



## **AGENDA**

**FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON**

**23 JANUARY 2018 AT 6:00 PM**

**IN COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Mr D Wallace (Presiding Member)  
Mr R Bateup  
Ms L Caruso  
Ms S Johnston  
Mr J Watson

### **REQUIRED STAFF**

Manager Development Services, Mr C Zafiropoulos (Assessment Manager)  
Team Leader – Planning, Mr A Curtis  
Planning Consultant, Mr B Green

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Council Assessment Panel Meeting held on 28 November 2017.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

---

## REPORTS

### *Development Applications*

**5.1.1 361/2379/2017/1B ..... 13**

Demolition of existing council building, retail building, car parking and structures on civic square, and construction of a four storey civic building (Community Hub) with café, LED screen and associated car parking, pedestrian links and public spaces at Salisbury Civic Square, 62-66 John Street, Salisbury; Parabanks Shopping Centre, 68-84 John Street, Salisbury; & Salisbury Council Offices, 12 James Street, Salisbury, SA 5108 for Hassell Studio.

## OTHER BUSINESS

- 5.2.1 Status of Current Appeal Matters and Deferred Items
- 5.2.2 Policy Issues is Arising from Consideration of Development Applications
- 5.2.3 Future Meetings & Agenda Items

## CLOSE

**Please note:**

*Council is committed to openness and transparency in its decision making processes. However, some documents contained within attachments to the Development Assessment Panel agenda items are subject to copyright laws. Due to copyright restrictions the files are only available for viewing. Printing is not possible. If these documents are reproduced in any way, including saving and printing, it is an infringement of copyright.*

*By downloading this information, you acknowledge and agree that you will be bound by provisions of the Copyright Act 1968 (Cth) and will not reproduce these documents without the express written permission of the copyright owner.*



**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

**28 NOVEMBER 2017**

**MEMBERS PRESENT**

Mr D Wallace (Presiding Member)  
Mr R Bateup  
Ms L Caruso(arrived 6.12pm)  
Ms S Johnston  
Mr J Watson

**STAFF**

General Manager City Development, Mr T Sutcliffe  
Manager Development Services, Mr C Zafirooulos (Assessment Manager)  
Development Officer - Planning, Mr C Carrey  
Development Officer - Planning, Mr M Molinaro

The meeting commenced at 6:00 pm

The Presiding Member welcomed the members, staff and the gallery to the meeting.

**APOLOGIES**

Linda Caruso registered an apology for lateness.

**LEAVE OF ABSENCE**

**PRESENTATION OF MINUTES**

The Panel resolved that the Minutes of the Council Assessment Panel Meeting held on 24 October 2017, be taken and read as confirmed.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Nil

## REPORTS

### *Development Applications*

#### 5.1.1 361/1282/2017/2B

Waste Depot (temporary storage of waste oil) in Association with Existing Industrial Activities (Exact Mining) at 43-45 & 47 Hawker Road, Burton SA 5110 and 71 & 79-85 Helps Road, Burton SA 5110 for Exact Mining Services

#### REPRESENTORS

Mr William Kirtland and Mr David Cockington were not present at the meeting when called to make a verbal submission.

The Presiding Member called for other representors in relation to the application, none were present.

Mr J Watson moved, and the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1282/2017/2B for Waste depot (temporary storage of waste oil) in association with existing industrial activities (Exact Mining) in accordance with the plans and details submitted with the application and subject to the following conditions:

#### *Development Plan Consent Conditions*

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
N/A	Letter – operational details	Date Received 12 July 2017	Exact Mining Group
N/A	Letter – operational details	Date Received 30 August 2017	Exact Mining Group
S1417 DA1	Site Plan	Date Received 30 August 2017	Geoff Matthews & Associates Building Designers
S1417 DA2	Site Plan	Date Received 30 August 2017	Geoff Matthews & Associates Building Designers

N/A	Response to Representations	Date Received 17 October 2017	Exact Mining Group
N/A	Email regarding hours of operation and access via Helps Road	Date sent 18 October 2017	Sent by Terri Rhodes (Exact Mining)

*Reason: To ensure the proposal is established in accordance with the submitted plans.*

- All loading and unloading associated with the temporary storage of waste oil shall be limited Monday to Saturday 7.00am to 6.30pm with no activity on Sundays and Public Holidays.

*Reason: To limit the effect of nuisance to residents living in the locality*

- All loading and unloading associated with the temporary storage of waste oil shall occur inside the concrete bund.

*Reason: To avoid the risk of contamination and minimise the impact of any spillages.*

Condition Directed by the Environment Protection Authority (EPA)

- Prior to receipt of waste oil, an impervious bunded area must be installed with a net capacity of at least 133 per cent of the volume of the largest oil container to be stored within the bunded area. All waste oil must be stored within the bunded area. For further information refer to the EPA's Guidelines for bunding and spill management (May 2016) accessed here:  
[http://www.epa.sa.gov.au/files/47717\\_guide\\_bunding.pdf](http://www.epa.sa.gov.au/files/47717_guide_bunding.pdf)

Advice Notes

- The conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

Environment Protection Authority

- The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site:  
<http://www.epa.sa.gov.au>

5.1.2

**361/241/2017/2A**

Twelve (12) two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking & landscaping at 231 Bridge Road, Ingle Farm for Distinctive Homes Pty Ltd

**REPRESENTORS**

Mr Daniel McKenna of Masterplan spoke to the representation of Ms Carri Hollis (Pooraka Bottle & Can Recycling Pty Ltd).

Ms Linda Caruso attended the meeting at 6.12pm.

Mr David Little spoke to his representation.

Ms Julie Lewis, Urban Regional Planning Solutions, and Kelly from Distinctive Homes spoke on behalf of the applicant, Distinctive Homes.

Ms S Johnston moved, and the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/241/2017/2A for Twelve (12) two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking & landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:

*Reserved Matters:*

The following matter/s shall be submitted for further assessment and approval by the Manager – Development Services, as delegate of the Development Assessment Panel, as Reserved Matters under Section 33(3) of the Development Act 1993:

1. Final designs and specifications for all civil works and retaining, including stormwater management plan.
2. A Construction Environmental Management Plan (CEMP).

Development Plan Consent Conditions

- The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Drawing Type	Date	Prepared By
-	Amended site plan	8 November 2017	URPS
-	Amended ground floor plan & first level floor plan – units 1 & 2	10 May 2017	Distinctive Homes
-	Amended ground floor plan – units 3-5	10 May 2017	Distinctive Homes
-	Amended first floor plan – units 3-5	10 May 2017	Distinctive Homes
-	Amended ground floor plan & first floor plan – units 6 & 7	10 May 2017	Distinctive Homes
-	Amended ground floor plan – units 8-10 & 11&12	10 May 2017	Distinctive Homes
-	Amended first floor plan – units 8-10 & 11&12	10 May 2017	Distinctive Homes
-	Amended Baloo street Elevation, internal elevation units 6-12 and internal elevation units 1-5	Received 23 June 2017	Distinctive Homes
-	Amended rear elevation units 12-6, Bridge road elevation units 1 & 12 and east elevation units 6 & 5	Received 23 June 2017	Distinctive Homes
-	Amended Baloo Street fencing, Bridge Road fencing and north-east boundary retaining & fence	10 May 2017	Distinctive Homes
-	Amended sun study diagram June 21 <sup>st</sup> 9am	10 May 2017	Distinctive Homes
-	Sun study diagram June 21 <sup>st</sup> 12 noon	10 May 2017	Distinctive Homes
-	Amended sun study diagram June 21 <sup>st</sup> 3pm	10 May 2017	Distinctive Homes
27272 SR2-1/A	Amended site and drainage plan	25 August 2017	Ginos Engineers

---

Note: All plans and documents approved by Council under Reserved Matters 1-2 form part of this Consent and shall be implemented in full prior to occupation of the dwellings, except where otherwise varied by this conditions of consent.

*Reason: To ensure the proposal is established in accordance with the submitted plans.*

2. The external finishes shall be maintained in good condition at all times.

*Reason: To ensure a high standard of external building appearance.*

3. No materials shall be stored in the designated carparking area or driveways.

*Reason: To ensure the carparking areas are always available for the purpose they are designed.*

4. The designated landscaping areas as shown on the amended site plan dated 8 November 2017 shall be completed prior to occupation of the dwellings. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.

*Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.*

5. All driveways and carparking areas shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual carparking bays shall be clearly linemarked. Driveways and carparking areas shall be established prior to occupation of the dwellings and maintained at all times to the satisfaction of Council.

*Reason: To ensure access and carparking is provided on the site in a manner that maintains and enhances the amenity of the locality.*

6. The south facing rear windows fixed to the upper storey walls of dwellings 6 – 12 and the east facing side windows of dwellings 5 and 6 shall have a sill height of at least 1.7m above finished floor level or where the sill height is less than 1.7m above finished floor level, the windows shall be fixed, unable to be opened and provided with translucent glass or film up to a height of 1.7m above finished floor level.

The above window treatments shall be established prior to occupation of the dwellings and shall be maintained to the reasonable satisfaction of Council.



*Note: Other forms of privacy screening may be a suitable alternative to the above such as fixed external screens, so long as it can be demonstrated to Council that the alternative screening solution will prevent overlooking. Should you wish to use an alternative screening method, you will be required to lodge a Development Application to vary the above condition.*

*Reason: To minimise the loss of privacy for residents of adjacent dwellings.*

7. All existing crossovers made redundant by this development shall be reinstated to kerb, prior to occupation of the dwellings, in accordance with Council's kerb design standard, to the satisfaction of Council.

*Reason: To maximise on-street parking and appropriately manage stormwater within the street water table.*

8. All vehicular access to/from the site shall be gained via Baloo Street only. No direct vehicular access to/from Bridge Road shall be permitted.

*Reason: DPTI condition.*

9. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Bridge Road, Any alterations to the road drainage infrastructure shall be at the applicant's cost.

*Reason: DPTI condition.*

10. The Construction Environmental Management Plan (CEMP) provided under Reserved Matter 1 is to be adhered to at all times.

*Reason: To ensure that the development complies with Standards, best Engineering Practice and Council Policy.*

11. The visitor parking spaces shall be clearly identified 'visitor parking'.

*Reason: To ensure that these car-parking spaces are easily identifiable to visitors.*

12. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI =10yrs). The design of the stormwater system shall ensure that no stormwater is discharged 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 conditions, and no runoff into neighbouring property for the major storm event ARI = 100 years.

*Reason: To ensure satisfactory disposal of stormwater.*

- 
13. The Finished Floor Level of the buildings are to be a minimum of 150mm above the calculated post-development flood level adjacent each building for the major storm ARI = 100 years.

*Reason: To allow disposal of stormwater.*

Advice Notes

1. This is not a building consent, and a satisfactory application for Provisional Building Rules Consent has to be submitted before Council can issue a Development Approval.

**OTHER BUSINESS**

**5.2.1 Council Assessment Panel Operating Procedures**

Ms L Caruso moved, and the Council Assessment Panel resolved that:

The changes to the City of Salisbury Council Assessment Panel General Operating Procedures, forming an attachment to the agenda report, be adopted.

**5.2.1 Status of Current Appeal Matters and Deferred Items**

No further update was provided.

**5.2.2 Policy Issues is Arising from Consideration of Development Applications**

Nil

**5.2.3 Future Meetings & Agenda Items**

Next meeting scheduled for Tuesday 19 December 2017.

Ms S Johnston advised that she will be an apology for the December 2017 meeting.

---

**ADOPTION OF MINUTES**

Ms L Caruso moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 6.56 pm.

**PRESIDING MEMBER:** Mr Doug Wallace

**DATE:** 28 November 2017  
(refer to email approving minutes registered in Dataworks  
Document Number 4636208)



<b>ITEM</b>	5.1.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	23 January 2018
<b>APPLICATION NO.</b>	361/2379/2017/1B
<b>APPLICANT</b>	Hassell Studio
<b>PROPOSAL</b>	Demolition of existing council building, retail building, car parking and structures on civic square, and construction of a four storey civic building (Community Hub) with café, LED screen and associated car parking, pedestrian links and public spaces.
<b>LOCATION</b>	Salisbury Civic Square, 62-66 John Street, Salisbury; Parabanks Shopping Centre, 68-84 John Street, Salisbury; & Salisbury Council Offices, 12 James Street, Salisbury, SA 5108
<b>CERTIFICATE OF TITLES</b>	CT 5608/704; CT 5540/833; CT 6198/526; CT 6198/252; CT 6198/257
<b>AUTHOR</b>	Ben Green, Planning Consultant

## 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Urban Core (Salisbury) Zone
<b>Application Type</b>	Merit Category 1
<b>Public Notification</b>	Not applicable
<b>Referrals - Statutory</b>	Nil
<b>Development Plan Version</b>	Salisbury Council Development Plan Consolidated 15 December 2016 (Subject to Gazette Notice 19 January 2017 incorporating authorised amendment to the Development Plan under Section 29(2) (b) (ii) of the <i>Development Act 1993</i> – not relevant to this application).
<b>Assessing Officer</b>	Mr Ben Green, Consultant Planner
<b>Recommendation</b>	Grant Development Plan Consent subject to a Reserved Matter and conditions
<b>Meeting Date</b>	23 January 2018

## 2. REPORT CONTENTS

Assessment Report

Attachment 1: Proposal Plans and Supporting Information  
Attachment 2: Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

### 3. EXECUTIVE SUMMARY

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan Consolidated 15 December 2016.

