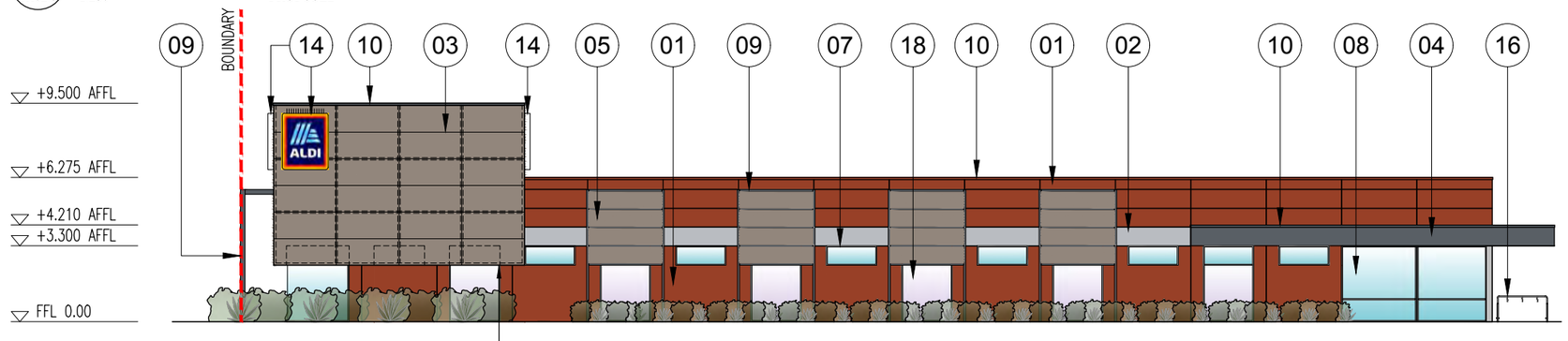


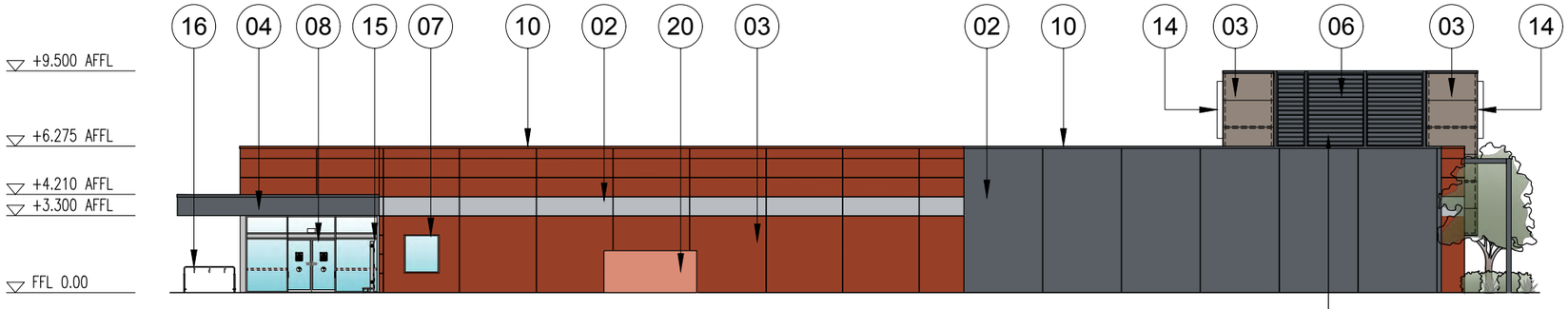
01 DA02.3 **EASTERN ELEVATION**
1:250 PROPOSED



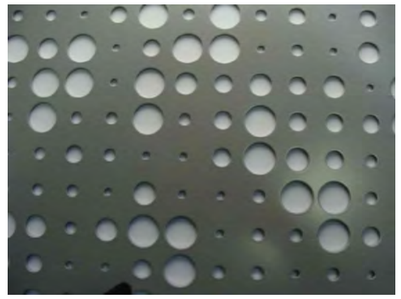
02 DA02.3 **WESTERN ELEVATION**
1:250 PROPOSED



03 DA02.3 **NORTHERN ELEVATION**
1:250 PROPOSED



04 DA02.3 **SOUTHERN ELEVATION**
1:250 PROPOSED



05 - **PERFORATED SCREEN**
NTS PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

MATERIAL SCHEDULE

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

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
ALDI EXTERNAL ELEVATIONS

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SCALE	DATE	DRAWN	CHECKED
1:250	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
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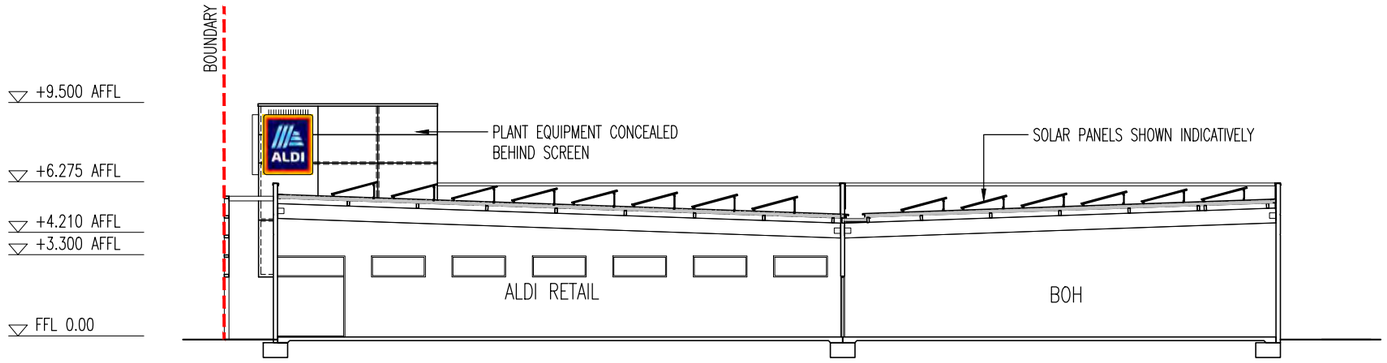
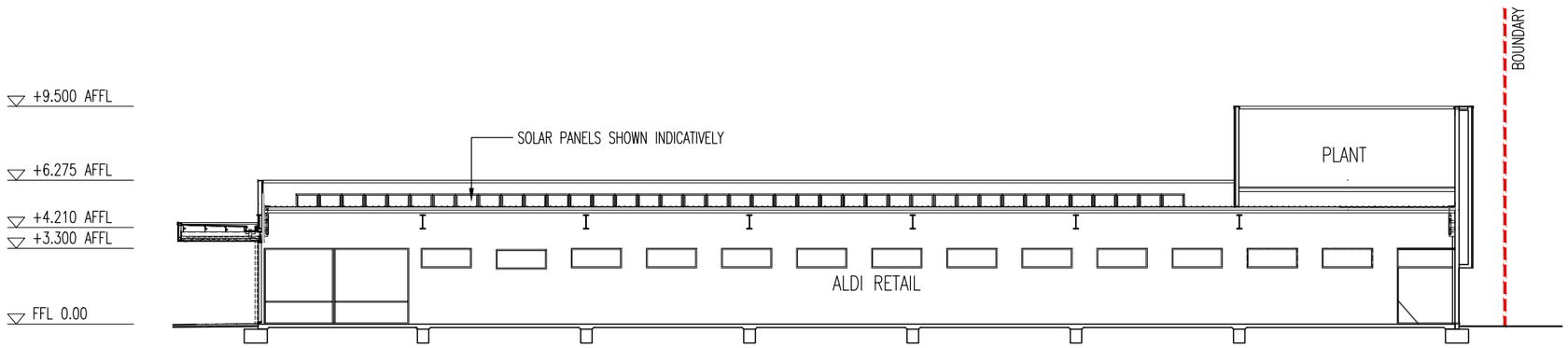


01 SECTION A-A
DA02.3 1:250 ALDI



02 SECTION B-B
DA02.3 1:250 ALDI

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SECTIONS

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PROJECT No	DRAWING No	STATUS	REV
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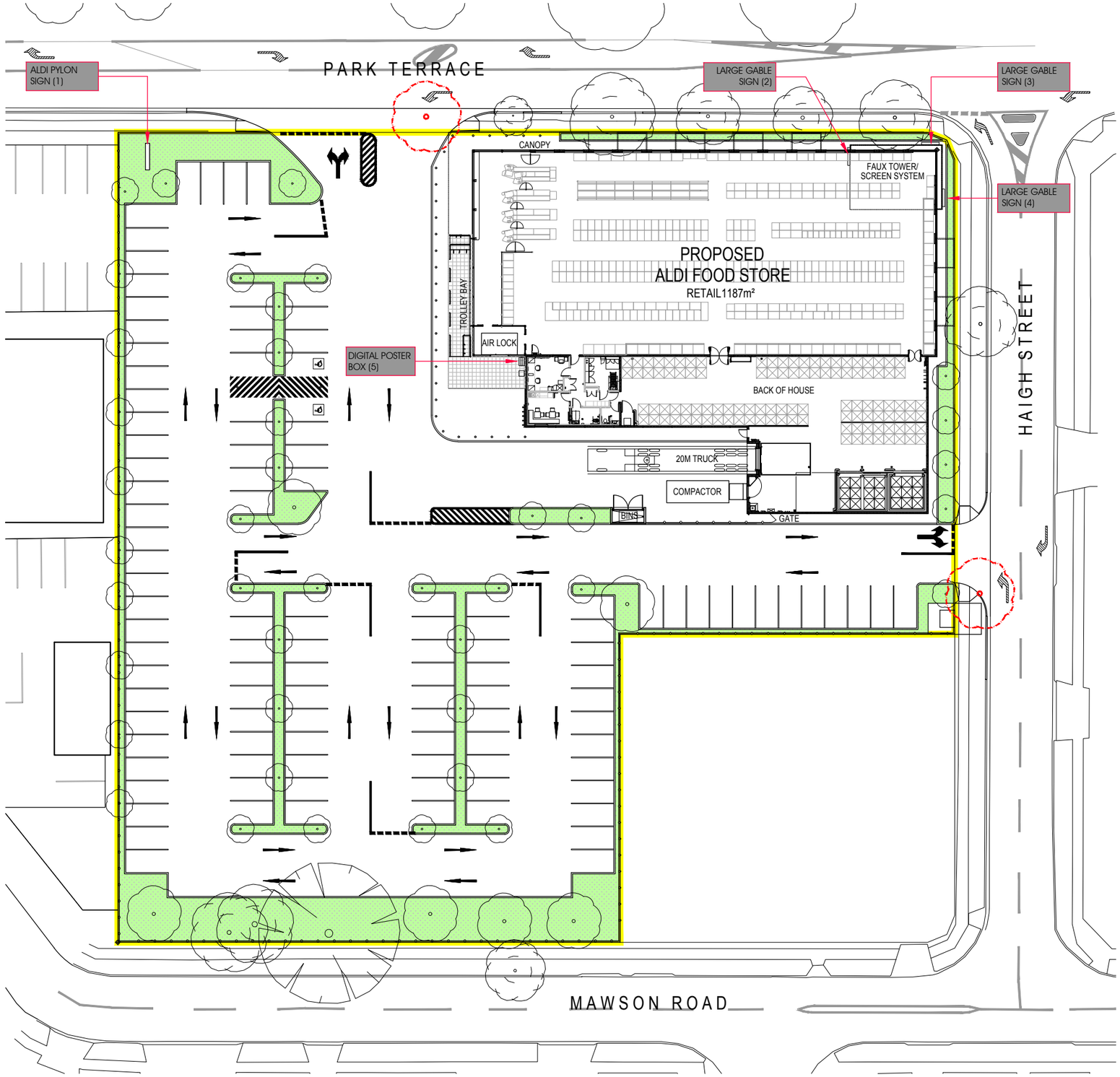

01 SIGNAGE PLAN
- 1:500 PROPOSED

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

N

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE PLAN

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SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2018	LT	TB