The applicant seeks Development Plan Consent to demolish the existing two storey Council building at 12 James Street and the existing single storey building and car parks on the land sited between John Street and James Street (68-84 John Street) adjacent the Salisbury Civic Square and to construct a four storey Civic Building (Community Hub) with car parking on the existing Council offices site on James Street along with new pedestrian links and minor upgrades to the Civic Square.

The construction of a proposed Community Hub has been a longstanding vision of the City of Salisbury since it was first announced in the Salisbury City Centre Renewal Strategy in 2012 and is listed as a ‘critical action’ in its City Plan 2030.

The Community Hub proposes to support the ongoing face-to-face customer and community services by incorporating new civic spaces, council chambers, gallery, community meeting areas and library, learning and information facilities along with functional office space for Council administration.

The Community Hub incorporates ground level council and community facilities, including customer/administrative services, community rooms and café with the buildings main entrances fronting onto the adjoining Civic Square. Level 1 incorporates the proposed Council Chambers and committee rooms, community rooms and Council administration, with Levels 2 and 3 incorporating the main office spaces for Council administration, including meeting rooms.

The proposed Community Hub will be setback 9 metres from John Street, 42.2 metres from Church Street and 10.9 metres from James Street. The ground floor will contain a floor to ceiling height (including the mezzanine floor) of 5.2 metres. The setbacks on Level 1 are reduced to ensure that the built form creates an awning towards Civic Square and John Street and provide shelter for pedestrians entering/exiting the building or traversing through the Civic Square. Furthermore, the building provides for a strong integration with the Salisbury Civic Square and can be configured to support various community events currently held in the square.

Level 2 and 3 have greater setbacks than the two lower levels to provide for a reduction in the buildings overall bulk and scale. The northern, eastern and southern facades have been designed to be ‘transparent’ to maximise natural light within the building and reflect a building quality sought by the Development Plan / Building Code and the community.

The proposed development initially removes a number of existing carparks, however replaces these with a similar number throughout the subject land. Council staff car parking spaces will be reduced from 107 to 105 spaces with public car parking spaces to be increased from 82 to 84. The overall number of car parking spaces provided will be 189.

The upgrades to the Civic Square will incorporate minor works such as the removal of 7 existing trees (none of which are trees of Regulated or Significant Tree status), raised grass area, shelters and concrete terrace seating. This will be replaced with new grassed areas adjacent to John Street and the adjoining cemetery, the planting of 7 semi-mature tree species of an indigenous nature, landscaping and an extension of remaining grassed areas.

The subject site is located within the Urban Core (Salisbury) Zone. The proposed Community Hub with car parking, landscaping and upgrade to the Civic Square is neither listed as being a Complying or Non-complying form of development and as such is assessed 'on-merit'.

The application has been processed as a Category 1 form of development for the purposes of public notification pursuant to the Procedural Matters section of the Urban Core (Salisbury) Zone. The public notification component of this section identifies a 'civic building' and community centre' as a Category 1 form of development, and therefore the application did not require any formal notification.

To ensure that there is no perceived conflict of interest or perception of bias, the City of Salisbury Council wrote to the Minister for Planning in July 2017 seeking his agreement to appoint the Development Assessment Commission (now the State Commission Assessment Panel) as the relevant authority for this development application process pursuant to Section 34(1)(b) of the *Development Act 1993*.

The Minister for Planning's delegate declined this request stating that the City of Salisbury Development Assessment Panel (now Council Assessment Panel) was best placed to independently assess the proposed development.

In order for further transparency, Council engaged the services of a planning consultant, Ben Green and Associates to prepare an independent assessment of the proposal and prepare this report for consideration by the Council Assessment Panel.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury Council Development Plan. The assessment found that:

- The proposed development is a land use envisaged within the Urban Core (Salisbury) Zone.
- The proposed development is consistent with the intent of the Development Plan to locate community facilities where accessible to the local community.
- The proposed development has high architectural merit and been designed to be a flexible and adaptive building to support community activities within the building and in the adjoining Civic Square.
- Sufficient on-site car parking is provided to cater for the anticipated staff and visitors.
- The site does not contain any soil contamination that would prohibit the proposed development.
- Landscaping is proposed throughout the development area to enhance its overall appearance.

Accordingly, this report recommends that Development Plan Consent be granted, subject to conditions.

#### 4. BACKGROUND

Since 2011, the City of Salisbury has undertaken a number of strategies to guide the transformation and implementation of the Salisbury City Centre into a vibrant and modern precinct, including:

- Salisbury City Centre Renewal Strategy
- Salisbury City Plan 2030
- Salisbury City Centre Urban Design Framework
- Salisbury City Centre Development Plan Amendment

In each of these strategic documents, the City of Salisbury has embarked on a comprehensive community engagement process to enable community members to contribute their ideas. The community's participation has helped shape the future directions of the City Centre redevelopment.

City of Salisbury documents identify that the Council is committed to an ambitious 5-year plan of investment in the City Centre with funding sourced from local, state and federal government along with investment from the private sector. Significant investment has already commenced with the following initiatives:

- Upgrade to the Civic Square and Stockade Plaza area (2013)
- Upgrades to Judd Street Laneway (2013)
- Commencement of the Salisbury Secret Garden (and now an annual event) (2014)
- Upgrades to bus stops, pedestrian crossings, Wiltshire Street car park and Len Beadell Library façade (2014)
- Salisbury Oval Precinct Masterplan (Council endorsed March 2017)
- Upgrades to the Parabanks Shopping Centre, Hoyts Cinemas, Commonwealth Bank and Westpac Bank (approx. \$20 million private investment since 2012)

The Community Hub is a high priority for Council reflected as a critical action in Council's City Plan 2030. The Community Hub is described as *...a place for the community to come together to exchange ideas, learn, participate and celebrate in a range of flexible community spaces. The modern and contemporary facility will feature civic spaces, a gallery, learning and information facilities, council chambers and office space. It will be a place to showcase and experience the difference Salisbury has to offer and be the social heart of our City Centre.*



## 5. SUBJECT SITE

The subject site consists of the following allotments:

- Allotment 2 in Certificate of Title Volume 5608 Folio 704 (existing Council Chambers site and car park at 12 James Street);
- Allotment 1 in Certificate of Title Volume 5540 Folio 833 (Civic Square at 62-66 John Street);
- Allotment 201 in Certificate of Title Volume 6198 Folio 526 and Allotment 203 in Certificate of Title Volume 6198 Folio 527 (site of the proposed Community Hub); and
- Allotment 202 in Certificate of Title Volume 6198 Folio 525 (Right of Way Easements over portion of Parabanks Shopping Centre at 68-84 John Street ); and
- Allotment 2013 in Certificate of Title Volume 6198 Folio 257.

The allotments form a large irregular shaped site with frontages to James Street, Church Street, John Street and laneway adjoining the Parabanks Shopping Centre.

The site of the proposed Community Hub has been created by recent land division, which includes the creation of rights of way and light and air easements over the portion of Parabanks Shopping Centre (service driveway). A plan of division is proposed to amalgamate the proposed Community Hub and Civic Square lots, together with the rights of way and easements. A copy of the most recent Deposited Plan is provided in the Attachment 1.

The area incorporating the proposed Community Hub and Civic Square upgrades has frontages of 79.96 metres to John Street, 48.49 metres to James Street and 43.67 metres to Church Street.

The subject area is approximately 5185 square metres and has a relatively flat topography.

The area bounded by James, John and Church Streets contains the Salisbury Civic Square, Methodist Cemetery, a single storey commercial building and a large area of car parking. The Civic Square is an active square used by the Salisbury community and contains an area of events, playground, performance shelter, public seating and has both paved and grassed areas. The adjoining Methodist Cemetery does not form part of the subject land but is abutting the site and has direct linkages to the area.

The existing single storey building (on portion of 68-84 John Street), while mostly vacant, has been used for various retail tenancies and has its primary frontages to either John Street or eastwards towards the adjoining Parabanks Shopping Centre. This building currently presents a blank, featureless wall to the Civic Square. This building will be demolished as part of the overall development.

The car parking area to the rear of the above building contains 60 car parking spaces, all restricted to 3 hour time limits and is accessible from either James Street or John Street. The access route from John Street is a registered right-of-way and also serves as a number of easements.

## ITEM 5.1.1

---

### Item 5.1.1

Two (2) Significant trees and one (1) Regulated tree are located along the length of the access route (within the subject land) and have approval to be removed in a separate application (Development Application 361/2029/2017/2T).

The current Council building (12 James Street) will be demolished and will provide staff and public car parking, including car parks that are displaced by the new building. A gated compound is centrally located in the car park with the remaining area between the car park and James Street is to be grassed.

The following site photos were taken on 20 December 2017:

**Photo 1:** *looking west along John Street – existing building to be demolished on right.*



**Photo 2:** looking north-east from John Street into Civic Square.



**Photo 3:** looking east on John Street.



ITEM 5.1.1

Item 5.1.1

**Photo 4:** looking north-east on John Street – existing building to be demolished (and affected street tree).



**Photo 5:** looking north-west from John Street – existing building to be demolished.



ITEM 5.1.1

**Photo 6:** looking north from John Street – existing building to be demolished on left / Parabanks on right.



**Photo 7:** looking south-east from James Street with the Civic Square on right.



Item 5.1.1

**Photo 8:** looking north from James Street with existing Council Office on left.



**Photo 9:** looking south-east from existing car park with Civic Square on right.



**Photo 10:** looking north from Church Street to existing Council building (to be demolished).



**Photo 11:** looking south west to gated compound (to be retained).



**Photo 12:** looking south west to rear of existing Council building (to be demolished) and driveway access to car park.



## 6. LOCALITY

The subject land is located within the northern section of the Urban Core (Salisbury) Zone. Typical of an urban centre, the locality is dominated by commercial, retail, entertainment and civic buildings.

Located to the east of the subject land, the Parabanks Shopping Centre is the largest land holding that contains supermarkets, retail shops, discount department store, take-away restaurants and other ancillary activities that serve the wider community.

Significant areas of car parking surround the shopping centre to its east, west and south. The car parking on the subject land contributes to the overall car parking available for visitors to the area.

To the north of the subject land are large areas of car parking that form part of the overall car parking provided in the area. Further to the north is the Little Para River and Pitman Reserve.

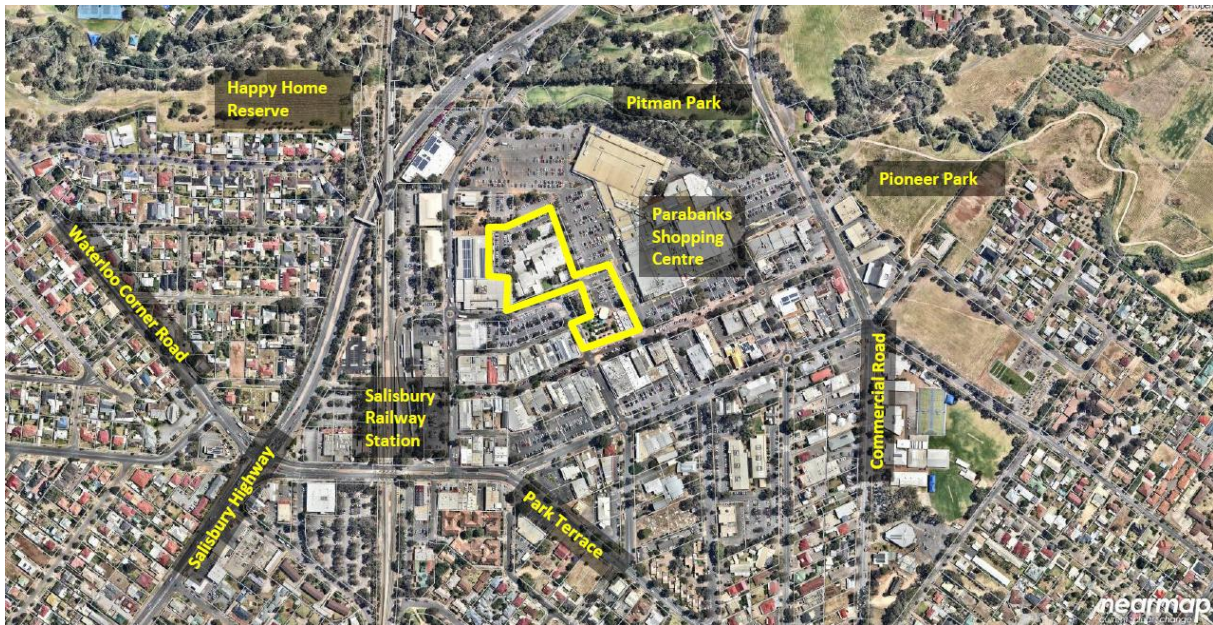
Immediately to the south of the subject land are single storey commercial buildings fronting onto John Street. Further to the east along John Street are a greater mix of two storey commercial/retail buildings and Council's library (Len Beadell Library). The tenancies fronting John Street have rear access to either John Lane or James Lane with dedicated areas of public car parking provided.

Hoyts Cinemas is another large land holding to the west of the existing Council office with the Salisbury train station located further to the west, approximately 400 metres from the subject land.



A locality plan and contextual plan are provided below.

**Locality Plan – Aerial**



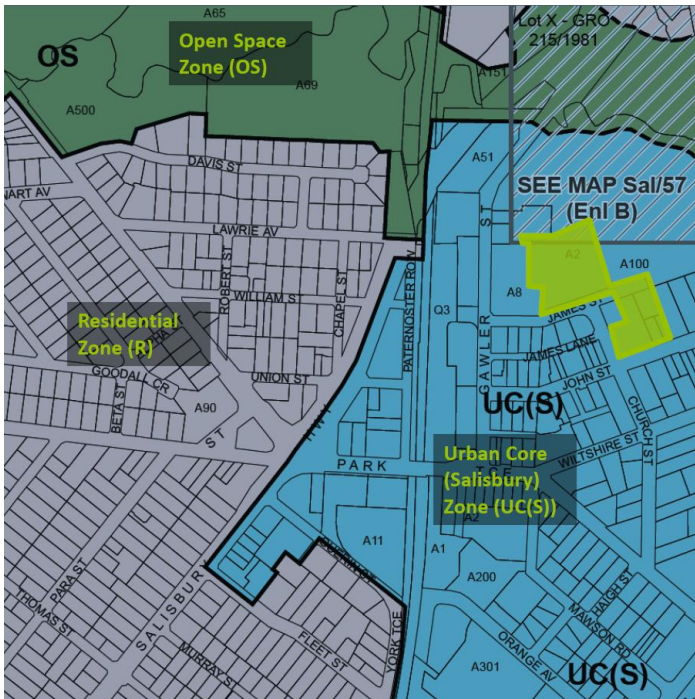
Source Nearmap

**Locality Plan – Aerial - enlarged**



Source: Hassell

**Zone Map:**



Source: Salisbury Council Development Plan

## 7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proponent seeks Development Plan Consent to demolish the existing Council building at 12 James Street and existing single storey building and car park on the land sited between John Street and James Street (68-84 John Street) adjacent the Salisbury Civic Square and construct a four storey Community Hub. Additional car parking will also be constructed on the site of existing Council offices on James Street along with new pedestrian links and minor upgrades to the Civic Square.

The proposed four storey Community Hub will have a gross leasable area of 6,270 square metres and incorporates ground level council and community facilities, including customer/administrative services, community rooms and café with the buildings main entrances fronting onto the adjoining Civic Square. Level 1 incorporates the proposed Council Chambers and committee rooms, community rooms and Council administration, with Levels 2 and 3 incorporating the main office spaces for Council administration, including meeting rooms.

The documentation supporting the application does not specifically identify the anticipated hours of operation or staffing numbers, however it is understood that the flexibility and adaptability of the ground floor design will allow the building to be utilized for after-hours community activities and events. The upper levels will be typically active during 'normal' business hours.

The design enables a number of configurations of the building for community events that are currently held in the Civic Square. The LED screen is highly visible from this space and a feature of the design is the permeability between the indoor and outdoor spaces, creating highly activated spaces.

The proposed Community Hub will be setback 9 metres from John Street, 42.2 metres from Church Street and 10.9 metres from James Street. The proposed building will have a maximum building height of 19.5 metres with extensive glazing proposed along all facades.

The ground floor will contain a floor to ceiling height (including the mezzanine floor) of 5.2 metres to create a high level of amenity and ensure greater interaction with the adjoining Civic Square.

The proposed building protrudes closer towards the Civic Square and John Street on Level 1 to create a verandah for pedestrians entering and exiting the building or traversing through the Civic Square. The upper levels have increased setbacks to provide for a reduction in the buildings overall bulk and scale (from ground level) and an improved articulation in the overall building design.

The proposal removes a number of existing carparks, however replaces these with a similar number throughout the subject land. Council staff car parking spaces will be reduced from 107 to 105 spaces with public car parking spaces to be increased from 82 to 84. The overall number of car parking spaces being provided is 189.

The upgrades to the Civic Square will incorporate the removal of 7 existing trees (none are Significant or Regulated Trees), raised grass area and concrete terrace seating. This will be replaced with new grassed areas adjacent to John Street and the adjoining cemetery, the planting of 7 semi-mature indigenous trees and an extension of the remaining grassed areas.

The removal of two Significant trees and one Regulated tree have already obtained Development Approval (via a separate application - 361/2029/2017/2T).

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

## **8. CLASSIFICATION**

The subject land is located within the Urban Core (Salisbury) Zone of the Salisbury Council Development Plan consolidated 15 December 2016.

It is noted that subject to a Gazette Notice of 19 January 2017, a Section 29(2)(b)(ii) amendment of the *Development Act 1993* seeks to incorporate a number of authorised amendments to this iteration of the Development Plan, however these amendments alter the non-complying list within the Urban Core Zone by adding a number of exceptions for 'light industry', 'store' and 'warehouse' and are not relevant to this application located within the Urban Core (Salisbury) Zone.

For the purposes of this report, the Salisbury Council Development Plan consolidated 15 December 2016 is the relevant version.

The proposed Community Hub with car parking, landscaping and upgrade to the Civic Square is neither listed as being a 'complying' or 'non-complying' form of development in the Urban Core (Salisbury) Zone.

On this basis, the application has been assessed as an 'on-merit' form of development against the provisions of the Development Plan.

## **9. PUBLIC NOTIFICATION**

As previously discussed, the City of Salisbury has undertaken a number of strategies that identified the City Centre as an ideal location to establish a new Community Hub.

In each of these strategic documents, the City of Salisbury has embarked on a comprehensive community engagement process to enable community members to contribute their ideas. The community's participation has helped shape the future directions of the City Centre redevelopment.

Community members were also further engaged between August and December 2017 seeking their views on the design and functionality of the proposed Community Hub.

The application has been processed as a Category 1 form of development for the purposes of public notification pursuant to the Procedural Matters section of the Urban Core (Salisbury) Zone. The public notification component of this section identifies all the elements of the proposal 'civic building, library, shop, office and community centre' as a Category 1 form of development, and therefore the application does not require formal public notification.

Notwithstanding this, it is considered that the wider community has been provided a significant level of consultation and input into the project prior to the Development Application.

## **10. REFERRALS – STATUTORY**

The application was not subject to any referrals pursuant to Schedule 8 of the *Development Regulations 2008*.

## **11. REFERRALS – INTERNAL**

Various Council departments were engaged during the design and preparation of the proposed development and comments raised have been incorporated into the design. The application was referred internally following formal lodgement and no further comment has been received.

## **12. ASSESSMENT**

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Council Assessment Panel determine that the proposed development is not ‘seriously at variance’ with the Salisbury Council Development Plan consolidated 15 December 2016. The following reasons are given in support of this recommendation:

- a) The land use is envisaged within the Urban Core (Salisbury) Zone and the site is capable of accommodating the proposed development.
- b) The development will provide enhanced community facilities that are readily accessible to the local community.
- c) The architecturally designed building incorporates a range of design treatments that results in a built form that will improve the streetscape.
- d) The proposed development has been designed to be a flexible and adaptive building to support community activities within the building and in the adjoining Civic Square.
- e) Sufficient on-site car parking is provided to cater for the anticipated staff and visitors.
- f) The site does not contain any soil contamination that would prohibit the proposed development.

### Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Salisbury Council Development Plan and is described under the headings below.

An extract of the relevant Development Plan consolidated 15 December 2016, is contained in Attachment 2. The relevant provisions are also highlighted in the Attachment.

Land Use

The subject land is located within the Urban Core (Salisbury) Centre Zone that has the following key Objectives and Principles of Development Control that relate to suitable land uses within the zone:

Objective 1

*A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, 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.*

Objective 2

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

Principle of Development Control 1

*The following forms of development are envisaged in the zone:*

- *affordable housing*
- *aged persons accommodation*
- *cinema*
- *civic building*
- *community centre*
- *consulting room*
- *dwelling*
- *educational establishment*
- *entertainment venue*
- *hotel*
- *gymnasium*
- *library*
- *licensed premises*
- *multi-deck car parking*
- *nursing home*
- *office*
- *place of worship*
- *pre-school*
- *public transport interchange*
- *recreation centre*
- *residential flat building*
- *retirement village*
- *school*
- *shop or group of shops*
- *supported accommodation*
- *theatre*
- *tourist accommodation.*

As indicated in the above Objectives, the Urban Core (Salisbury) Zone seeks to accommodate a full range of retail, commercial, civic, cultural, community, entertainment, educational and recreational facilities to serve as a major district centre and satisfy the reoccurring needs of residents of the wider community.

It is envisaged that the Urban Core (Salisbury) Zone will transition to a vibrant business hub and key transit orientated activity centre within Northern Adelaide. The Core Area will contain the highest intensity and scale of development with high quality urban design to contribute towards improved streetscapes and public realm.

Within the Core Area (John Street and Civic Square), a broad range of land uses are encouraged to emphasise a 'village atmosphere'. Building heights up to six levels (24.50 metres) are encouraged with strong active frontages that connect directly to the Civic Square.

Principle of Development Control 1 clearly lists 'Civic Building', 'Community Centre' and 'Library' as envisaged land uses within this Zone. The proposed four storey Community Hub has been architecturally designed to contribute to an improved streetscape and public realm. The two upper building levels have increased street setbacks to provide a reduction in its overall bulk and scale with the majority of the facades maximising natural light.

The entrance to the Community Hub emphasises its connection to the adjoining Civic Square and ensures a flexible floor plate for future community uses/activities.

With Parabanks Shopping Centre to the east (and north east) and a range of community/open space activities to the north and south, the proposed Community Hub is well placed adjoining the Civic Square to enhance the current community services and provides for a focal point or 'heart' for the wider community.

The Community Facilities module of the Development Plan also contains a suite of provisions that reinforce the proposed development as an appropriate land use:

- OBJ 1 *Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.*
- PDC 1 *Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.*
- PDC 2 *Community facilities should be integrated in their design to promote efficient land use*

The proposed development satisfies Objective 1 and Principle of Development Control 1 as it will be accessible to the wider community via all forms of transportation. Ample on-site car parking is provided and bicycle parking bays is provided adjoining the vehicle parking areas (and within the building itself) with bus services located nearby along Church Street. The Salisbury Train Station is also located approximately 400 metres to the west and provides high frequency public transport.

The proposed development has also been cleverly designed to ensure the greatest flexibility and adaptability to co-exist with the Civic Square and provide for long-term options for community uses, thereby satisfying Principle of Development Control 2.

Having considered the above merits of the proposed Community Hub, it is my opinion that this land use satisfies the intent of the Urban Core (Salisbury) Zone and broader Development Plan provisions.

Land Use Conflict

The siting of the proposed development on the subject site has been designed to maximise its presence and connectivity with the adjoining Civic Square.

The immediate locality is entirely of a civic, commercial or retail nature. Hours of operations of adjoining businesses are generally consistent with the traditional operating hours with community events at the Civic Square and cinema precinct being the notable exceptions.

Currently, no residential development is located within the immediate locality. It is however acknowledged that the Urban Core (Salisbury) Zone clearly envisages residential development to assist in activating the Salisbury City Centre. The hours of operation and the low-impact nature of the proposed Community Hub are such that the potential impacts upon future residential allotments are minor and unlikely to create and adverse impacts. Moreover, the proposal is consistent desired character statement which seeks the promotion of the Salisbury City Centre with after-hours uses to reinforce the Centre as the focus for community activity.