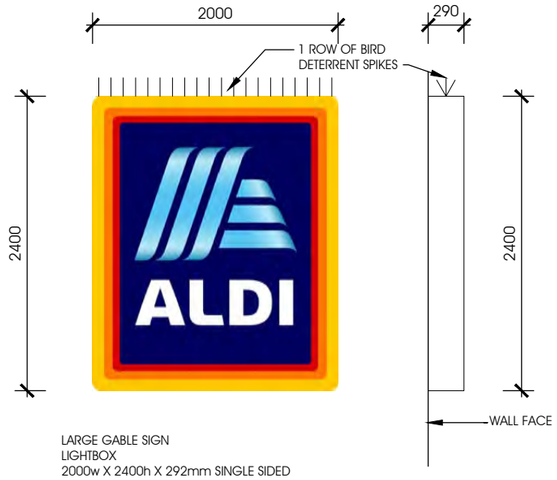
PROJECT No	DRAWING No	STATUS	REV
2180A	DA06.1	DA	A

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

FOOTING
CONCRETE FOOTING TO ENGINEERS DETAIL

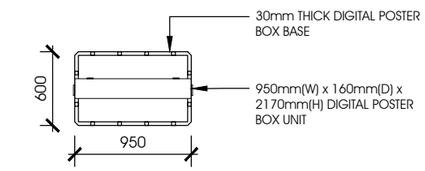
LIGHTBOX
LIGHT BOX 01-3600 X 3000 X 550 DOUBLE SIDED
LIGHT BOX 02-450 X 3000 X 550 DOUBLE SIDED
FLEX FACE BOX
INTERNAL MILD STEEL FRAME
ALUMINIUM 'OZ' FLEX FACE EXTRUSION
1.6mm ALUMINIUM EXTERNAL CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MIO PAINT FINISH TO EXTERNAL SURFACE
INTERNAL 'DAYLIGHT'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

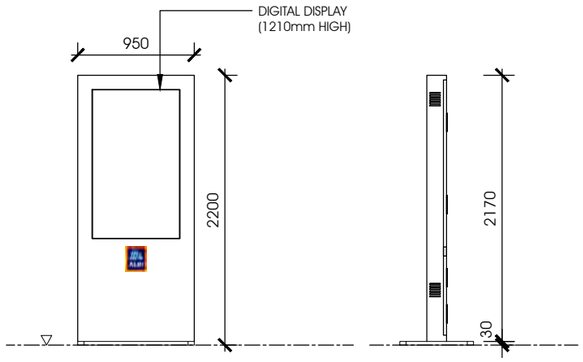
01 / - ALDI PYLON SIGN (1)
1:50



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

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





03 / - POSTER BOX (5)
1:50

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	30.10.18	PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
SIGNAGE DETAILS

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1:50	NOV 2018	LT	TB

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

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

01 - PROPOSED 3D VISUAL RENDER 1

NTS

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 1

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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB

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

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

01 - PROPOSED 3D VISUAL RENDER 2

NTS

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 2

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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2018	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.2	DA	-

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

01
-

PROPOSED 3D VISUAL RENDER 3

NTS

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 3

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SCALE	DATE	DRAWN	CHECKED
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PROJECT No	DRAWING No	STATUS	REV
2180A	DA08.3	DA	-

ekistics

Appendix 3. Traffic Impact Assessment

Proposed ALDI Store
45 Park Terrace, Salisbury
Transport Impact Assessment

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

Proposed ALDI Store

45 Park Terrace, Salisbury

Transport Impact Assessment

Issue: A 19/10/18

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

Quality Record

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

GTAconsultants

Melbourne | Sydney | Brisbane
Canberra | Adelaide | Perth

Table of Contents

Appendices

Figures

Tables

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[1] and has a posted speed limit of 60km/h

Haigh Street

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

Haigh Street carries approximately 500 vehicles per day [2] 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[2] and has a general urban speed limit of 50km/h.

2.2.2 Surrounding Intersections

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

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

2.2.3 Traffic Volumes

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

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

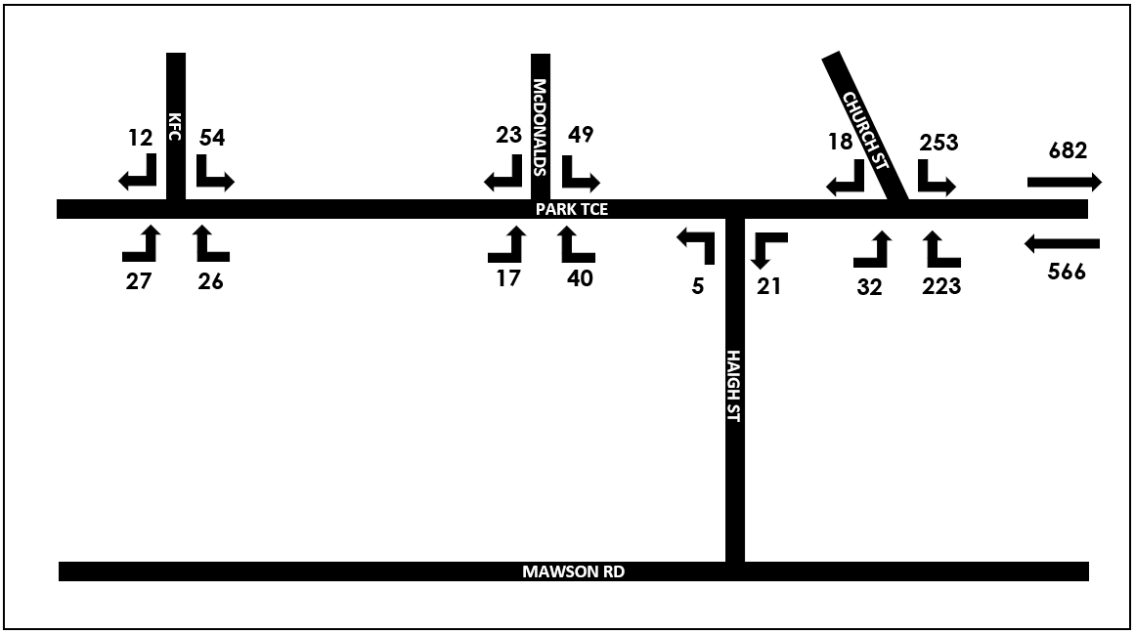
5:00pm – 6:00pm was identified as the PM Peak Hour, with existing volumes shown in Figure 2.2.

---

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

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

Figure 2.2: Existing PM Peak Hour Traffic Volumes



2.2.4 Intersection Operation

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

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

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

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

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

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

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

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

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

Table 2.3: Park Terrace/McDonalds Access – Existing Conditions

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

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

Table 2.4: Park Terrace/KFC Access – Existing Conditions

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

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

2.2.5 Crash Statistics

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

Table 2.5: Crash Statistic Summary

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

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

2.3 Sustainable Transport Infrastructure

2.3.1 Public Transport

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

Table 2.6: Road Based Public Transport Provision

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

2.3.2 Pedestrian Infrastructure

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

2.3.3 Cycle Infrastructure

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

3. Development Proposal

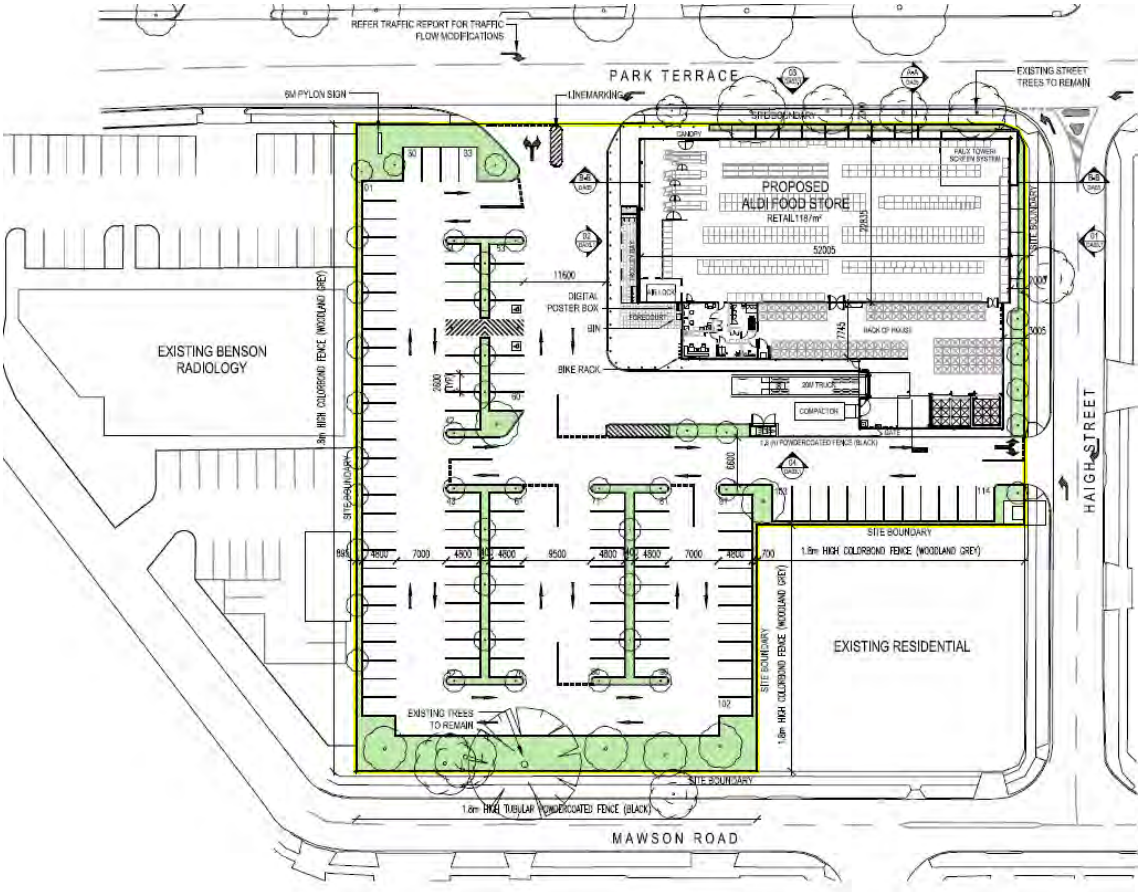
3.1 Land Uses

The proposed development includes;

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

Figure 3.1 presents the proposed site layout.

Figure 3.1: Proposed Layout Plan



4. Car Parking

4.1 Development Plan Car Parking Requirements

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

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

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

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

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

4.2 Adequacy of Parking Supply

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

5. Parking Layout, Access & Sight Distance

5.1 Vehicle Access

Two vehicle access points are proposed:

Park Terrace Access

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

Haigh Street Access

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

5.2 Access Sight Distance

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

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

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

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

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

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

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

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

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

5.3 Car Park Layout

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

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

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

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

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

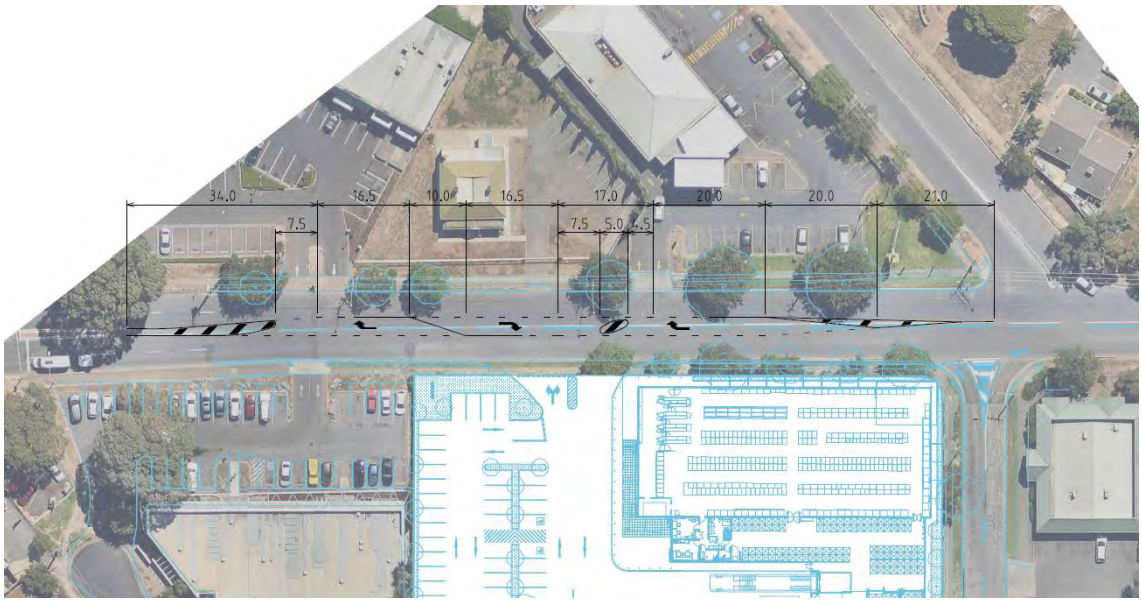
5.3.1 Median Treatment

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

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

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

Figure 5.1: Proposed Intersection Treatment



6. Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

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

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

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

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

6.2 Pedestrian Facilities

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

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

6.3 Public Transport

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

7. Loading Facilities

7.1 Development Plan Requirements

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

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

7.2 Proposed Loading Arrangements

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

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

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

Figure 7.1: 20m Semi Trailer – Entry

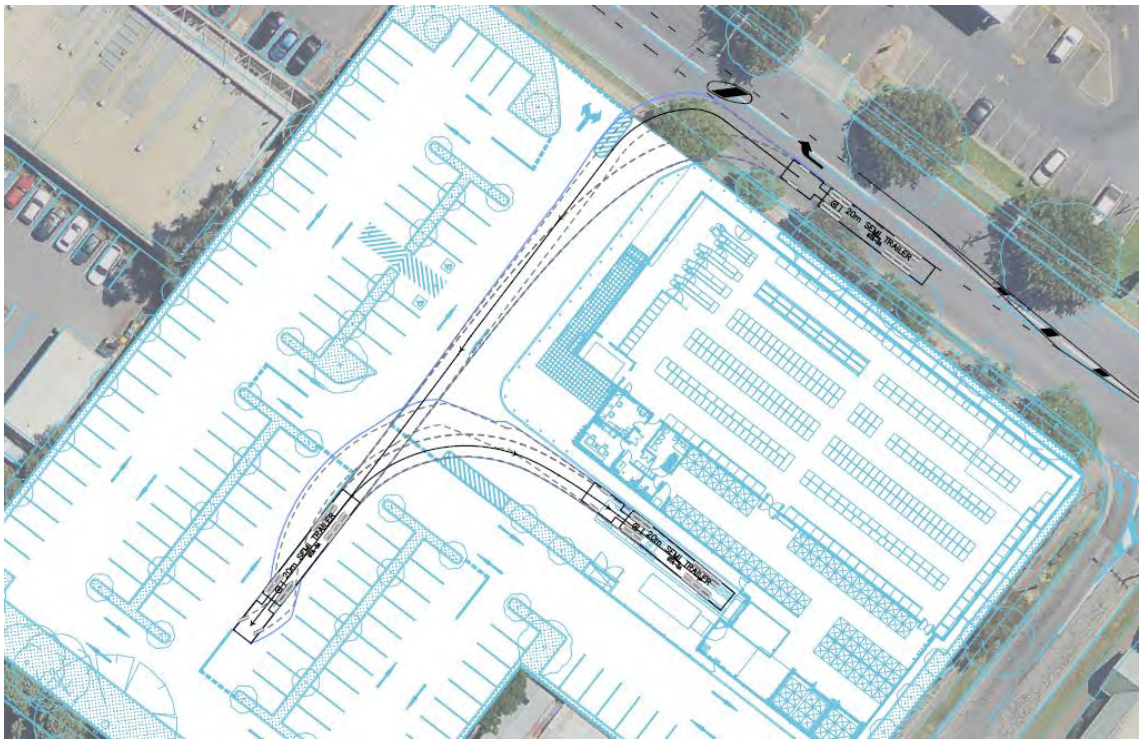
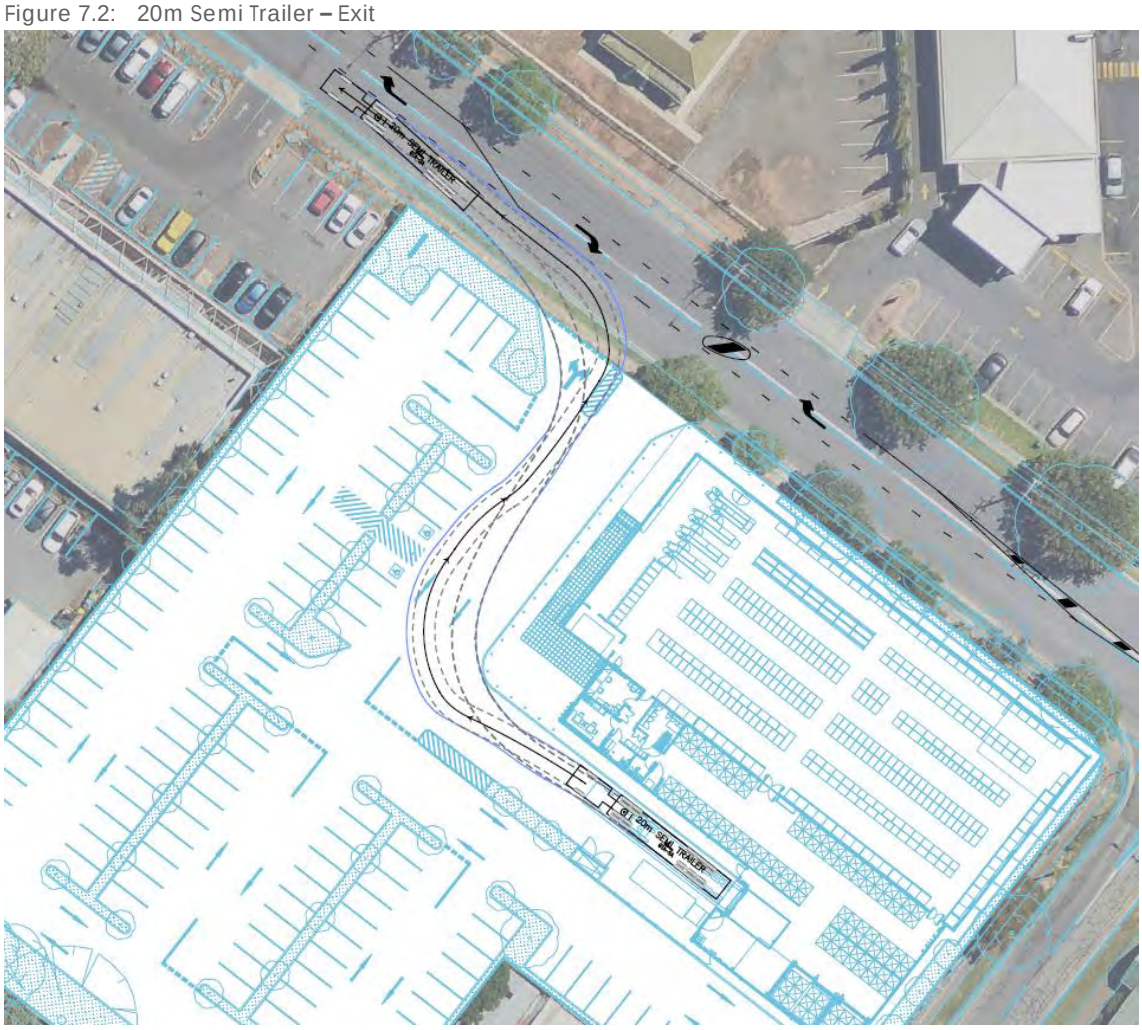


Figure 7.2: 20m Semi Trailer – Exit



8. Traffic Impact Assessment

8.1 Empirical Traffic Rates

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

8.1.1 ALDI Store

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

Table 8.1: Traffic Generation Surveys – ALDI Stores

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

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

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

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

Link Trip Discount

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

Table 8.2: ALDI Travel Patterns Questionnaire Survey – Link Trips

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

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

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

The concept of linked trips is also supported by 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.