Council engaged GTA Consultants, who are qualified and experience traffic consultants, to provide advice in relation to future planning for parking provisions across the Salisbury City Centre. In accordance with this advice and the commentary in the supporting Planning Report, sufficient car parking has also been provided to cater for anticipated staff and visitors to the Community Hub. Furthermore, the projected traffic volumes created by the proposed development are not considered to alter the road networks with vehicles to use existing access points.

As such, it is considered that the proposed development will not have an adverse impact upon adjoining landowners or the wider locality.

Design and Appearance

The Development Plan contains a suite of policies that reinforce high architectural quality and design to improve streetscape amenity. The desired character of the Urban Core (Salisbury) Zone is seeking an area containing high quality urban design, both the built form and public realm, with well articulated buildings containing canopies over footpaths to promote pedestrian protection at ground level, active uses and street based activity.

The siting of the proposed development is in a highly visible location with extensive road frontage with large setbacks to the closest adjoining buildings. To maximise the buildings siting on this prominent site, the architecturally designed building seeks to address all frontages with a high quality design.



The ground floor will contain a floor to ceiling height (including the mezzanine floor) of 5.2 metres to create an area of high amenity and improved interaction of activities within the Community Hub and Civic Square. The setbacks on Level 1 are reduced to ensure that the built form creates an awning towards the Civic Square and John Street and provide shelter for pedestrians entering/exiting the building or traversing through the Civic Square.

Level 2 and 3 have greater setbacks than the two lower levels to provide for a reduction in the buildings overall bulk and scale. The northern, eastern and southern facades have been designed to be 'transparent' to maximise natural light within the building and reflect an attribute strongly sought by the community.

Consistent with Principle of Development Control 1 of the Design and Appearance module of the Development Plan, the proposed development is of a contemporary nature and exhibits an innovative style that has been designed to reflect the intent of the Urban Core (Salisbury) Zone and the key aspirations of the local community:

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.*

The design of the proposed building has also had regard to Principle's of Development Control 2 and 3 of the Design and Appearance module by incorporating a range of architectural features, including a variation in heights, colours, features and materials. The internal floor plate has been designed to ensure the greatest flexibility and adaptability to interact with the Civic Square and provide improved street activation while ensuring that blank, featureless walls are minimised in the overall design. The service areas at ground level have been confined to the eastern side of the building and align with the service road / areas for the Parabanks Shopping Centre.

The overall building height is 19.5 metres and is less than the maximum 24.5 metres (or 6 storeys) prescribed within Principle of Development Control 18 of the Urban Core (Salisbury) Zone. Although the building has a podium/street wall height greater than 2 storeys along the John Street façade and thus is not strictly in accordance with Principle of Development Control 19, this is not considered to be detrimental to the overall merits of the proposal.

Given the sites prominent location, the proposed development has been designed to highlight and reinforce the Civic Square and John Street as a landmark area or focal point for the wider community – thus conforming with Principle of Development Control 25 of the Medium to High Rise Development module. Combined with the innovative design to improve the pedestrian environment, upper storey setbacks, extensive articulation and range of materials, the proposed development is considered to be of an appropriate scale and will not have an adverse impact upon the immediate locality.

A range of landscaping and paving is proposed throughout the subject land to assist in enhancing the overall appearance of the building and car parking areas and its interaction with the adjoining square.

It is considered that the above mentioned design elements seek to address the Principles of Development Control relating to design and appearance within the Development Plan. The high quality design, its internal configuration and functionality will also assist in maximising its usage and promote the facility as a focal point or ‘heart’ for the wider community.

#### Car Parking and Traffic Assessment

The construction of the proposed Community Hub will result in the removal of 60 car parking spaces located to the north of the existing single storey building along with a smaller number to the east and south of this building. The proposed development will however replace these with a similar number of car parking spaces throughout the subject land. Council staff car parking spaces will be reduced from 107 to 105 spaces with public car parking spaces to be increased from 82 to 84. The overall number of car parking spaces being retained at 189.

*Table Sal/2A – Off Street Vehicle Parking Requirements* of the Salisbury Council Development Plan specifies the following car parking rates for the proposed development:

#### ***Non-Residential Development excluding tourist accommodation***

<b><i>Location of Development</i></b>	<b><i>Desired minimum number of vehicle parking spaces</i></b>	<b><i>Maximum number of vehicle parking spaces</i></b>
<i>All Designated Areas (unless otherwise stated)</i>	<i>3 spaces per 100 square metres of gross leasable floor area</i>	<i>6 spaces per 100 square metres of gross leasable area</i>

As the proposed Community Hub will consist of approximately 6,270 square metres of gross leasable area, it generates a theoretical car parking demand of 188 spaces.

It is recognised that the existing Council offices and Len Beadall library building have a combined gross leasable area of 6,477 square metres and generates a theoretical car parking demand of 194 spaces. Both operations will be relocated to the proposed Community Hub and reflect the type of car parking demands generated by these activities.

Council engaged GTA, a qualified traffic and parking consultants in September 2016 to undertake a car parking study of the immediate locality and provide expert advice on the car parking implications of the proposed development and in particular the relocation of the car parking areas.

GTA conducted a survey analysis of car parking trends in a number of car parking areas to ascertain occupancy rates and duration of stays. Of particular interest, during the survey times, on average each car parking space was occupied for 66% of the survey time on Tuesday and 77% of the survey time on the Thursday. This survey result suggests that car parking spaces are available for the current land uses operating within the immediate locality. The proposed provision of a similar number of car parking spaces (189) as currently provided will therefore be adequate to cater for the proposed development.

To assist in providing an adequate provision of car parking, it is proposed that dedicated staff car parking will be provided during ordinary office hours. The majority of staff parking (ie long term parking) will be provided at the rear of the existing Council offices (current staff car park) and located furthest from the proposed Community Hub. Public car parking spaces will be provided in closer proximity to the Community Hub.

The proposed car parking areas also satisfy relevant Australian Standards, provide adequate landscaping areas and lighting is proposed in accordance with the relevant Australian Standards for safety during evening hours.

#### Site Contamination

Principle of Development Control 22 of the General Section: Hazards module states:

*Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use*

The proponents have engaged qualified environmental consultants – LBWco – to undertake a site contamination assessment on the subject land.

A number of bores have been drilled and an assessment has determined that the soils located on site are suitable to remain for the proposed recreational and commercial land uses. Field testing did indicate volatile organic compounds at two locations, however additional testing confirmed this to be at low levels and no further actions were required. Some asbestos fragments have been identified in one location and a management plan will be put in place to manage associated with this area.

Consistent with Principle of Development Control 22, the proponents have verified that the site is suitable and safe for the proposed uses of the land.

#### Stormwater

A stormwater management plan has been prepared by WGA Consultants that has taken into consideration existing and post development flows, flood risk and the capacity of the existing drainage system. The report recommends a finished floor level to match that of the existing building (34.07 AHD). The development will not result in an increase in stormwater run-off due to the current site being fully sealed. A condition of approval is recommended in relation to using Water Sensitive Urban Design features in the drainage system.

#### Crime Prevention

The Development Plan seeks to ensure a safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

The proposed Community Hub has a large areas of glass which will assist in promoting passive surveillance of the public realm, including the Civic Square, Church Street, John Street and James Street. Windows and doors of the Community Hub are orientated towards publicly accessible spaces, and are located in logical and legible locations to assist the free flow of pedestrians through the space.

The car park area will be visible from adjacent buildings and pedestrian footpaths and will incorporate lighting to assist in creating a safe environment. Lighting to external areas including footpaths and car parking are in accordance with AS 1158. CCTV is also proposed to be utilized with cameras mounted to the light poles.

The proposed development is considered to satisfy the provision of the Development Plan in this regard.

#### Significant Tree

The Development Plan seeks the retention of significant trees and encourages development to minimise adverse impact on the health of significant trees.

As detailed elsewhere in this report, two (2) Significant trees and one (1) Regulated tree are located along the length of the access route (within the subject land) and have approval to be removed in a separate application (Development Application 361/2029/2017/2T).

In addition, the proposed development incorporates work in the vicinity of a Significant Tree on the northern side of the car park area proposed at 12 James Street. The planning report submitted as part of the application identifies that the car parking area has been designed to minimise any potential impact on the health of the significant tree.

To determine and clarify these requirements, Council obtained advice from Mr Marcus Lodge of Arborman Tree Solutions who is a qualified and experienced Arborist. The advice identifies the tree as *Eucalyptus leucoxylon* (South Australian Blue Gum) which displays fair health and structure, and as having a 'High Retention Rating'.

The advice acknowledges that some of the works are within the Tree Protection Zone and makes a series of recommendations in relation to the proposed demolition and construction of the car park. A condition of approval is recommended ensure these recommendations are implemented.

#### Waste Management / Servicing of the Building

The Development Plan seeks a dedicated area for the on-site collection and sorting of recyclable materials and refuse. It also envisages communal storage and management of waste in developments with a gross floor area over 2000 square meters, and that loading facilities be located at the rear of the development.

The proposed development incorporates a secure bin store area adjacent to the laneway which is screened from direct view and located on the opposite side of the Community Hub from the Civic Square.

The location, size and nature of the bin store area is considered to satisfy the relevant provision of the Development Plan in this regard.

### 13. CONCLUSION

The applicant seeks Development Plan Consent to demolish the existing council building at 12 James Street and existing single storey building and car park on the land sited between John Street and James Street (68-84 John Street) adjacent the Salisbury Civic Square and construct a four storey Community Hub. Additional car parking will also be constructed on the site of existing Council offices on James Street along with new pedestrian links and minor upgrades to the Civic Square.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Council Development Plan. The assessment found that:

- a) The proposed land use is envisaged within the Urban Core (Salisbury) Zone and the site is capable of accommodating the proposed development.
- b) The development will provide enhanced community facilities that are readily accessible to the local community.
- c) The architecturally designed building incorporates a range of design treatments that results in a built form that will improve the streetscape.
- d) The proposed development has been designed to be a flexible and adaptive building to support community activities within the building and in the adjoining Civic Square
- e) The site does not contain any soil contamination that would prohibit the proposed development.
- f) Sufficient on-site car parking is provided to cater for the anticipated staff and visitors.

Accordingly, it is recommended that Development Plan Consent be granted, subject to one Reserved Matter and conditions.

### 14. STAFF RECOMMENDATION

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/2379/2017/1B 361/2379/2017/1B for the demolition of existing council building, retail building, car parking and structures on civic square, and construction of a four storey civic building (Community Hub) with café, LED screen and associated car parking, pedestrian links and public spaces in accordance with the plans and details submitted with the application and subject to the following Reserved Matter and conditions:

Reserved Matter

1. Landscaping Plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include all of the following:
  - a) Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers;
  - b) Species to be used, which should predominantly comprise native species;
  - c) Screening trees within the car parking areas;
  - d) Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application including the Salisbury Community Hub – Planning Report (and Appendices) prepared by Future Urban Group for Hassell Studios dated 19 December 2017, and the following approved plans and documents, except where otherwise varied by the conditions herein:

<b>Drawing No.</b>	<b>Plan Type</b>	<b>Date</b>	<b>Prepared By</b>
SK-01	Location Plan	1 December 2017	Hassell
SK-02	Car Park Plan	1 December 2017	Hassell
SK-03	Site Plan	1 December 2017	Hassell
SK-04	Ground Level Plan	1 December 2017	Hassell
SK-05	Mezzanine Level Plan	1 December 2017	Hassell
SK-06	Level 1 Plan	1 December 2017	Hassell
SK-07	Level 2 Plan	1 December 2017	Hassell
SK-08	Level 3 Plan	1 December 2017	Hassell
SK-09	Level 4 (Roof) Plan	1 December 2017	Hassell
SK-10	Northern (James St) Elevation	1 December 2017	Hassell
SK-11	Eastern (Laneway) Elevation	1 December 2017	Hassell
SK-12	Southern (John St) Elevation	1 December 2017	Hassell
SK-13	Western (Church St) Elevation	1 December 2017	Hassell
SK-14	Longitudinal Section	1 December 2017	Hassell
SK-15	Shading Diagram: Summer Solstice	1 December 2017	Hassell
SK-16	Shading Diagram: March Equinox	1 December 2017	Hassell
SK-17	Shading Diagram: Winter Solstice	1 December 2017	Hassell
SK-18	Shading Diagram: September Equinox	1 December 2017	Hassell

SK-19	Materials and Finishes Palette	1 December 2017	Hassell
SK-20	External Perspective (Elevated)	1 December 2017	Hassell
SK-21	External Perspective: Ground Level Entry	1 December 2017	Hassell
SK-22	External Perspective: Level 1 Terrace	1 December 2017	Hassell
SK-23	Interior Perspective: Ground Level	1 December 2017	Hassell
SK-24	Interior Perspective: Ground Level	1 December 2017	Hassell
SK-25	Interior Perspective: Ground Level	1 December 2017	Hassell
SK-26	L00 Furniture Storage_01	4 December 2017	Hassell
SK-27	L00 Furniture Storage_02	4 December 2017	Hassell
SK-28	L01 Furniture Storage	4 December 2017	Hassell
SK-29	200 Standing Event Mode	4 December 2017	Hassell
SK-30	500 Seated Event Mode (John Street End)	4 December 2017	Hassell
SK-31	Level 01 Large Scale Event Mode (Up to 350 Standing)	4 December 2017	Hassell
SK-32	Event Mode Civic Square: Festival	4 December 2017	Hassell
SK-33	External AV Screen Viewing Angles	4 December 2017	Hassell

\* *All plans and details approved under Reserved Matter 1 form part of this Consent and are in addition to those plans and details listed in the table above.*

\* *The approved documents referred to above may be subject to change by minor variations permitted through the Building Rules Consent process.*

\* *Except where otherwise stated, the development shall be completed prior to the commencement of use.*

*Reason: To ensure the proposal is established in accordance with the submitted plans.*

2. All landscaping identified on the Landscaping Plan, Approved under Reserved Matter 1 shall be completed, within three (3) months of commencement of use and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

*Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.*

3. All driveways and carparking areas shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual carparking bays shall be clearly linemarked. Driveways and carparking areas shall be established prior to the approved use commencing and maintained at all times to the satisfaction of Council.