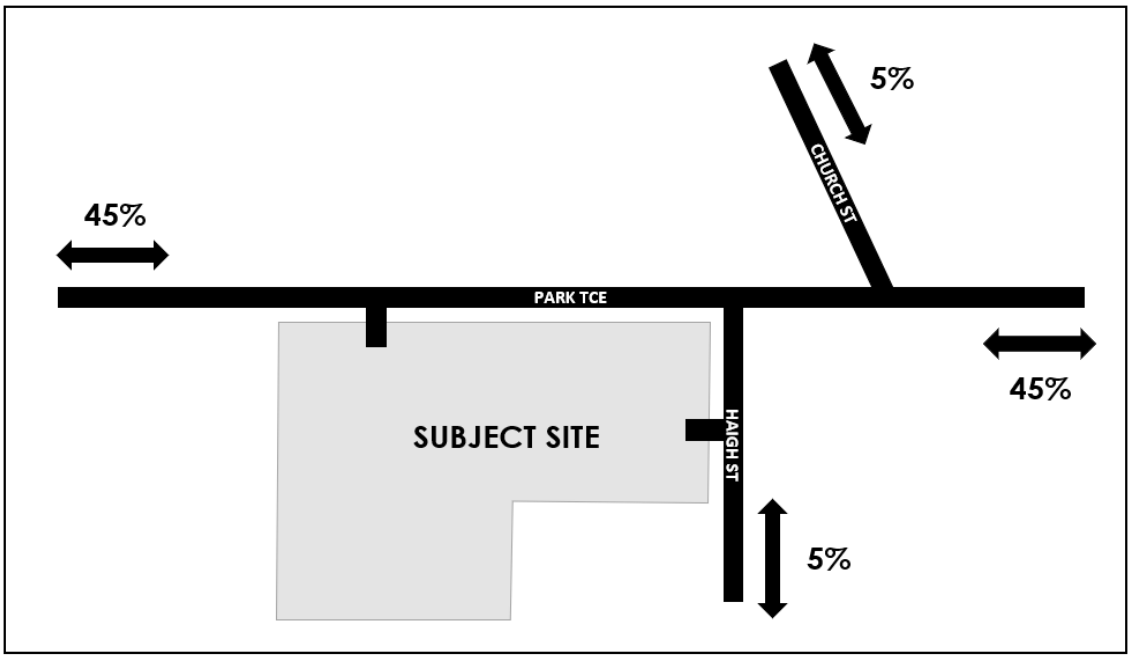
8.1.2 Distribution and Assignment

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

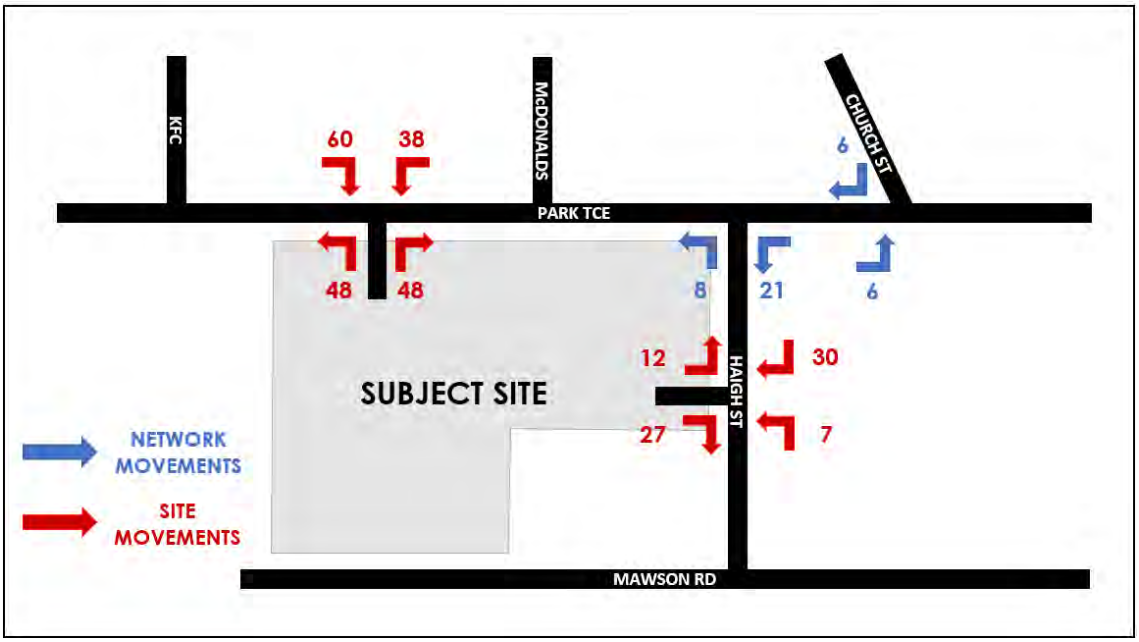
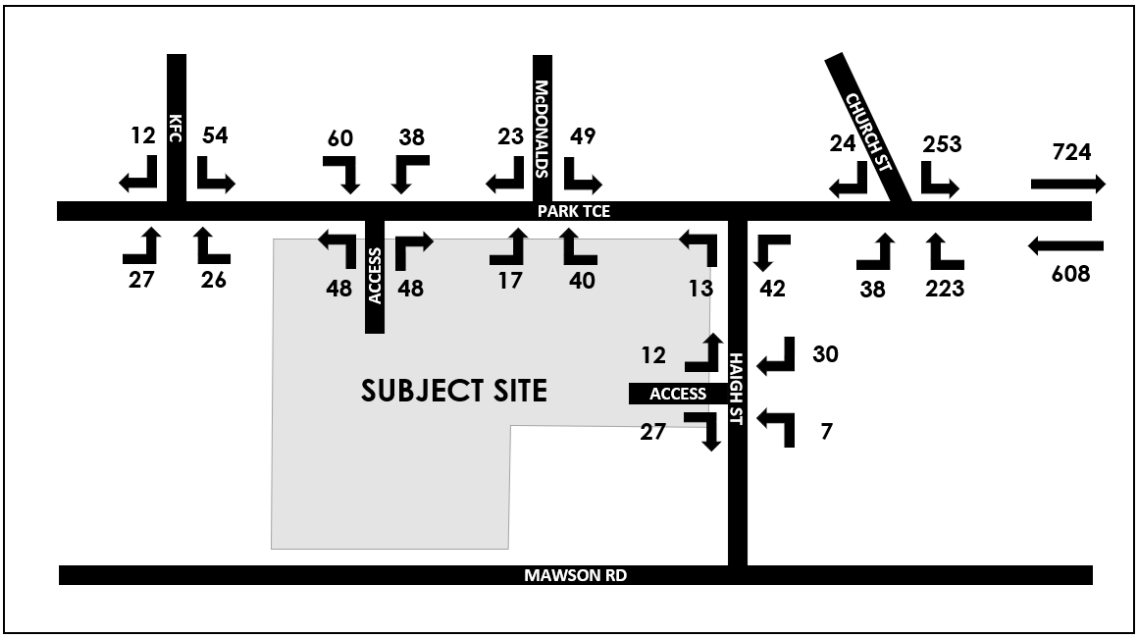


Figure 8.3: PM Peak Hour Post Development Traffic Volume



8.2 SIDRA Intersection Analysis

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

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

Park Terrace/Church Street Intersection

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

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

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

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

Park Terrace/Haigh Street Intersection

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

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

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

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

Proposed Access to Park Terrace

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

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

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

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

Proposed Access to Haigh Street

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

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

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

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

8.3 Traffic Impact

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

9. Conclusion

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

i The proposed development will comprise an ALDI Store with 1,728 square metres Gross Leasable Floor Space.

ii The proposed supply of 114 spaces will more than accommodate for the anticipated demand.

iii The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

iv GTA considers the provision of four (4) bicycle parking spaces suitable in meeting anticipated demand.

v A painted median treatment is proposed on Park Terrace to facilitate a back to back right turn lane for the proposed ALDI Access and KFC Access. This has been designed in accordance with DPTI's Standard Drawing S-4069.

vi Sight distance at each access point will exceed the required of the Austroads Guidelines for Safe Intersection Sight Distance and Minimum Gap Sight Distance.

vii The loading dock will facilitate 19 metre Semi Trailers. Notwithstanding, the site has been future proofed to accommodate vehicles up to a 20 metre Semi Trailer.

viii The proposed development is predicted to generate up to 265 two-way vehicle movements per hour during the peak period and 2,264 vehicles per day.

ix An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent road network.

Appendix A

SIDRA INTERSECTION Results

Existing Conditions

MOVEMENT SUMMARY

▽ **Site: 101 [Park Terrace_Church Street Intersection_Existing Conditions]**

PM Peak - Exisitng Conditions
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

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

MOVEMENT SUMMARY

▽ **Site: 101 [Park Terrace_Haigh Street_Intersection - Existing Conditions]**

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

Movement Performance - Vehicles

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

MOVEMENT SUMMARY

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

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

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Park Terrace											
11	T1	596	0.0	0.281	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
12	R2	42	0.0	0.054	9.2	LOS A	0.2	1.5	0.60	0.77	28.1
Approach		638	0.0	0.281	0.6	NA	0.2	1.5	0.04	0.05	55.7
North: McDonalds Access											
1	L2	52	0.0	0.228	4.1	LOS A	0.8	5.5	0.77	0.81	27.0
3	R2	24	0.0	0.228	25.5	LOS D	0.8	5.5	0.77	0.81	27.0
Approach		76	0.0	0.228	11.0	LOS B	0.8	5.5	0.77	0.81	27.0
West: Park Terrace											
4	L2	18	0.0	0.347	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
5	T1	718	0.0	0.347	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		736	0.0	0.347	0.2	NA	0.0	0.0	0.00	0.01	59.7
All Vehicles		1449	0.0	0.347	0.9	NA	0.8	5.5	0.06	0.07	54.5

MOVEMENT SUMMARY

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

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Park Terrace											
11	T1	596	0.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
12	R2	27	0.0	0.036	9.2	LOS A	0.1	1.0	0.60	0.75	28.1
Approach		623	0.0	0.307	0.4	NA	0.1	1.0	0.03	0.03	57.1
North: KFC Access											
1	L2	57	0.0	0.159	3.6	LOS A	0.5	3.8	0.70	0.70	27.7
3	R2	13	0.0	0.159	24.4	LOS C	0.5	3.8	0.70	0.70	27.7
Approach		69	0.0	0.159	7.4	LOS A	0.5	3.8	0.70	0.70	27.7
West: Park Terrace											
4	L2	28	0.0	0.352	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
5	T1	718	0.0	0.352	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		746	0.0	0.352	0.3	NA	0.0	0.0	0.00	0.02	59.6
All Vehicles		1439	0.0	0.352	0.7	NA	0.5	3.8	0.05	0.06	55.5

MOVEMENT SUMMARY

▽ Site: 101 [Park Terrace_Church Street Intersection_Post Development]

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

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Park Terrace											
22	T1	640	1.9	0.334	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
23a	R1	235	0.0	0.316	9.6	LOS A	1.4	9.7	0.67	0.86	48.0
Approach		875	1.4	0.334	2.6	NA	1.4	9.7	0.18	0.23	56.1
North: Church Terrace											
7a	L1	266	0.0	0.545	11.8	LOS B	3.3	23.2	0.76	1.08	43.8
9b	R3	25	0.0	0.545	42.6	LOS E	3.3	23.2	0.76	1.08	44.1
Approach		292	0.0	0.545	14.5	LOS B	3.3	23.2	0.76	1.08	43.8
NorthWest: Park Terrace											
27b	L3	40	0.0	0.387	6.5	LOS A	0.0	0.0	0.00	0.03	58.4
28	T1	762	2.2	0.387	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		802	2.1	0.387	0.4	NA	0.0	0.0	0.00	0.03	59.5
All Vehicles		1968	1.5	0.545	3.5	NA	3.3	23.2	0.19	0.28	55.1

MOVEMENT SUMMARY

▽ Site: 101 [Park Terrace_Haigh Street_Intersection - Post Development]

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

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

MOVEMENT SUMMARY

▽ **Site: 101 [Park Terrace_ALDI Access_Intersection_Post Development]**

Post Developmment - PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

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

MOVEMENT SUMMARY

▽ **Site: 101 [Haigh Street_ALDI Access_Intersection - Post Development]**

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

Movement Performance - Vehicles

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

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PERTH WA 6850
P +618 6169 1000
E perth@gta.com.au

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Appendix 4. ALDI Delivery and Loading Procedures