*Reason: To ensure access and carparking is provided on the site in a manner that maintains and enhances the amenity of the locality.*

4. All goods and materials placed in the areas designed for outdoor storage purposes shall be kept in a tidy manner at all times.

*Reason: To improve the site appearance and amenity of the locality.*

5. Stormwater from paved areas is to undergo water quality treatment prior to discharge using the principles of Water Sensitive Urban Design, consisting of grassed or vegetated swale drains, sedimentation basins and bio-retention/filtration swales and basins.

*Reason: To ensure water quality is suitable for discharge.*

6. The carparking layout including car park spaces and aisle widths are to be designed and constructed to comply with AS 2890.1 – Off-street Parking Part 1 and Austroads “Guide to Traffic Engineering Practice Part 11 – Parking” and AS 2890.2 – Facilities for Commercial Vehicles.

*Reason: To ensure that the development complies with Standards and Best Engineering Practice.*

7. The advertisement and advertising display shall be maintained in good repair at all times.

*Reason: To maintain the visual amenity of the locality.*

8. Demolition works in the vicinity of Tree 15 shall be undertaken from within the existing building footprint working away from the tree; in a manner that will not impact the tree, and; in accordance with the Arborman Tree Solutions ‘Demolition Methodology’.

*Reason: To minimise impact on the identified significant tree.*

9. Carpark and footpath construction outside of the building envelope and within the Tree Protection Zone of Tree 15 shall be constructed using permeable pavement laid on a none compacting cellular confinement system (Geoweb or similar) over the original grade i.e.: no excavation for the sub base.

*Reason: To ensure the root system is intact when the car parks are no longer required and thereby minimise the impact on the identified significant tree.*



Advice Notes

1. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
2. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.

**CO-ORDINATION**

Officer: MDS  
Date: 10.01.18

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Proposal Plans and Supporting Information
2. Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



Attachment 1  
Proposal Plans and Supporting Information

**DEVELOPMENT APPLICATION FORM**

**AUTHORITY:** THE CITY OF SALISBURY

**APPLICANT:** HASSELL STUDIO

**Postal Address:** C/ - FUTURE URBAN GROUP  
GPO BOX 2403, ADELAIDE, SOUTH AUSTRALIA, 5001

**OWNER:** CITY OF SALISBURY & PARABANKS SHOPPING CENTRE PTY LTD

**Postal Address:** C/ - 12 JAMES STREET, SALISBURY SA 5108  
C/ - ANGEAT PROPERTY MANAGEMENT,  
PO BOX 3173, RUNDLE MALL SA 5000

**BUILDER:** TO BE CONFIRMED

**Postal Address:** \_\_\_\_\_

**Licence No:** \_\_\_\_\_

**CONTACT PERSON FOR FURTHER INFORMATION:**

**Name:** MISS MILLY NOTT

**Telephone:** (08) 8221 5511

**Email:** MILLY@FUTUREURBANGROUP.COM

**Mobile:** 0450 965 858

**EXISTING USE:**  
COMMERCIAL AND OPEN SPACE

**DESCRIPTION OF PROPOSED DEVELOPMENT:** CONSTRUCTION OF A FOUR STOREY CIVIC CENTRE, AMENDED CARPARKING AND UPGRADES TO CIVIC SQUARE

**LOCATION OF PROPOSED DEVELOPMENT:**

**House No:** \_\_\_\_\_ **Lot No:** LOT 1, 201, 203 **Road:** JOHN STREET AND JAMES STREET **Town/Suburb:** SALISBURY

**Section No (full/part):** \_\_\_\_\_ **Hundred:** YATALA **Volume:** 5540 **Folio:** 833, 835, 834

**LAND DIVISION:**

**Site Area (m<sup>2</sup>):** \_\_\_\_\_ **Reserve Area (m<sup>2</sup>):** \_\_\_\_\_ **No of Existing Allotments:** \_\_\_\_\_

**Number of Additional Allotments - (Excluding Road and Reserve):** \_\_\_\_\_ **Lease:** YES:  NO:

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

**HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?** YES:  NO:

**DEVELOPMENT COST** (Do not include any fit-out costs): \$ 32.275 Million

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

**SIGNATURE:** 

\_\_\_\_\_  
ON BEHALF OF HASSELL STUDIO

**Dated:** 19 DECEMBER 2017

FOR OFFICE USE				
<b>Development No:</b> <u>361 / 2379/12/18</u>				
<b>Previous Development No:</b> _____				
<b>Assessment No:</b> _____				
<input type="checkbox"/> Complying	<b>Application forwarded to DA</b>			
<input type="checkbox"/> Non-complying	<b>Commission/Council on:</b> _____ / _____ / _____			
<input type="checkbox"/> Notification Cat 2	<b>Decision:</b> _____			
<input type="checkbox"/> Notification Cat 3	<b>Type:</b> _____			
<input type="checkbox"/> Referrals/Concurrence	<b>Date:</b> _____ / _____ / _____			
<input type="checkbox"/> DA Commission				
	Decision	Fees	Receipt No	Date
<b>Planning:</b>	YES			
<b>Building:</b>				
<b>Land Division:</b>				
<b>Additional:</b>				
<b>Dev Approval:</b>				



## SALISBURY COMMUNITY HUB PLANNING REPORT

PROJECT DETAILS

Prepared for:  
**Hassell Studios**

Date:  
**19.12.2017**



© Future Urban Group, 2017

**Proprietary Information Statement**

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

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Future Urban Group.

**Document Control**

Revision	Description	Author	Date
V1	Draft 1	MN	18/09/17
V2	Draft Review	CV	5/12/17
V3	Final	MN	19/12/17

REF 147 | 19 December 2017





**CONTENTS**

<b>1. INTRODUCTION</b>	<b>1</b>
<b>2. PROPOSAL DESCRIPTION</b>	<b>2</b>
<b>2.1 Design Philosophy and External Appearance</b>	<b>2</b>
2.1.1 Scale	2
2.1.2 Natural Light Considerations	2
2.1.3 Circulation	3
2.1.4 Connection to the wider City Centre site	3
2.1.5 Relief	3
2.1.6 The building as a continuation of the public realm	3
2.1.7 Materials	4
<b>2.2 Ground Level</b>	<b>4</b>
<b>2.3 Level 1</b>	<b>5</b>
<b>2.4 Level 2 to Level 3</b>	<b>6</b>
<b>2.5 Civic Square Landscaping</b>	<b>6</b>
<b>2.6 Car parking</b>	<b>6</b>
<b>2.7 Environmentally Sustainable Design Initiatives</b>	<b>7</b>
<b>2.8 Waste</b>	<b>8</b>
<b>2.9 Contamination</b>	<b>9</b>
<b>3. SITE AND LOCALITY</b>	<b>11</b>
<b>4. PROCEDURAL MATTERS</b>	<b>13</b>
<b>4.1 The Relevant Authority</b>	<b>13</b>
<b>4.2 The Relevant Development Plan</b>	<b>13</b>
<b>4.3 The Form of Development</b>	<b>13</b>
<b>4.4 The Category of Development</b>	<b>13</b>
<b>5. DEVELOPMENT ASSESSMENT</b>	<b>14</b>
<b>5.1 Desired Character</b>	<b>14</b>
5.1.1 Land Use	14
5.1.2 Design and Appearance	15
5.1.3 Interface Between Land Uses	15
5.1.4 Heritage	16
5.1.5 Environmentally Sustainable Development	16
<b>5.2 Building Design and Appearance</b>	<b>16</b>
5.2.1 Pedestrian Environment	19
5.2.2 Height	19
5.2.3 Design and Appearance	20
<b>5.3 Parking, Access and Traffic</b>	<b>21</b>
5.3.1 Car parking	21
5.3.2 Bicycle Parking	23
5.3.3 Access	24
<b>5.4 Crime Prevention</b>	<b>25</b>
<b>5.5 Environmental Considerations</b>	<b>27</b>
5.5.1 Landscaping	27
5.5.2 Significant Trees	29
5.5.3 Energy Efficiency	29
5.5.4 Waste Management	30
5.5.5 Stormwater	30
<b>6. CONCLUSION</b>	<b>34</b>



**APPENDICES**

Appendix 1. Development Application Form ..... 35  
Appendix 2. Electricity Act Declaration Form ..... 36  
Appendix 3. Certificates of Title ..... 37  
Appendix 4. Car Parking Survey prepared by GTA Consultatans ..... 38  
Appendix 5. Plans and Drawings prepared by Hassell ..... 39







## 1. INTRODUCTION

The proponent seeks Development Plan Consent to demolish the existing building and car parking on the subject site and to subsequently construct a four-storey (19.5 metres including roof plant) civic centre including ground level community facilities and function space, and upper level offices, meeting rooms, community hall, an LED screen, 16 car parking spaces, an additional 83 car parking spaces at 12 James Street, plus updated landscaping to the existing Civic Square.

In addition to this planning report, we submit the following documents for Council's consideration:

- Appendix 1 – Development Application Form;
- Appendix 2 – Electricity Act Declaration Form;
- Appendix 3 – Certificates of Title;
- Appendix 4 – Car Parking Survey prepared by GTA Consultants dated 9 September 2016; and
- Appendix 5 – Plans and Drawings prepared by Hassell dated 1 December 2017.

As a result of the high quality design, our site and locality inspection; and, our assessment of the proposal against the relevant provisions of the City of Salisbury Development Plan (consolidated 15 December 2016), we have formed the opinion that the proposal displays significant planning merit and therefore warrants Development Plan Consent.

REF 147 | 19 December 2017





## 2. PROPOSAL DESCRIPTION

The proponent seeks Development Plan Consent to demolish the existing building and car parking on the subject site and to subsequently construct a four-storey (19.5 metres including roof plant) civic centre including ground level community facilities and function space, and upper level offices, meeting rooms, community hall, an LED screen, 16 car parking spaces, an additional 83 car parking spaces at 12 James Street, plus updated landscaping to the existing Civic Square.

The proposed development is discussed in further detail below.

### 2.1 Design Philosophy and External Appearance

The Salisbury City Centre has a rich history and contains an eclectic mix of built form with regard to scale (generally 1-2 storeys), materiality, street address and transparency. It is this diverse character that provides the City Centre with its authenticity which has been given strong consideration in the design philosophy of the Community Hub building. This is critical in ensuring the Community Hub appears and feels as though it has always belonged in the City Centre:

#### 2.1.1 Scale

The building is respectful to the existing John Street condition with floor plates set back on Levels 2 and 3 in response to the scale of John Street and Salisbury City Centre Urban Design Framework Guidelines (2015). The developed four storey scheme represents the diverse range of community groups coming together across each level, reflecting the program within the Community Hub, and celebrates Salisbury's diverse cultural history and future. The ground level is proposed as a double height space (6.0 metres floor to floor) to enable maximum flexibility for programming of the ground level and ensure that activities taking place within are clearly revealed to 'passers-by' and the curious observer. Floors above are set at 3.6 metres floor to floor. Floor plates are 'pushed in and pulled out' typically across each level. The floor plates are set back on Levels 2 and 3 in response to the scale of John Street, while the Level 1 overhang creates a wider footpath along John Street, continuing the deep awning theme embedded in the retail outlets fronting John Street (west of Church Street). This is reflective of the building being the first of this scale in John Street, as the area moves towards the vision of the Salisbury City Centre Urban Design Framework.

#### 2.1.2 Natural Light Considerations

The low lying nature of the City Centre precinct and setback from adjacent buildings means the site has excellent opportunity for maximising views and admission of natural light. The building core is proposed on the eastern side of the building where outlook is considered inferior to the other elevations (due to views predominantly of the Parabanks shopping centre roof). The northern, western and southern facades are designed to be transparent to maximise the admission of natural light, reflecting strong feedback from the community consultation for a building full of natural light. Intermittent use of solid elements will be required in some areas to provide privacy to some internal spaces fronting these elevations. The push and pull approach of the floor plates also creates external terracing opportunities on the upper levels. The community terrace proposed at Level 1 will allow building occupants to look across the city centre, and visibly witness the activities across the Civic Square and John Street. This space can also be programmed for community use when weather conditions are suitable.

REF 147 | 19 December 2017





### 2.1.3 Circulation

The building layout is articulated to create a sense of discovery, reflecting the guiding principle of surprise, delight and inspire. Meeting pods, fixed and loose furniture have been carefully considered in plan to encourage visitors to meander through the space and discover the offerings of the Community Hub. The idea of using objects to change the perception of space is also considered with parts of the ground level considered full height while bulkheads suspended from the ceiling will define space and inform users of the types of spaces they are entering.

### 2.1.4 Connection to the wider City Centre site

The ground plane facing the Civic square is designed to be permeable, providing a simpler transition between indoor and outdoor space particularly when programming demands this. An opening is proposed to link the Community Hall with the outdoor space between the new building and cemetery. This will allow internal events to spill to the outdoors in more private type settings. The opening also serves as a means of entrance/egress in instances where this small section of the building is operating during an event where power is lost to the balance of the building. The facade facing the Civic Square proper proposes two sets of large glazed doors, to allow pedestrian flow between indoor and outdoor spaces, particularly when large events are held internally within the ground floor event space.

### 2.1.5 Relief

Floor plates from the Ground level up have been articulated to enhance shading of perimeter glazing and importantly provide relief from inclement weather. The level 1 floor plate purposely steps out beyond the ground level envelope, creating an awning to the Civic Square and John Street sides of the building. This is something currently missing from the Civic Square site and will provide relief for both pedestrians circulating through the site and for those entering or exiting the building, as well as those moving through the square from John Street to the Parabanks Shopping Centre.

### 2.1.6 The building as a continuation of the public realm

The site will be highly activated. To further promote wayfinding, vibrancy and movement expected both internally and externally of the building, material selections are critical to further enhance these qualities (particularly through the use of reflection and transparency). This is applicable not only to floor and wall finishes, but ceiling and soffit linings.

There are also a number of key design aspects from the City of Salisbury's current building at 12 James Street that are reinterpreted and referenced in the design form of the new Community Hub:

- strong building geometry which expresses horizontally and structure;
- uncomplicated indoor/outdoor use of like materials;
- attention to detailing and a high degree of craftsmanship;
- incorporation of landscape and predication of low verandahs and roof overhangs;
- refined materials palette including brick, glass, timber and metal cladding; and
- environmentally sustainable design principles.



A holistic approach to materials and finishes selections across the building's architecture, interior design and landscape, will ensure a considered palette response for the Community Hub. The building form itself will be free of ornamentation with key architectural moves and expression driven by the nature of the shifting floor plates and varying facade setbacks as the building rises upward from the Ground Level. This articulation of the façade, Ground Level public spaces and Level 1-3 floor plates will present for the building a bold three dimensional quality, enhanced by the use of solid and transparent materials proposed to be a combination of brick and glass of varying translucency. At Ground Level, the brickwork will provide a solid anchor for the building above. The brick too will screen 'back of house' space (including plant room and storage space) on the James Street and Laneway facing elevations. Glazing will be employed predominantly on the Civic Square and John Street facing elevations to showcase the internal offerings of the building. These materials will continue from outside to inside, complimented by the injection of timber to provide warmth and texture to the interior. In the Civic Square and terrace spaces to Levels 1 and 2, proposed materials and finishes will compliment those of the building interior floor finish to read as an extension of the building. This will assist in promoting the notion of inside and outside space as one and that the entire Civic Square and building location collectively is the Community Hub. Materials selected for the building will be robust, low maintenance, evoke warmth and comfort and most importantly express qualities authentic to the City of Salisbury.

#### 2.1.7 Materials

The development proposes to include the following materials:

- clear double glazing;
- bronze tinted double glazing;
- masonry with licorice finish to Ground Level
- white reflective cladding;
- silver metallic cladding;
- dark bronze metallic cladding;
- white render to fascias (typical);
- white reflective panels to soffits (typical);
- concrete render finish to columns (typical);
- brighton light precast concrete seats;
- honed concrete slab;
- honed and polished clay brick with charcoal finish; and
- clay brick paving to building perimeter.

#### 2.2 Ground Level

The Ground Level of the proposed development is to accommodate the Council and community facilities, including customer/administrative services, communal computers, child play area, and the book collection and services of the Len Beadell Library.



The majority of the space along the western side of the building will be for the use by the community, and the main entrances will be located along this façade, fronting the Civic Square. It will include permanent areas such as meeting rooms, however as mentioned previously, the majority of the floor space will be highly adaptable with moveable furniture and moveable walls separating rooms to facilitate any future uses and/or functions with minimal significant changes to the built form.

The Ground Level will also feature a permanent community room function space in its northern portion, which is potentially divisible into two smaller rooms as required. To the east of this community room and function space will be the kitchenette and bathroom amenities.

All servicing associated with the development will occur along the eastern side of the building, where dedicated loading bays have been located. These loading bays, along with five car parking spaces further north of these spaces, will be accessed via the existing Parabanks Shopping Centre carpark access (as permitted via a legal right of way over this land). An additional 11 car parking spaces will also be located adjacent James Street to the north of the proposed building.

The transformer, waste bin storage area, a secure bicycle storage room (20 bicycle parking spaces) and further landscaping will also be located along this eastern frontage, separated from the main building by the pedestrian footpath. Within the main building opposite an external bicycle store area, will be end of trip facilities for staff use.

Located at the southern end of the western façade will be an LED screen elevated 3 metres above ground. This LED screen is proposed to be approximately 4.7 metres high, by 8.4 metres wide, comprising a display area of 39.48 square metres fronting the Civic Square and Church Street.

It is proposed to function throughout the day and evening hours, 7 days a week, displaying messages relevant to the Salisbury community.

There is also opportunity and desire for this screen to be used to broadcast significant cultural and sporting events on special occasions, and to utilise the screen for community events such as outdoor movie nights to be held in the Civic Square. There is also potential for the screen to be used for promotion of advertisements in the future.

The building will be setback 9 metres from John Street, 42.2 metres from Church Street, and 10.9 metres from James Street. The overall floor to ceiling height of the ground level (including Mezzanine Level) will be 5.2 metres.

### 2.3 Level 1

Level 1 includes formal areas such as the conference and meeting rooms (which double as community meeting rooms when not in use by the Council) within its northern portion, as well as larger community meeting rooms, lounge areas, standard bathroom amenities, and storage rooms. There will also be a public terrace of 175 square metres in area, fronting Civic Square. The southern portion of the floor area overlooking John Street is assigned for the Mayor's office and for office space for Council's administration, secured from the public area on this level.

This level will be setback the following distances:

- 5.4 metres from the south;
- 38.8 metres from west;



- 7.8 metres from north; and
- between 5.6 metres and 10 metres from the east.

#### 2.4 Level 2 to Level 3

These levels will include the office spaces for Council, including workstations, informal areas, meeting rooms, lounge/break out areas, standard bathroom amenities and storage rooms. There will also be an open terrace of 100 square metres in area on Level 2, adjacent to the northern end of the office, and set back from the building perimeter and James Street. This area is also designed to be a future expansion space if ever required.

These levels will be setback the following distances:

- Level 2:
  - » 15.8 metres from the south;
  - » 39.8 metres from west;
  - » 24.9 metres from north; and
  - » 7.8 metres from eastern boundary.
- Level 3:
  - » 12.2 metres from the south;
  - » 41.4 metres from west;
  - » 18 metres from north; and
  - » 7.8 metres from eastern boundary.

#### 2.5 Civic Square Landscaping

The proposed changes to the Civic Square include removal of the raised turf area and concrete terrace seating, new turf areas adjacent to John Street and the boundary with the Methodist Cemetery, removal of seven existing trees (not regulated), planting of seven indigenous trees (species to be confirmed), and extension of turf areas.

#### 2.6 Car parking

The proposal seeks to relocate a number of existing carparks, however will not change the overall number of spaces provided in the locality (189). The changes are outlined below:

Car parking location	Current	Proposed
North of Civic Square	60 spaces	11 spaces
East of Civic Square	7 spaces	5 spaces
Northern side of John Street (parallel parking spaces)	5 spaces	3 spaces
Southern side of John Street (angled parking spaces)	8 spaces	7 spaces
12 James Street	105 spaces	161 spaces
Driveway Link	4 spaces	2 spaces

REF 147 | 19 December 2017





As a result, the number of effected staff car parking spaces will be decreased from 107 spaces to 105, and the number of public car parking spaces will be increased from 82 to 84.

The new car parking area proposed on 12 James Street has been designed to include landscaped areas between parking spaces. This includes provision for retaining a significant tree located adjacent the northern boundary.

## 2.7 Environmentally Sustainable Design Initiatives

The following ESD strategies are considered in the design to reduce the project's impact on the environment in both construction and operation phases:

- the building massing and orientation has been considered with passive design in mind. Each elevation and the building orientation is considered separately, and glazing and facade treatments optimised, with external shading used to minimise summer solar gains;
- the building is designed for mixed mode ventilation, allowing spaces to be naturally ventilated when the external conditions allow. The building is zoned to allow some spaces to be more tightly controlled, whereas some transient spaces, like the building entry, can be fully naturally ventilated;
- the building entrance provides shading to ground level indoor/outdoor space to provide a comfortable and welcoming entry to the building. At ground level, the Level 1 floor plate provides overhangs to pedestrian areas to provide shelter from sun and rain, and to also provide an extension to the Civic Square which is covered, improving the function, attractiveness and flexibility of the Civic Square;
- energy efficient lighting fittings (LED) will be selected, with automated lighting control systems to common areas;
- solar boosted hot water systems will be selected;
- light coloured external finishes (in particular roof coverings) to reflect heat and reduce solar gain, and reduce the heat island effect;
- zero ODP refrigerants and insulation; and
- a 50kW PV array is proposed for the roof area, to offset operational energy.

The following water initiatives are included:

- water efficient fittings with the minimum WELS ratings:
  - » taps 6 Stars;
  - » WCs 4 Stars; and
  - » showers 3 Stars.
- connection to Salisbury Water recycled stormwater supply for use in all toilets, cleaning and irrigation; and
- the fire sprinkler system will include an internal reuse system and expel no test water.



The following indoor environment initiatives are included:

- daylight is maximised through the façade design and internal voids. Internal space planning locates community spaces and work stations to the perimeter so that users can benefit from good access to daylight and views;
- all paints, sealants and adhesives used will be specified as low VOC;
- indoor air quality will be improved through the use of indoor plants;
- high indoor air quality will be provided to occupants through mitigating outdoor pollutants, systems have easy maintenance, provide sufficient levels of outdoor air, and exhaust is eliminated from indoor environments; and
- a high level of thermal comfort will be provided, equivalent to 80% of all occupants being satisfied in the space.

The following sustainable materials selection initiatives are included:

- products which are recovered or have a recycled material content will be specified in preference, in particular for finishes, interior design and public art purposes;
- where PVC based materials are required they will be specified as Best Practice PVC;
- all timber used will be recycled or specified as FSC certified; and
- all concrete will be specified with fly ash as a cement substitute.

The following transport initiatives are included:

- the project will promote the use of alternative low carbon forms of transport in preference to cars, also reflecting that the site, and Salisbury City Centre in general, is very well serviced by public transport options, and use of these options will be encouraged;
- bicycle racks will be provided for staff and visitors;
- the building is located close to existing public transport; and
- the location contains many local community amenities and shops, making this a walkable location and reducing the need for cars as the predominant mode of transport.

## 2.8 Waste

The proposed development will be serviced by Council's waste collection contractors, NAWMA (Northern Adelaide Waste Management Authority). Waste from the development will be separated into three bins for general waste, recyclables and paper recycling. These bins will be stored within a dedicated storage area along the eastern boundary of the subject site.