ALDI SOUTH AUSTRALIA

DELIVERY & LOADING PROCEDURES

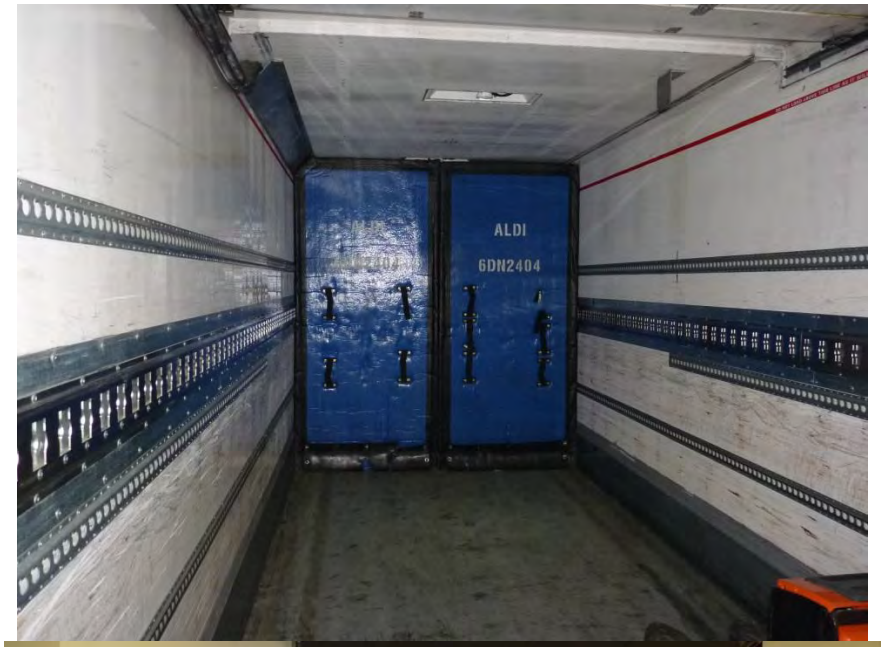
ALDI DELIVERY & LOADING PROCEDURES

- 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

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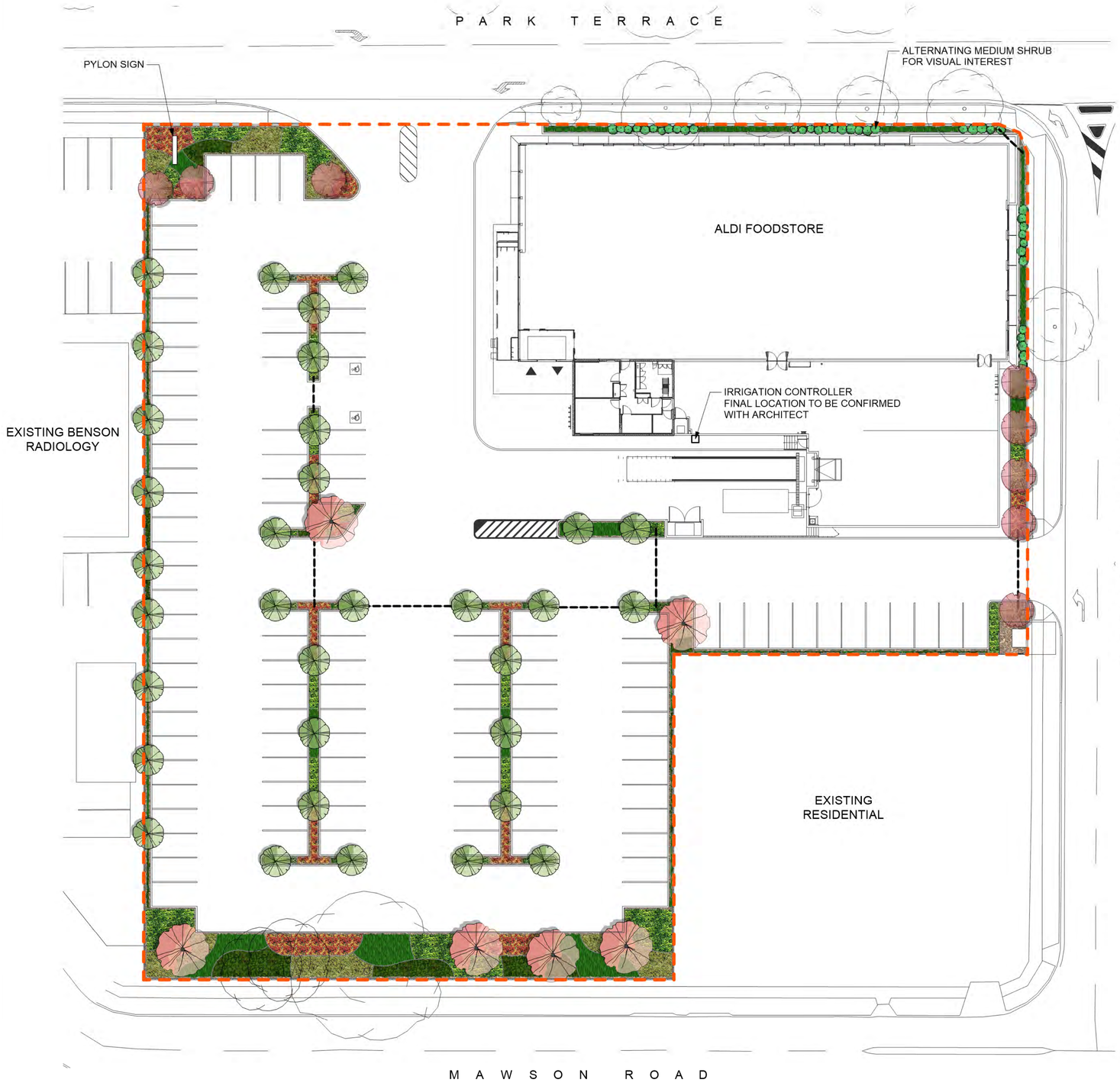
Appendix 5. Landscape Plan



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

PLANT PALETTE

TREES

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

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

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

LOW SHRUBS & GROUNDCOVERS

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

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

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

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

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

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

Rosmarinus officinalis
Rosemary
Height: 1.5m
Width: 1.5m

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

OUTER SPACE
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e: admin@outerspace.net.au
w: www.outerspace.net.au

PROJECT PROPOSED ALDI FOOD STORE - SALISBURY
CLIENT ALDI STORES
DRAWING DFRAFT LANDSCAPE PLAN - DEVELOPMENT APPROVAL

DRAWN BY AM
APPROVED BY GH
DRAWING NO. OS620_CP01c
ISSUE DATE 17/10/18

0 2 5 10 15 20 25
SCALE 1:250 @ A1

PRELIMINARY
NOT FOR CONSTRUCTION

ekistics

Appendix 6. Stormwater Management Plan

WALLBRIDGE GILBERT AZTEC

Nielsen Architects Pty Ltd

Aldi Salisbury

STORMWATER MANAGEMENT PLAN

Job No. WAD171770 / Rev D
16 October 2018

Revision History

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

CONTENTS

Appendices

1 INTRODUCTION

1.1 BACKGROUND

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

This report is intended to conceptually outline the stormwater management design for the proposed development and detail the stormwater management methodology. A final detailed design should be carried out to provide construction documentation and incorporate the stormwater design principles outlined in this report. The final documentation is considered to be beyond the scope of this report.

1.2 SCOPE OF THE ASSESSMENT

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

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

1.2.1 Documentation

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

2 DETAILED REPORT

2.1 DEVELOPMENT DESCRIPTION

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

2.2 CATCHMENT DESCRIPTION

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

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

2.3 EXISTING STORMWATER DRAINAGE

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

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

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

2.4 COUNCIL REQUIREMENTS

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

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

2) Stormwater generated from the 100yr ARI storm event is to be captured and disposed of in a manner that does not put downstream properties at risk of inundation. Discharge to the existing underground stormwater system shall not exceed the pre-developed minor storm flows (10yr ARI) and for events exceeding 10yr ARI, combined underground and overland discharge from the site is not to exceed pre-development flows for the respective storm event (ie combined 100yr ARI event post-development to be limited to 100yr ARI pre-development flows).

3) Consideration of a landscaped swale along Mawson Road is highly encouraged to provide additional stormwater detention as well as a transition buffer between the residential area and the built elements of this development. Shaping of the carpark areas and oversized underground stormwater pipes may be expected to provide the bulk of the onsite storage stormwater capacity. All sumps within the car park shall be higher than the Mawson Road watertable.

4) Whilst incorporation of WSUD methods are encouraged, a suitable GPT with oil and grease separation capability sized to cater for 3month flows with high flow bypass for events up to the 100yr ARI is to be provided.

5) Flows generated from events exceeding the 10yr ARI event are to be safely disposed to Mawson Road. One option would be for the whole of the swale to act as a weir with unconcentrated water discharging across the verge but you would need to show how this could be done safely and without damage to the verge or footpath on Mawson Road.

6) An overland flow path should also be provided in case of system blockage within the site.

The typical requirements for FFL are a minimum of:

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

2.5 STORMWATER MANAGEMENT METHODOLOGY

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

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

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

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

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

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

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

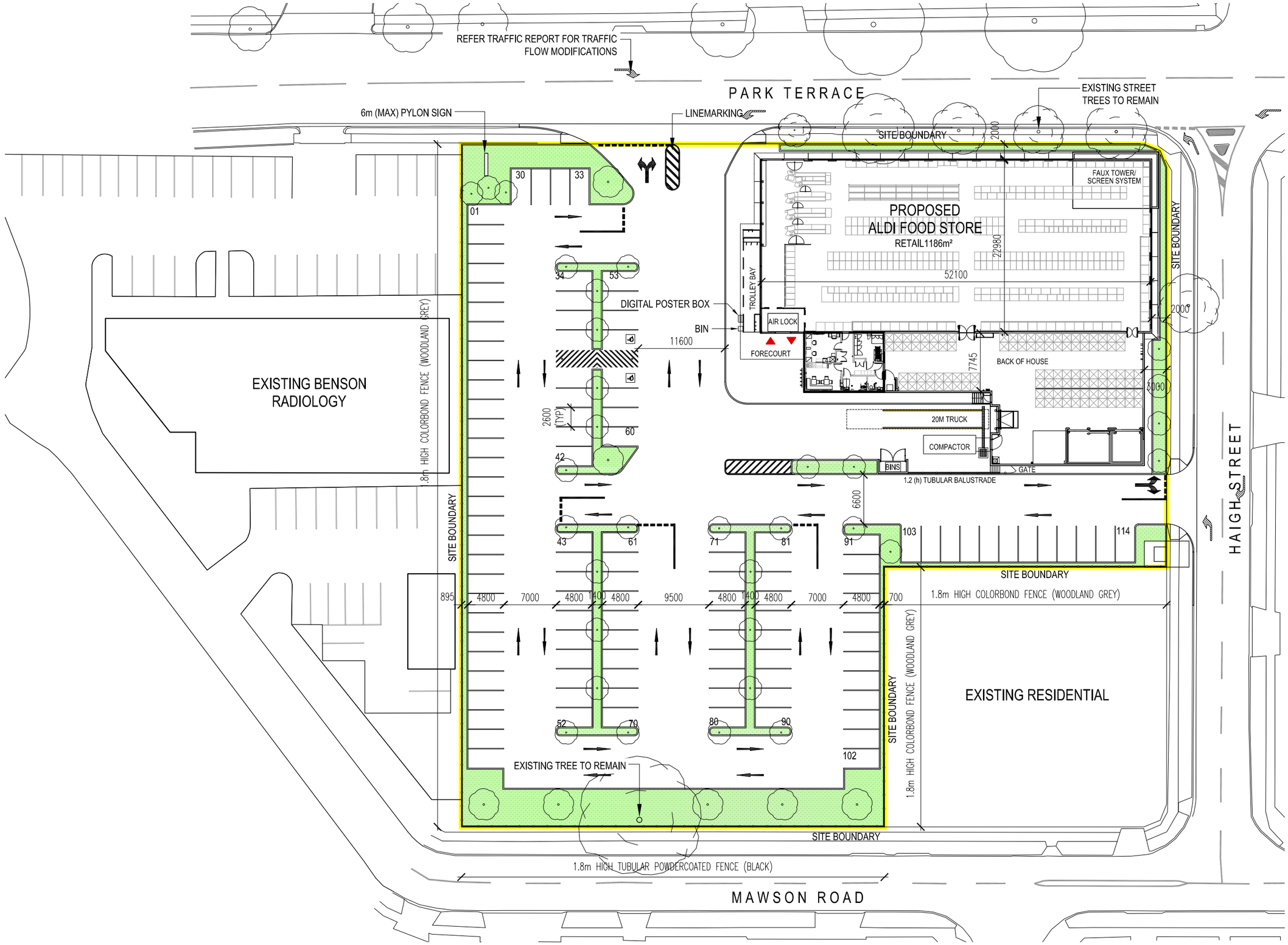
Refer to Appendix F for a preliminary Stormwater Management Plan.

2.6 SUMMARY

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

APPENDIX A

PRELIMINARY SITE PLAN



- PROPOSED SITE PLAN
- 1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	09.10.18	FOR APPROVAL	LT	TB

DEVELOPMENT	
TOTAL SITE AREA	7326m²

ALDI DESCRIPTION	
ALDI GROSS AREA	1785m²
ALDI NETT AREA	1728m²
RETAIL NETT AREA	1186m²
BOH NETT AREA	462m²
AMENITIES NETT AREA	80m²
REMAINING NETT AREA	542m²
BOH PALLETS	110
CHILLER LENGTH	43.75m
SIZE OF TRUCK	20m

CARPARKING	
TOTAL NUMBER OF CARS	114

N

CLIENT
ALDI STORES

PROJECT
ALDI SALISBURY
45 PARK TERRACE
SALISBURY, SA

DRAWING
PROPOSED SITE PLAN

NIELSEN ARCHITECTS
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P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	OCT 2018	LT	TB