Building occupants will be required to dispose of their waste into local bin storage units, which will then be emptied into the larger bins by cleaning staff.





## 2.9 Contamination

A contamination assessment has been undertaken for the new building site by LBWco. The site is primarily used as a car park, office and shop, and contains an existing building. The change of use of a portion of the site from a carpark to an occupied building shifts the use of the site to a more sensitive land use and therefore warranted contamination investigation.

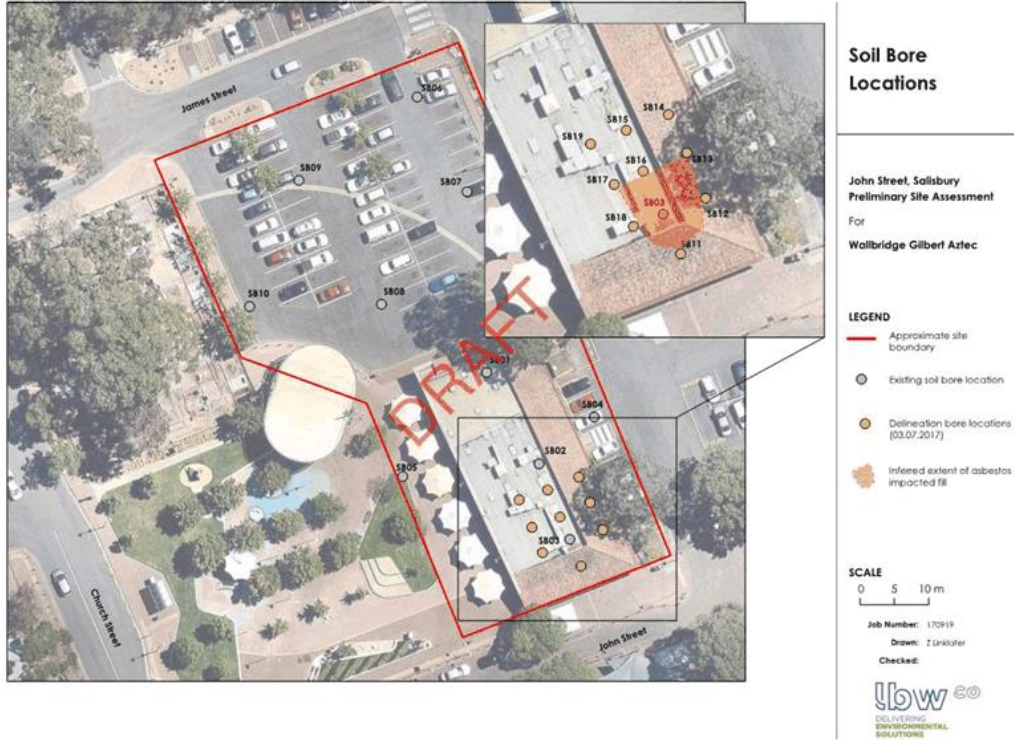
Ten bores were initially drilled to a maximum depth of 2.0m BGL and samples tested for a range of contaminants.

The key findings were as follows:

- both natural and fill soils were chemically suitable to remain onsite for use within a recreational or commercial land-use setting;
- fill material across the site was generally compliant with the chemical requirements of Waste Fill with the following exceptions:
  - » shallow fill material beneath the onsite building (SB03) contained organochlorine pesticides (OCP) at concentrations compliant with Low Level Contaminated Waste (up to approximately 600mm deep), consistent with historic termite treatment;
  - » asbestos cement fragments were positively identified within fill material at one location beneath the onsite building (SB03) at approximately 700mm deep; Additional testing was undertaken to investigate the extent of asbestos contamination further. Figure 1 shows the extent of the additional testing and the inferred maximum extent of asbestos impacted fill based on these results. A Management Plan will be put in place for all works associated with this area; and
  - » elevated manganese was identified in two fill samples and one natural soil sample at concentrations exceeding the Waste Fill limit (compliant with Intermediate Waste Soils). Additional testing has since shown that the 95UCL average concentration is compliant with Waste Fill;
- there were no other visual indicators of contamination other than a trace of ash, cinders, bitumen at three locations; and
- although not identified by the laboratory results, field testing indicated elevated volatile organic compounds (VOCs) at two locations. These concentrations relate to vapour present within the soil pore space (between soil particles) rather than contamination of the soil itself. Subsequent additional OCP testing confirmed that concentrations are below Waste Fill (WF) and no further actions are required.



Figure 2.1 Figure 1 - Asbestos impacted fill extent



REF 147 | 19 December 2017



### 3. SITE AND LOCALITY

The subject site is to be amalgamated into a single parcel of land, legally described as Allotment 205. The existing allotments are described as:

- Allotment 1 in Certificate of Title Volume 5540 Folio 833;
- Allotment 201 in Certificate of Title Volume 5540 Folio 835; and
- Allotment 203 in Certificate of Title Volume 5540 Folio 834.

**Figure 1.1** Subject site and locality.



The subject site is bound by James Street to the north, Church Street to the west and John Street to the south with frontages to each of these roadways of 48.49 metres, 43.67 metres, and 76.96 metres respectively. With a maximum depth of 80.54 metres along the eastern boundary, the total site area is approximately 5,185 square metres. The subject site is irregular in shape due to the Methodist Cemetery located in the north western pocket of the block.

Currently, the Salisbury Civic Square includes an event space, performance shelter, playground, paved plaza, public seating, turfed and paved, and shade umbrellas. There is also a public bus stop indented into the western boundary and a single storey building in the south eastern corner, which contains retail tenancies with frontage to John Street and the Parabanks Shopping Centre carpark, and which backs into the square presenting a blank wall to the Civic Square.



The Civic Square carpark containing 60 spaces is located in the northern portion of the subject site, and is accessible via James Street, and via John Street after traversing the Parabanks carpark. Parking in this area is restricted to three hours at all times.

There is also 30 minute on street car parking spaces adjacent to the southern boundary of the subject land, along both sides off John Street.

The subject site shares a loading bay and access with the adjacent Parabanks Shopping Centre along its eastern boundary via a Right of Way, and light and air easements. Waste and services are also proposed to be stored/collected from this side. Currently, small areas of space have been allocated to landscaping along this frontage, however they appear to be poorly established/maintained. Two significant River Red Gum trees and one regulated Red Ironbark tree exist along the eastern boundary of the site.

The locality is characterised by a range of land uses which are typical to a town centre. The Parabanks Shopping Centre is located to the east and northeast providing a large range of retail shops, take away restaurants, supermarkets, discount department store, pharmacies, banks and other services provided to service the community.

Along John Street to the south, southeast and southwest, are a range of retail and commercial uses up to two storeys in form. To the southwest of the subject site on the opposite side of John Street is the Council Library and clock tower.

Church Street includes only a few active uses, as the built form mainly consists of the secondary (side) frontages of the commercial buildings fronting John Street.

To the north west along Church Street is James Lane which runs east-west, and another Council-owned public car parking area with a three hour time limit. Further north is James Street, and the existing City of Salisbury Civic Centre. To the east of the Civic Centre is another car park which assists in servicing the parking demands generated by the Parabanks Shopping Centre to the north east of the subject site.

The Salisbury Railway station is located within 400 metres of the subject site.



#### 4. PROCEDURAL MATTERS

##### 4.1 The Relevant Authority

By way of letter dated 7 July 2017 Council wrote to the Minister requesting that the Development Assessment Commission act as the relevant authority on the basis that there may be a conflict or perceived conflict in Council dealing with the application on its own land. In response, the Minister's Delegate advised the following:

*"I refer to the letter from your Council dated 7 July 2017 requesting that the Development Assessment Commission be appointed as the relevant authority for the above development application.*

*Having carefully considered the matter, I am of the view that the appointment of the Commission as relevant authority is not warranted in this instance.*

*I consider that the Council Development Assessment Panel is best placed to consider the issues. The Panel is intended to be independent to Council. Any potential conflicts ought to be manageable to ensure that the Panel is capable of properly considering the issues based solely upon the planning merits.*

*It is also noted that the proposal does not fall within the ambit of Schedule 10 of the Development Regulations 2008, automatically requiring a decision by the Commission.*

The City of Salisbury is therefore the relevant authority for this development application.

##### 4.2 The Relevant Development Plan

The relevant version of the City of Salisbury Development Plan for procedural and assessment purposes was gazetted and subsequently consolidated on 15 December 2016.

The subject site, under this version of the Development Plan, is located in the Urban Core (Salisbury) Zone (within the Urban Core area).

##### 4.3 The Form of Development

According to the Procedural Matters Section of the Zone, the proposal involves development that is neither complying nor non-complying. It must, therefore, be assessed and subsequently determined on its merits by the Council in its capacity as the relevant authority.

##### 4.4 The Category of Development

According to the Procedural Matters Section of the Urban Core (Salisbury) Zone, the proposed development is classified as a civic building and therefore falls within the ambit of Category 1.

The proposed development is, therefore, exempt from any form of public notification.



## 5. DEVELOPMENT ASSESSMENT

Upon our review of the Development Plan we consider the following issues pertinent in the assessment of the application:

- Desired Character:
  - » Land use;
  - » Design and Appearance;
  - » Interface between land uses;
  - » Heritage; and
  - » Environmental Sustainable Development.
- Building Design and Appearance:
  - » Pedestrian environment;
  - » Building height; and
  - » Design and appearance.
- Parking, Access and Traffic:
  - » Car parking;
  - » Bicycle parking; and
  - » Access.
- Crime Prevention
- Environmental Considerations:
  - » Landscaping;
  - » Energy efficiency;
  - » Waste management; and
  - » Stormwater.

### 5.1 Desired Character

#### 5.1.1 Land Use

The Urban Core (Salisbury) Zone is a major district centre which seeks to exhibit and enhance typical characteristics of a traditional town centre including a functioning main street, retail experiences, and a vibrant hub for business. The subject site is located within the Core Area of this zone, where the greatest intensity of civic, community, cultural, educational, entertainment, and recreational land uses are envisaged.



The scale and intensity of the land uses proposed are entirely consistent with the desired character of the Urban Core (Salisbury) Zone, and specifically, the type of development envisaged within the Core Area. The flexibility and adaptability of the ground floor design allows the building to be utilised for after-hours community activities and events as well as during the day which achieves the intent of the desired character statement. The ability of the building to accommodate a variety of community uses as well as the Council function reinforces the civic nature of the building and the community node it seeks to achieve.

The proposed development will not impose upon the 'main street' character of John Street, nor the retail hub provided by the Parabanks Shopping Centre. Rather, the proposal has been thoughtfully designed to enhance the connectivity of the proposed building with these existing functions and spaces, and to attract more people to visit and stay within the area.

We are satisfied that the proposed land use satisfies the desired character set out for the Core Area of the Zone.

#### 5.1.2 Design and Appearance

Given the exposure and community significance of the Core Area within the Urban Core (Salisbury) Zone, development is expected to be of a high overall architectural quality, with a strong focus on providing a comfortable, safe and active pedestrian environment which will increase streetscape amenity.

As discussed further in Section 5.2, the proposed development has been designed to achieve the following:

- create a comfortable pedestrian environment by including canopies, building projections, and sheltered walkways into the building design which also assists in articulating the form and achieving a comfortable human scale;
- improve permeability of the site and area generally through the use of improved and better defined and legible pathways and landscaping which integrate the development with existing pedestrian routes;
- maintain and improve visual permeability and activation of spaces by utilising extensive glazing and public furniture (indoor and outdoor) throughout the Ground Level; and
- articulation of the upper levels by tilting and staggering the built form and using a variety of materials and glazing to improve visual interest of the proposed building.

Respecting the above, we are comfortable that the high quality building design will present an exceptional example of the envisaged architectural quality expected within the Urban Core (Salisbury) Zone.

#### 5.1.3 Interface Between Land Uses

As the proposed development will be located centrally within the Core Area, there is little opportunity to overlook private or sensitive spaces. There is however there a significant opportunity for the proposed building to improve the current level of casual surveillance of public areas to improve security and prevent crime, applying CPTED (Crime Prevention Through Environmental Design) principles. The ground floor façade is highly transparent, the design of the upper levels provide opportunity to overlook spaces and the various functions of the building will enhance activity over extended hours and general surveillance of the surrounds.



Further, the siting and height of the proposed building will not result in any unreasonable level of overshadowing of public spaces nor impact on surrounding lower scale development.

**5.1.4 Heritage**

Although the Methodist Cemetery is not listed in the Development Plan as a heritage item, the proposal has been designed to respect the setting and value of this landmark. The applicant appreciates that there is potential for the cemetery to be redeveloped in the future and notes the opportunity for this to be integrated with the proposed works however any such work is outside of the scope of this proposal at this particular stage.