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

APPENDIX B

AERIAL PHOTOGRAPH

Aerial Photo - 2018

APPENDIX C

ENGINEERING SURVEY

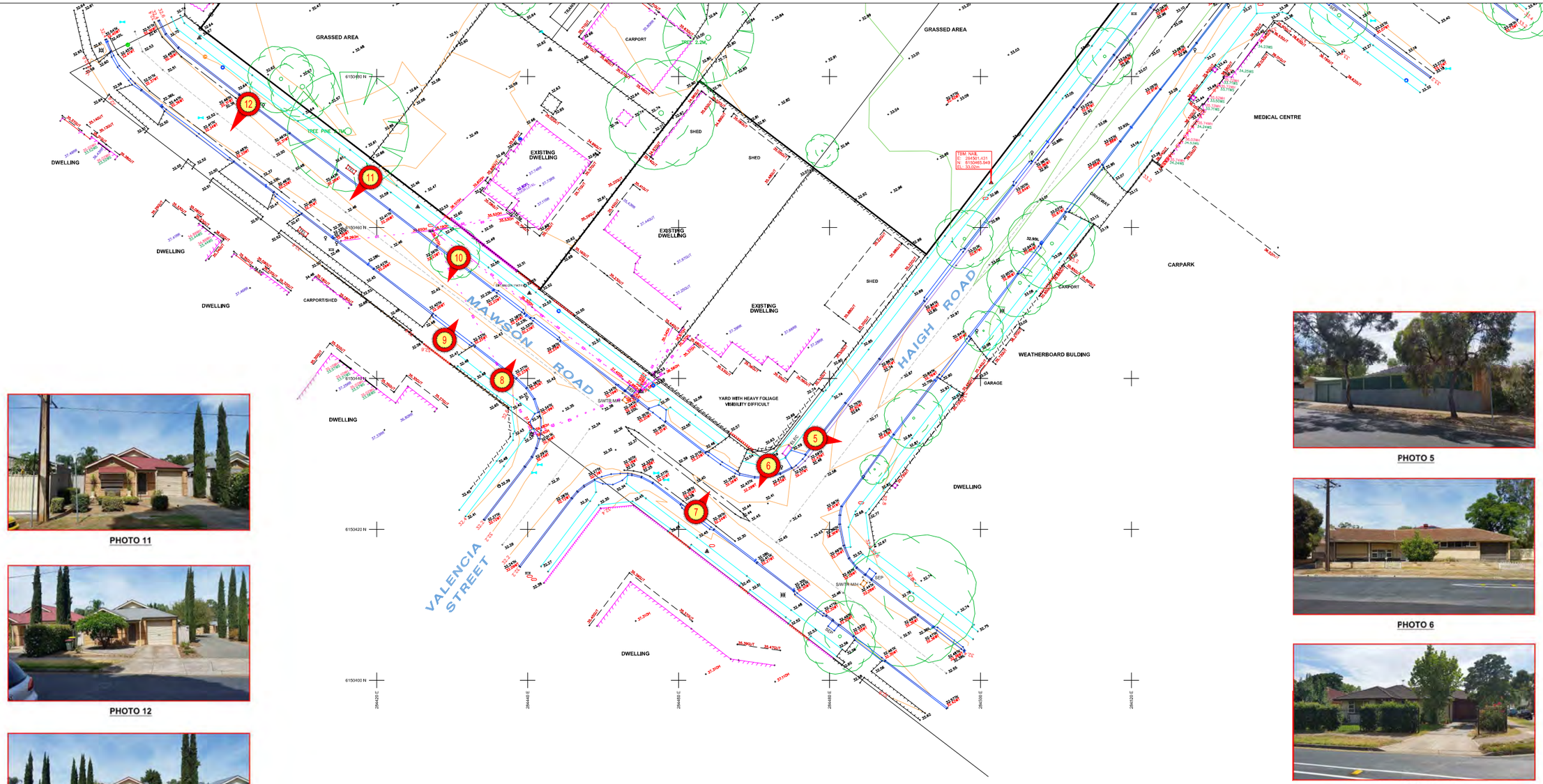

PHOTO 11

PHOTO 12

PHOTO 13

PHOTO 8

PHOTO 9

PHOTO 10

PHOTO 5

PHOTO 6

PHOTO 7

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

ADDITIONS, AMENDMENTS AND APPROVALS

LEGEND

COORDINATE SYSTEM	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE: GROUND	(CSF = 1.000166864)

ADOPTED STATION & AUTHORITY		
PSM 6628/40322	RL:	33.044 SDB
PSM 6628/40322	E:	284561.615 SDB
	N:	6150498.202 SDB

SDB denotes SA Government survey data base values

0 2 4 8 12 16 20 m

1:200 ORIGINAL SHEET SIZE A0

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

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E adelaide@alexander.com.au

+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +

Alexander Symonds Surveying Consultants

DETAIL & LEVEL SURVEY
45 PARK TERRACE
SALISBURY

DRAWING No. A136017 SALISBURY DETAIL(A)

SHEET 2 OF 2

REVISION A

PHOTO 1

PHOTO 2

PHOTO 3

PHOTO 4

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

ADDITIONS, AMENDMENTS AND APPROVALS

LEGEND

47.51TK TOP KERB
47.36WT WATER TABLE
45.16FL FLOOR LEVEL
48.12IL INVERT LEVEL
TAP
WATER METER
SPRINKLR / IRRIG VALVE
HYDRANT
DOMESTIC OUTLET
DOWNPIPE
DOMESTIC SUMP
STORMWATER M'HOLE
SEP / GRATING
47.51RR ROOF RIDGE LEVEL
47.36WHA WINDOW HEAD APPROX LEVEL
45.16WH WINDOW HEAD LEVEL
47.51WS WINDOW SEAL LEVEL
47.36GUT GUTTER LEVEL
TEL. COMM. PILLAR / PIT
TRAFFIC LIGHT
SIGN / BUS SIGN
LITTER BIN SERVICE
MAIL BOX / SIGNAL BOX
TICKET MACHINE
ROAD / ELEC. SERVICE
PSM
PEG / TBM
SURVEY MARKS
BOREHOLE
POWER / LIGHT POLE
CABLE MARKER
STOBIE / WOODEN POLE
POST / BOLLARD
SEWER MH / IO / SIP
UNKNOWN POINT / SERVICE
EDGE OF VEGETN
ROAD SIGN / HOARD.
TREE / SHRUB
Possible REGULATED / SIGNIFICANT TREE by measurement only (trunk greater than 2.0m circumference). Professional advice from council / arborist required.
WATER SV / FP
ELEC. / GAS METER
GAS SERVICE
BOTTOM OF BANK
TOP OF BANK
CHANGE OF GRADE
DRAIN
SEWER PIPE UG
TEL. COMM. UG
WATER PIPE UG
BUILDING
WALL
GI BUILDING
CONCRETE
FENCE
GATE

COORDINATE SYSTEM

VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE: GROUND	(CSF = 1.0001656964)

ADOPTED STATION & AUTHORITY

PSM 6628/40322	RL:	33.044 SDB
PSM 6628/40322	E:	284561.615 SDB
	N:	6150498.202 SDB

SDB denotes SA Government survey data base values

0 2 4 8 12 16 20 m

1:200

ORIGINAL SHEET SIZE A0

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

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+ Construction + Mining +
+ Spatial Information Management +

Alexander Symonds Surveying Consultants

DETAIL & LEVEL SURVEY 45 PARK TERRACE SALISBURY

DRAWING No. A136017 SALISBURY DETAIL(A)

SHEET 1 OF 1

REVISION A

APPENDIX D

COUNCIL STORMWATER INFORMATION

TITLE

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

Roundabouts

CoS Pipe Data

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

Suburb

Roads

Reserves (Council ow

Plantations

House Numbers

LGA
- Other Councils
- CITY OF SALISBURY

Train Station

Train Line

Airports

Roads

Council Walkways

Cadastre

Private Roads

Rivers

Water Bodies

Reserve

Plantations

1: 1,000

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

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

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

  Equiv. impervious area = 0.90 × 1235 + 0.20 × 6091
  = 2330 m^2

  Time of conc, t_c = 15 mins
  → I_{10} = 59 mm/hr

  ∴ Q_{10} = 2.78 × 59 × 0.2330
  = 38.2 l/s

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

  ∴ Detention volume required = 217 m^3 (refer attached spreadsheet)

Wallbridge and Gilbert
60 Wyatt Street
Adelaide SA 5000

Basic Stormwater Detention Assessment

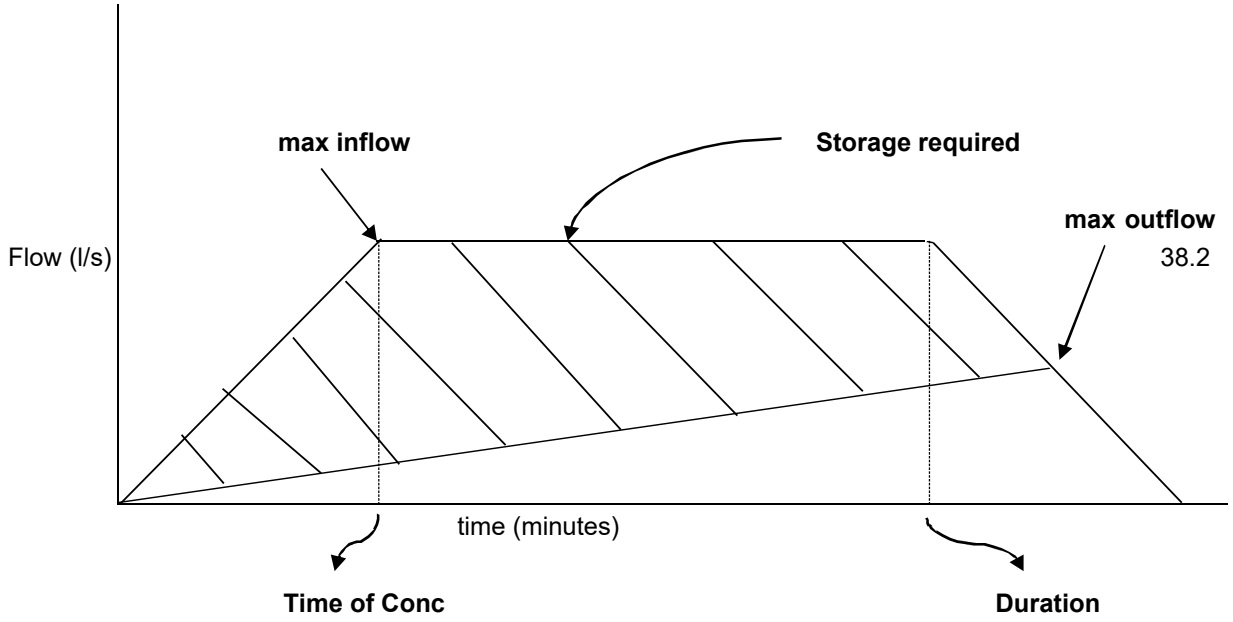
Title: Salisbury Aldi

Date: 02/05/18

Job No: ADL171770

Area	7326	m²
Coeff Permeability	0.85	
Time of conc.	10	min
ARI Storm	100 Year	
Max Outflow Qp	38.2	l/sec

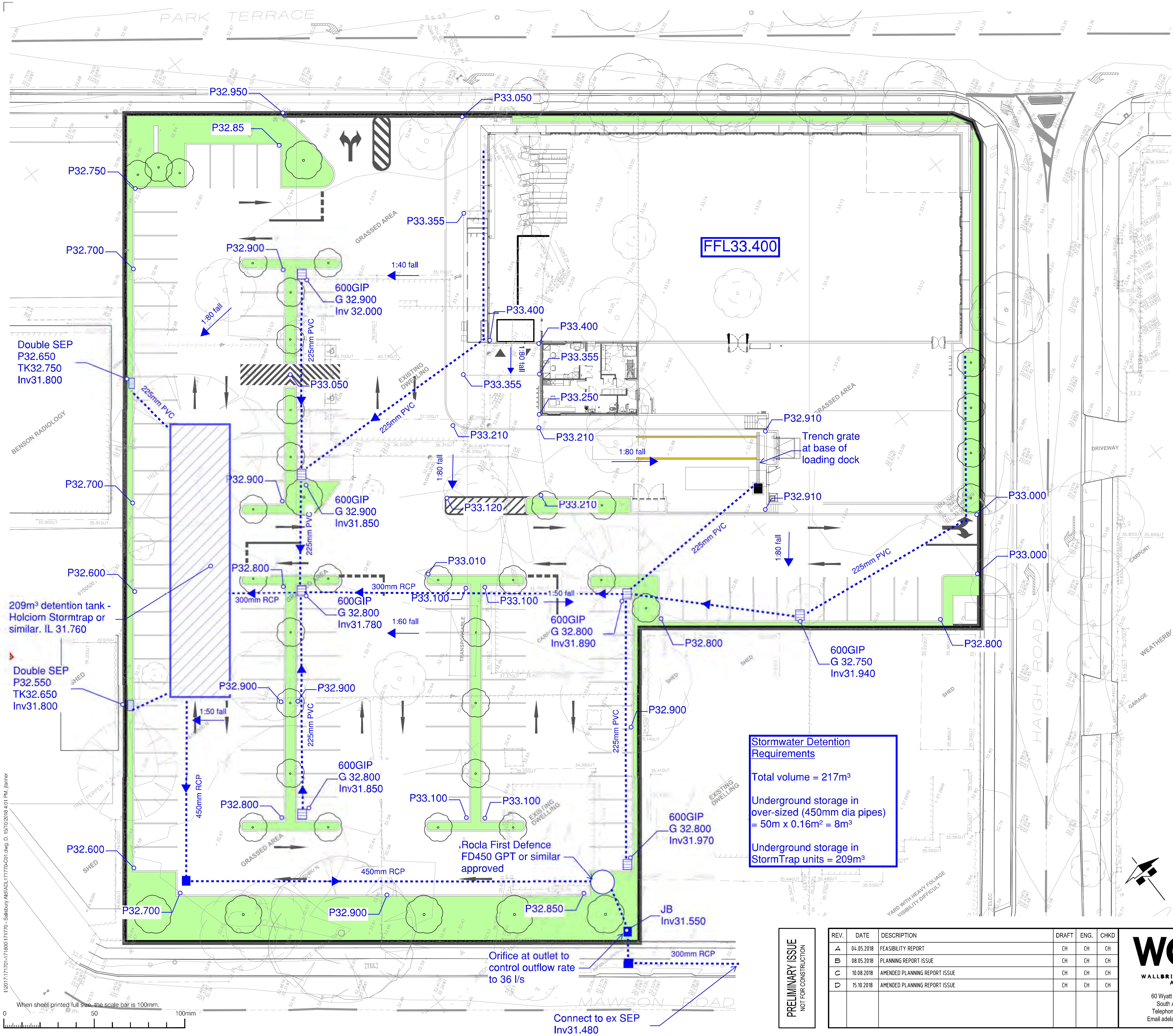
Duration min	Intensity mm/hr	Inflow rate Ip l/sec	Inflow Vol Vi m3	Max Storage Smax m3
10	136	235.2	141.15	118.23
15	110	190.3	171.25	142.60
20	94	162.6	195.12	160.74
30	74	128.0	230.40	184.56
40	62	107.2	257.39	200.09
50	53	91.7	275.03	206.27
60	46.7	80.8	290.81	210.59
70	42.1	72.8	305.85	214.17
80	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



Print Date : 2/05/2018

APPENDIX F

PRELIMINARY STORMWATER MANAGEMENT PLAN



PARK TERRACE
P32.950
P33.050
P32.85
P32.750
P33.355
P32.700
P32.900
1:40 fall
1:80 fall
600GIP
G 32.900
Inv 32.000
225mm PVC
P33.400
P33.400
Double SEP
P32.650
TK32.750
Inv31.800
P33.355
P33.050
P33.355
P33.250
FFL33.400
P32.910
Trench grate
at base of
loading dock
P33.210
P33.210
1:80 fall
P32.900
600GIP
G 32.900
Inv31.850
P33.120
P33.210
P32.910
P33.000
P33.000
225mm PVC
P32.800
P33.010
300mm RCP
300mm RCP
P32.600
600GIP
G 32.800
Inv31.780
P33.100
P33.100
1:50 fall
600GIP
G 32.800
Inv31.890
1:60 fall
209m³ detention tank -
Holciom Stormtrap or
similar. IL 31.760
P32.800
P32.800
600GIP
G 32.750
Inv31.940
Double SEP
P32.550
TK32.650
Inv31.800
P32.900
P32.900
1:50 fall
P32.900
600GIP
G 32.800
Inv31.850
450mm RCP
P32.800
P33.100
P33.100
600GIP
G 32.800
Inv31.970
Rocla First Defence
FD450 GPT or similar
approved
P32.600
450mm RCP
P32.700
P32.900
P32.850
JB
Inv31.550
300mm RCP
Orifice at outlet to
control outflow rate
to 36 l/s
Connect to ex SEP
Inv31.480
MAWSON ROAD
HAIGH ROAD
Stormwater Detention Requirements
Total volume = 217m³
Underground storage in over-sized (450mm dia pipes) = 50m x 0.16m² = 8m³
Underground storage in StormTrap units = 209m³
When sheet printed full size, the scale bar is 100mm.
0 50 100mm
SCALE BAR (m)

Legend

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

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
A	04.05.2018	FEASIBILITY REPORT	CH	CH	CH
B	08.05.2018	PLANNING REPORT ISSUE	CH	CH	CH
C	10.08.2018	AMENDED PLANNING REPORT ISSUE	CH	CH	CH
D	15.10.2018	AMENDED PLANNING REPORT ISSUE	CH	CH	CH

WGA
WALLBRIDGE GILBERT AZTEC
60 Wyatt Street, Adelaide
South Australia 5000
Telephone 08 8223 7433
Email adelaide@wga.com.au

ALDI SALISBURY
45 PARK TERRACE, SALISBURY S.A.

CIVIL WORKS PLAN

©

A1 — DOCUMENT NUMBER

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

Colin Hill
CIVIL ENGINEER

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WHYALLA
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Whyalla SA 5600
Phone: 08 8644 0432

WALLBRIDGE GILBERT AZTEC
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ekistics

Appendix 7. Detail Survey Plan

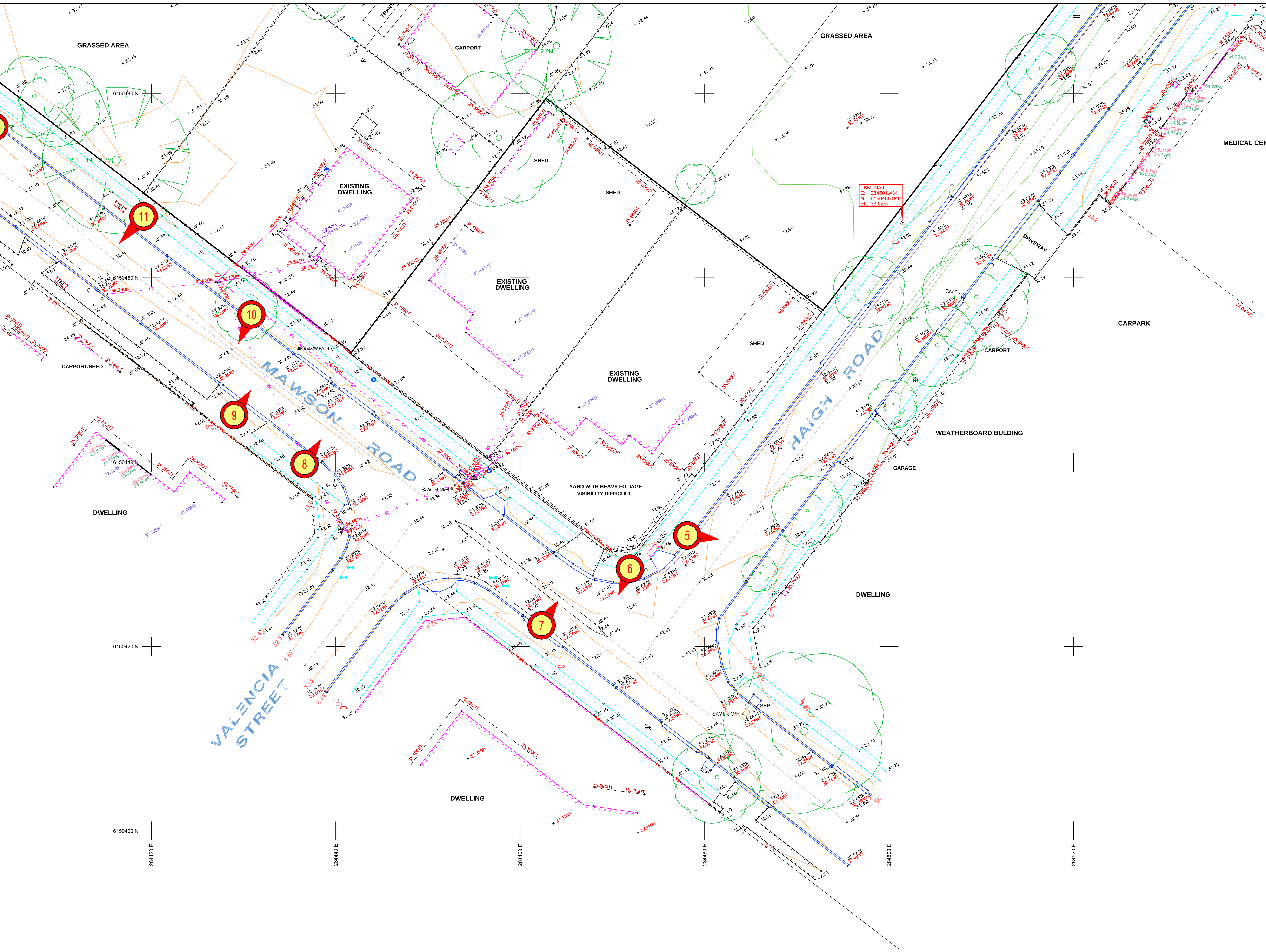


PHOTO 5


PHOTO 6


PHOTO 7


PHOTO 11


PHOTO 12


PHOTO 13


PHOTO 8


PHOTO 9


PHOTO 10

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

ADDITIONS, AMENDMENTS AND APPROVALS

LEGEND

COORDINATE SYSTEM	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE: GROUND (CSF = 1.0001656964)	

ADOPTED STATION & AUTHORITY		
PSM 6628/40322	RL:	33.044 SDB
PSM 6628/40322	E:	284561.615 SDB
	N:	6150498.202 SDB

SDB denotes SA Government survey data base values

0 2 4 8 12 16 20 m

1:200

ORIGINAL SHEET SIZE A0

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
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South Australia 5067
PO Box 1000 Kent Town, SA 5071
ABN 93007 753 988

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+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +

Alexander Symonds Surveying Consultants

DETAIL & LEVEL SURVEY 45 PARK TERRACE SALISBURY

DRAWING No. A136017 SALISBURY DETAIL(A)

SHEET 2 OF 2

REVISION A

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

ADDITIONS, AMENDMENTS AND APPROVALS

LEGEND

- 47.51TK TOP KERB
- 47.36WT WATER TABLE
- 45.16FL FLOOR LEVEL
- 48.12IL INVERT LEVEL
- TAP
- WATER METER
- SPRINKLR / IRRIG VALVE
- HYDRANT
- DOMESTIC OUTLET
- DOWNPIPE
- DOMESTIC SUMP
- STORMWATER M'HOLE
- SEP / GRATING
- 47.51RR ROOF RIDGE LEVEL
- 47.36WHA WINDOW HEAD APPROX LEVEL
- 45.16WH WINDOW HEAD LEVEL
- 47.51WS WINDOW SEAL LEVEL
- 47.36GUT GUTTER LEVEL
- TEL. COMM. PILLAR / PIT
- TRAFFIC LIGHT
- SIGN / BUS SIGN
- LITTER BIN SERVICE
- MAIL BOX / SIGNAL BOX
- TICKET MACHINE
- ROAD / ELEC. SERVICE
- PSM
- PEG / TBM
- SURVEY MARKS
- BOREHOLE
- POWER / LIGHT POLE
- CABLE MARKER
- STOBIE / WOODEN POLE
- POST / BOLLARD
- SEWER MH / IO / SIP
- UNKNOWN POINT / SERVICE
- EDGE OF VEGETN
- ROAD SIGN / HOARD.
- TREE / SHRUB
- Possible REGULATED / SIGNIFICANT TREE by measurement only (trunk greater than 2.0m circumference). Professional advice from council / arborist required.
- WATER SV / FP
- ELEC. / GAS METER
- GAS SERVICE
- BOTTOM OF BANK
- TOP OF BANK
- CHANGE OF GRADE
- DRAIN
- SEWER PIPE UG
- TEL. COMM. UG
- WATER PIPE UG
- BUILDING
- WALL
- GI BUILDING
- CONCRETE
- FENCE
- GATE

COORDINATE SYSTEM	
VERTICAL:	AHD
HORIZONTAL:	GROUND PLANE ORIENTED TO: MGA 94 ZONE 54
SCALE: GROUND	(CSF = 1.0001656964)

ADOPTED STATION & AUTHORITY		
PSM 6628/40322	RL:	33.044 SDB
PSM 6628/40322	E:	284561.615 SDB
	N:	6150498.202 SDB

SDB denotes SA Government survey data base values

0 2 4 8 12 16 20 m

1:200

ORIGINAL SHEET SIZE A0

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

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Surveying Consultants

DETAIL & LEVEL SURVEY
45 PARK TERRACE
SALISBURY

DRAWING No. A136017 SALISBURY DETAIL(A)

SHEET 1 OF 1

REVISION A

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Appendix 8. Tree Management Plan

arborman® tree solutions
PROFESSIONALS IN ARBORICULTURE

Tree Management Report

Site: 45 Park Terrace, Salisbury

Date: Wednesday, 9 May 2018
ATS4877-45ParTceTMR

Contents

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 disesases 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 inconspicous 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 distrubances were noted.
- Health is good as indicated by normal foliage coulour 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 strucutral 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 dertermine 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 inconspicous from the carriageway and public footpath.
- Tree 1 is not indigenous to the local area. It is indigenous to the eastern states (NSW).
- Tree 2 is not indigenous to the local area nor is it consistent with the character of the area.
- Tree 1 and 2 are not listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- Tree 1 and 2 do not represent important habitat for native fauna; no nesting sites were noted within the crown and it is not linked to a wildlife corridor.
- Tree 1 and 2 are preventing development that is understood to be reasonable and expected. The trees are in direct conflict with the proposal and is unachievable if the trees are retained.

Recommendation

1. The subject trees are required to be removed to achieve the proposal.

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

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

Yours sincerely

PETER OATES
Consulting Arboriculturist
Diploma of Arboriculture

Glossary

Size: approximate height and width of tree in metres.

Age: identification of the maturity of the subject tree.

Useful Life Expectancy: expected number of the years that the subject specimen will remain alive and sound in its current location and/or continues to achieve the relevant *Principles of Development Control*.

Health: visual assessment of tree health.

Structure: visual assessment of tree structure.

Circumference: trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the *Development Act 1993*.

Root Buttressing: area of root development as it joins to the trunk base.

Bifurcation: a stem union supporting ascending stems and potentially containing included bark.

References

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

Appendix A – Tree Location

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Appendix 9. Waste Management Plan

ALDI Stores
(A Limited Partnership)
ABN 90 196 565 019

84 Gallipoli Drive, Regency Park SA 5010

SOUTH AUSTRALIA

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

Friday, 4 May 2018

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

ekistics

Appendix 10. Environmental Noise Assessment

ALDI Salisbury

Environmental Noise Assessment

October 2018

S4217.24C7

sonus.

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

Document Title	:	ALDI Salisbury Environmental Noise Assessment
Document Reference	:	S4217.24C7
Date	:	October 2018
Prepared By	:	Chris Turnbull, MAAS
Reviewed By	:	Jason Turner, MAAS

INTRODUCTION

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

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

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

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

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

The assessment has been based on the following:

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

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

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

CRITERIA

Development Plan

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

General Section – Interface Between Land Uses

OBJECTIVES

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

….

(b) Noise

…

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

…

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

Noise Generating Activities

7 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.*

8 *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

Environment Protection (Noise) Policy 2007

Principle of Development Control 7 from the Development Plan references the Environment Protection (Noise) Policy 2007, which provides goal noise levels to be achieved at residences from general activity at a site and specific provisions for other activity such as rubbish collection.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses and the "development" nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

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

When measuring or predicting noise levels for comparison with the goal noise levels of the Policy, penalties may be applied for each characteristic of tone, impulse, low frequency and modulation of the noise source, however this must be considered within the context the existing acoustic environment. The application of penalties is discussed further in the Assessment section of this report.

Noise from Rubbish Collection

The Policy deals with rubbish collection by limiting the collection hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sunday or public holiday, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

ASSESSMENT

General Activity

Carpark Activity and Vehicle Movements

The noise from car park activity and vehicle movements on the site has been predicted at the nearby residences, based on noise measurements conducted at similar sites. These measurements account for the noise associated with:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and,
- typical vehicle movement through a carpark.

Mechanical Plant

As is typical at the development application stage, the proposed cool room and air conditioning plant units have not yet been designed or selected. The assessment of the mechanical plant has therefore been based on previous noise measurements and procured data at similar facilities. The subsequent overall sound power level data for the following mechanical plant components are summarised in Appendix B:

- 3 x Daikin RX(Y)Q12TY1A air conditioning units;
- 1 x Daikin RX(Y)Q18TY1A air conditioning units;
- 1 x Daikin RX(Y)Q20TY1A air conditioning units; and,
- 1 x condenser unit;

The noise level and any acoustic treatment associated with mechanical plant should be reviewed during the detailed design phase, should the final equipment selections have different sound power levels or should a different number of units be proposed to those specified within this report.

Deliveries

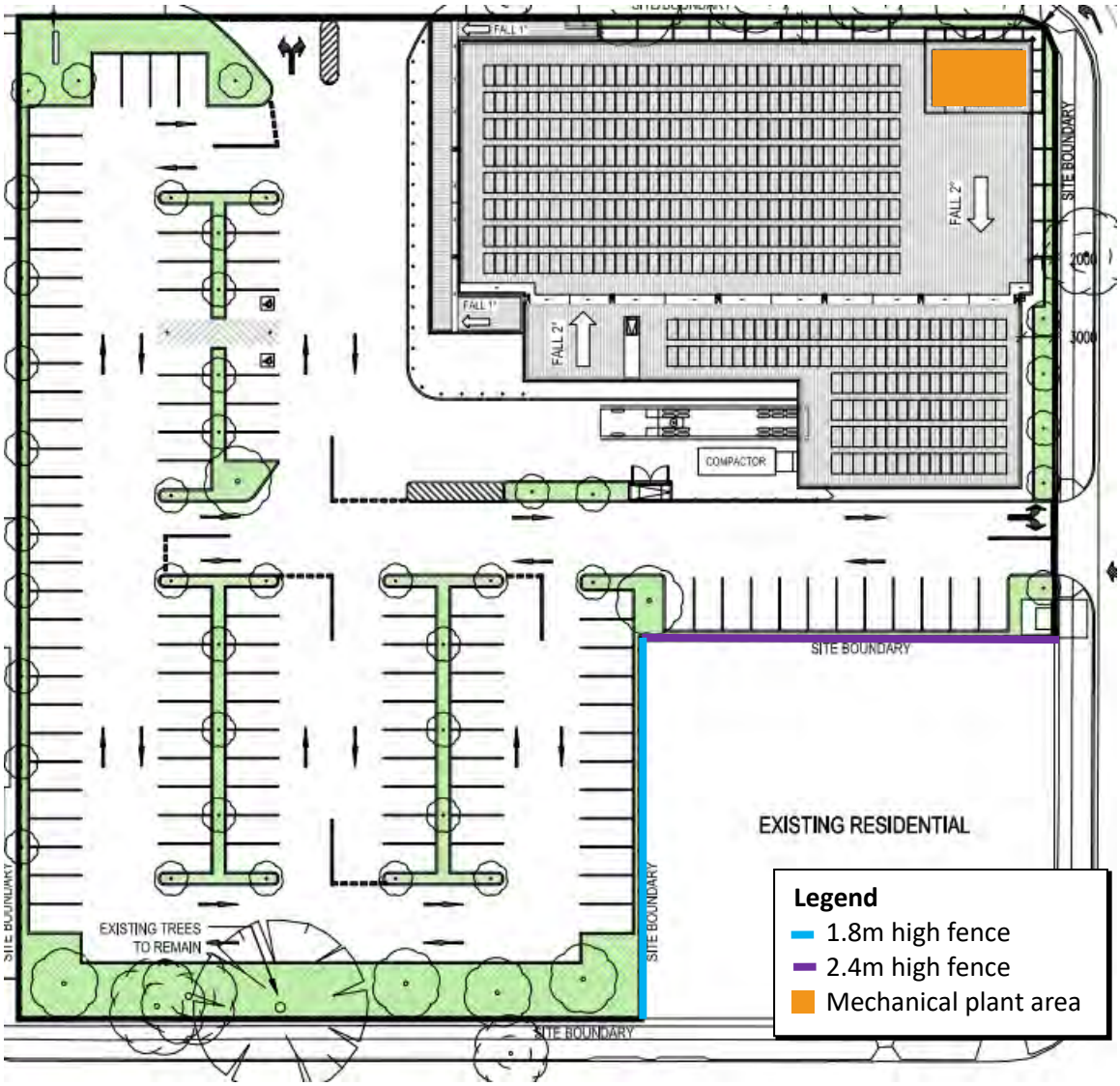
The noise from deliveries to the ALDI supermarket has been predicted based on specific noise measurements of ALDI trucks for each of the following processes, conducted in accordance with the ALDI SA "Delivery & Loading Procedures" (refer Appendix C) which include turning off the truck refrigeration equipment and reversing beepers:

- driving into a site;
- reversing into a loading dock and stopping the engine;

- unloading, and;
- starting the engine, accelerating and driving out of the site.

The predictions of noise from deliveries have been based on a single delivery in any 15-minute period of the day or night.

Figure 1: *Site plan and recommended acoustic treatments.*



Compactor

The noise from compactor operation has been determined at the receivers based on predictions provided in the Marshall Day Acoustics report "LT001 2010139 addendum ALDI Geelong West revised site plan" prepared for ALDI Geelong West.

Recommended Treatments

Based on the above, the goal noise levels of the Policy will be achieved with the following acoustic treatments:

- Construct 1.8m and 2.4m high fences for the extents shown in Figure 1 as **BLUE** as **PURPLE**, respectively. The barriers should be constructed from a solid material such as sheet steel "Colorbond" or similar, and be sealed airtight at all junctions including joins to the building, ground, and other fences;
- Locate all mechanical plant on the roof of the ALDI building within the designated area indicated in **ORANGE** in Figure 1; and,
- To ensure there is not unreasonable interference from noise from rubbish collection, it is recommended that the hours of rubbish collection from the site be restricted to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

Combined Noise Levels

The predicted noise level from general activity at the facility operating concurrently has been determined and with the inclusion of the acoustic treatments detailed in this report will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* during the day and night. The predicted noise levels at the closest residences will be no more than 50 dB(A) and 44 dB(A), including any relevant penalties, during the day and night periods respectively.

During the daytime, a penalty for modulating noise character from vehicles on the site is considered to be unwarranted given the proximity of the affected residences to an existing car park and traffic on Park Terrace. The predicted noise from vehicles on the site is expected to be below that from traffic on public roads during the hours of operation, and therefore will not be dominant within the acoustic environment.

A 5 dB(A) penalty has been conservatively applied to the noise from delivery truck movements at night. It is expected that noise from existing traffic on Park Terrace will be significantly lower during the night such that the truck noise may be considered dominant at some locations.

CONCLUSION

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

The assessment considers noise at nearby residences from car park activity, vehicle movements, delivery activity, mechanical plant, and rubbish collection within the context of the surrounding acoustic environment to ensure the proposal does not adversely impact on the amenity of the locality.

The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising;

- Specific fence heights and constructions;
- Specific location of mechanical plant; and,
- Restricting the times for rubbish collection and compactor operation.

It is therefore considered that the facility has been designed to *minimise adverse impact and conflict between land uses*, *avoid unreasonable interference on amenity*, and *will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: *Site Plan & Residences*

APPENDIX B: *Noise Source Sound Power Level Data*

Equipment/Activity		Sound Power Level
Carpark Activity and Vehicle Movements	Car movement	82 dB(A)
	General carpark activity	77 dB(A)
Mechanical Plant	Condenser	86 dB(A)
	Daikin RX(Y)Q12TY1A	68 dB(A)
	Daikin RX(Y)Q18TY1A	70 dB(A)
	Daikin RX(Y)Q20TY1A	71 dB(A)
Deliveries	Truck forward	98 dB(A)
	Truck reverse	97 dB(A)
Compactor	Compactor	92 dB(A)

APPENDIX C: *ALDI Delivery & Loading Procedures*

ALDI SOUTH AUSTRALIA

DELIVERY & LOADING PROCEDURES

ALDI DELIVERY & LOADING PROCEDURES

- ALDI own, operate and control all of its supply and logistics via its purpose built Distribution Centre. South Australia's Distribution Centre is under construction in Regency Park.
- ALDI's supply chain and logistics operates on a palletised system. All products are delivered to our Distribution Centre on pallets. The same product is then loaded onto delivery trucks; delivered to the store and in many cases the same pallet is then located on the retail floor. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors.
- With all ALDI supplies delivered directly to our Distribution Centre, ALDI then undertake consolidated store deliveries to each store via its own fleet of trucks/trailers and ALDI employed drivers.
- ALDI Stores do not undertake "night fill" or store replenishment outside retail trading hours therefore the stores close and staff leave very shortly after retail close. Deliveries are however enabled to 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.