**5.1.5 Environmentally Sustainable Development**

The Environmentally Sustainable Design initiatives listed in Section 2.7 have been included to minimise energy use and promote Water Sensitive Urban Design both within the building, and in the Civic Square. This is directly in line with the desired character for the Urban Core (Salisbury) Zone.

**5.2 Building Design and Appearance**

The key provisions of the Development Plan relevant to the proposed development are considered to be as follows.

**Urban Core (Salisbury) Zone**

**PDC 5** Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.

**PDC 13** In the Core Area:

- (a) Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses without the need for significant change to the building
- (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

**PDC 16** Development of sites adjoining the Civic Square, as identified on Concept Plan Map Sal/34 – Salisbury City Centre, should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.

**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:

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





**PDC 19** Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street.

**Building Near Airfields**

**Objective 1** Development that ensures the long-term operational, safety, commercial and military aviation requirements of airfields (airports, airstrips and helicopter landing sites) continue to be met.

**Design and Appearance**

**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 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 13** Where applicable, development should incorporate verandahs over footpaths to enhance the quality of the pedestrian environment.

**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 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.*

**Medium and High Rise Development**

**PDC 5** *The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.*

**PDC 7** *Corner sites should incorporate features to highlight and reinforce the corner as a landmark or focal point.*

- PDC 25** *Multi-storey buildings should:*
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow*
  - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.*

**Open Space and Recreation**

- PDC 2** *Public open space and recreation areas should be of a size, dimension and location that:*
- (a) facilitate a range of formal and informal recreation activities*
  - (b) provide for the movement of pedestrians and cyclists*
  - (c) incorporate existing vegetation and natural features, watercourses, wildlife habitat and other sites of natural or cultural value*
  - (d) link habitats, wildlife corridors, public open spaces and existing recreation facilities*
  - (e) enable effective stormwater management*
  - (f) provides for the planting and retention of large trees and vegetation.*

The following sections address the above provisions.



### 5.2.1 Pedestrian Environment

The Urban Core (Salisbury) Zone is envisaged to be a hub of retail, commercial and community activity. The Core Area of this Zone is intended to contain the highest densities and intensity of land uses, whilst also maintaining a high quality, “main street” pedestrian environment.

The proposed development displays a contemporary and innovative design, whilst maintaining the valuable “town square” character of the locality through its focus of creating a high quality experience at pedestrian level orientated to and with the main entrance from the Civic Square.

The proposed development will contribute positively to the existing pedestrian environment in the following ways:

- the generous Ground Level floor to ceiling height of 5.2 metres creates a spacious area of high amenity and also a sense of fluidity between the open space of the Civic Square, the Ground Level and the upper floors of the building (through the use of voids);
- the western façade includes over 50 percent glazing at Ground Level and a terrace at Level 1 which overlooks the Civic Square to enhance visual permeability and activation of the square (Zone PDC 16, Zone PDC 13(b), Medium and High Rise Development PDC 5);
- the main entrances to the building are clearly identifiable and front Civic Square/John Street to create a sense of continuity and openness between these existing/proposed spaces (Zone PDC 9);
- the proposed building and entrance has been positioned to permit a clear line of sight and pathway for pedestrians travelling from the existing plaza to the south of John Street (Design and Appearance PDC 10);
- Level 1 of the building acts as a 1.95 metre wide verandah over the southern, western and northern facades, providing shelter to pedestrians (Zone PDC 13);
- pedestrian connections between the John/Church Street corner across the Civic Square and the western entry to Parabanks are strengthened and formalised through the definition of clear pedestrian paths adjacent to the cemetery and in James Street; and
- new formalised pedestrian crossings are introduced to John Street, Church Street and James Street to enhance pedestrian safety and access to the proposed Community Hub.

### 5.2.2 Height

Zone PDC 19 encourages buildings with frontage to John Street to have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres. The intention behind this provision is to respect the existing lower scale development within John Street and to maintain pedestrian amenity.

The Ground Level of the proposed development presents a street wall height (ground and mezzanine) of approximately 5.2 metres to John Street. Above this street wall, the built form projects out toward John Street at Level 1 creating what could be best described as ‘reverse podium’.

We do not consider the movement of building mass towards the street at these levels detrimental to the intent of Zone PDC 19 for the following reasons:

- the separation created between the proposed building and those buildings on the southern side of John Street is adequate to ensure the scale does not impose or “loom” over these buildings;

REF 147 | 19 December 2017





- the height of the Ground Level and the void above the south-western corner opens the building to John Street, respecting the significance of this “main street” which also emphasises pedestrian comfort and amenity;
- the bulk and mass of the upper levels is setback substantially from the street to reinforce the base of the building;
- the building has been highly articulated at the upper levels by projecting and sliding elements of the built form, and using a variety of materials. This creates visual interest, and also reduces the apparent bulk and scale as envisaged by Design and Appearance PDC 3; and
- the overall building height of 19.5 metres is less than the maximum height of 24.5 metres prescribed by Zone PDC 18.

In addition, the height of the proposed building will ensure the long-term operational, safety, commercial and military aviation requirements of surrounding airfields (Building Near Airfields Objective 1).

In our opinion, the height interface to John Street will not be detrimental to existing lower scale development. The building will create much needed interest and a contemporary form that will assist in re-positioning John Street as the heart of the Zone.

### 5.2.3 Design and Appearance

With respect to design, we note that:

- no extensive areas of uninterrupted walling will face areas exposed to public view (Design and Appearance PDC 2);
- materials selected for external walls and roofs will not be overly reflective (Design and Appearance PDC 7);
- plant and service equipment will be located on the roof, set down within the roof zone by 0.9 metres and out of view from the street and neighbouring sites (Design and Appearance PDC 8);
- the area of the site allocated to car parking has been minimised in order to increase the overall area afforded to high quality community space;
- outdoor storage, loading and service areas have been located to the rear of the building opposite an existing service area for the Woolworths tenancy in Parabanks, and are appropriately screened from public view by solid cladding on a steel frame (Design and Appearance PDC 14);
- although the proposed building is not located on the corner of John Street and Church Street, the relationship between the Civic Square and the proposed building will reinforce the space as the central civic landmark and hub for the community (Design and Appearance PDC 7);
- the proposed setbacks respect the character of existing surrounding buildings particularly the exit point of the plaza to the south of the subject site which lines up with the entrance of the proposed building (Design and Appearance PDC 22);
- the general orientation of the building, along with its projecting elements will manage microclimatic conditions to ensure desirable internal and external environmental conditions (Design and Appearance PDC 25);

REF 147 | 19 December 2017





- the internal arrangement of the Ground Level is highly adaptable, allowing indoor/outdoor community events to be held within the proposed building and Civic Square (Zone PDC 5 and PDC 13(a)); and
- the public open space maintained in the proposal will be adequate to facilitate a range of formal and informal recreation activities, provide for safe and legible movement of pedestrians and people, and provide for the planting and retention of large trees and vegetation (Open Space and Recreation PDC 2).

Respecting the above, we have formed the opinion that the design and appearance of the proposed development and the manner in which it will integrate with its surrounds will contribute positively to both the existing and future character of the Core Area within the Urban Core (Salisbury) Zone.

### 5.3 Parking, Access and Traffic

The Development Plan seeks to ensure all existing and proposed car parking areas, traffic and pedestrian movements are efficient, safe, and functional for their purpose. The relevant provisions are extracted under each of their respective sub-headings below.

#### 5.3.1 Car parking

**Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas**

**Non-Residential Development excluding tourist accommodation**

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

**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 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 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
- 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 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** *Parking areas should be sealed or paved in order 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.*

The existing Salisbury Civic Centre and Len Beadell Library Building have a combined gross leasable area of 6,477 square metres, which, with reference to Table Sal/2A, generates a theoretical car parking demand of 194 spaces. The proposed development has a gross leasable area of 6,270 square metres, which generates a car parking demand of 188 spaces. It is evident that car parking associated with the existing Civic Centre and library can be accommodated across a range of Council-owned car parks. Respecting this, it is fair to say that there will also be sufficient car parking spaces to support the Salisbury Hub, as the theoretical parking demand is less. Although the proposed development involves the relocation of existing parking spaces, there is no net change in the number of car parking spaces provided overall.

In September 2016, Council engaged GTA Consultants to undertake a car parking survey analysis to determine whether carparking provision across the Salisbury City Centre was adequate to service the needs to the City Centre, to assist in future planning for parking provision and location across the City Centre.

The GTA report advises the following carparking capacities in the City Centre:

- 900 public car parks (approx.);
- 330 on street;
- 1,736 key private;
- 1,037 private;
- 4,003 in total in the study area; and
- 947 spaces adjacent to the Study Area.

The car park survey also revealed the following occupancy rates on the days below:

- Thursday:
  - » 70 percent average occupancy for off street and on street parking; and
  - » 'Hot spots' of 80 percent and above for John Street, the Council owned car parks, Interchange north car park, Stockade South carpark and Mary Street.
- Saturday:
  - » 35-42 percent average occupancy; and
  - » 70 percent occupancy of on street car parking.

Further to the above, the GTA report estimates that allowing for a 10 percent to 30 percent growth in retail and commercial floor areas, there will still be a projected carpark capacity of 900 spaces. The most popular parts of the Salisbury Centre would be expected to experience localised parking capacity issues, however overall, there will be an excess of spaces provided.



Maintaining the existing number of car parking spaces provided is considered appropriate as GTA have confirmed that there is sufficient carparking capacity in the City Centre.

The staff carpark will continue to operate as a dedicated parking area to service the Community Hub as per current Civic Centre arrangements, with access to this part of the carpark controlled. Public parking will be open to visitors to the proposed Hub, and appropriate time limits applied to provide a variety of convenient short term parking in James Street close to the Hub and longer term parking within the relocated public carpark area.

In addition to the above, the proposed vehicle parking areas will be:

- designed to be consistent with *Australian Standard AS 2890 Parking facilities* (Transportation and Access PDC 33);
- sufficiently lit during the evening hours (Transportation and Access PDC 37);
- sealed to minimise dust (Transportation and Access PDC 38);
- landscaped to assist with amenity and summer heat loads (Transportation and Access PDC 39); and
- line-marked to identify parking bays, movement aisles and direction of traffic flow (Transportation and Access PDC 40).

We have formed the opinion that the proposed car parking arrangements are acceptable in the context of the Development Plan and the nature of available car parking in the locality.

5.3.2 Bicycle Parking

**Table Sal/3 – Off Street Bicycle Parking Requirements**

<b>Form of development</b>	<b>Employee/resident (bicycle parking spaces)</b>	<b>Visitor/shopper (bicycle parking spaces)</b>
<i>Residential component of multi-storey building/residential flat building</i>	<i>1 for every 4 dwellings</i>	<i>1 for every 10 dwellings</i>
<i>Office</i>	<i>1 for every 200 square metres of gross leasable floor area</i>	<i>2 plus 1 per 1000 square metres of gross leasable floor area</i>

**PDC 19** *Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:*

- (a) *showers, changing facilities, and secure lockers*
- (b) *signage indicating the location of bicycle facilities*
- (c) *secure bicycle parking facilities provided at the rate set out in Table Sal/3 - Off Street Bicycle Parking Requirements.*

**PDC 21** *Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14.*



The proposed development generates a bicycle parking rate of 19 spaces, based on a gross floor area of 6,270 square metres, of which 2,821.5 square metres of this space is for office use. The proposal provides 20 secure bicycle parking spaces and 6 visitor bicycle parking spaces, therefore meeting the minimum provisions. Further, these spaces are conveniently located within close proximity of the Civic Square and the building entrances. In addition, staff end of trip facilities have been included at ground level to encourage staff of the building to utilise cycling as an alternative mode of transport. There are also existing public bicycle parking spaces provided in various locations along John Street in close proximity to the proposed Hub site.

These facilities have been designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Respecting the above, we are satisfied that the proposed development will adequately support and encourage cycling.

### 5.3.3 Access

#### ***Transportation and Access***

- PDC 8** *Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.*
- 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 14** *Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.*
- PDC 20** *Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13.*
- PDC 26** *The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.*
- PDC 30** *Development should be sited and designed to provide convenient access for people with a disability.*

Integrating the proposed development into the existing movement pathways of the locality was an integral part of the design process. As such, the proposal provides safe and convenient access for all anticipated modes of transport (cycling, walking, cars and service vehicles).

Service vehicles will be restricted to utilising the 'back of house' loading areas along the eastern side of the proposed development, via the existing access from John Street, separating commercial vehicle movements from the main pedestrian pathways and public parking areas, consistent with Transportation and Access PDC 12 and 13.

REF 147 | 19 December 2017







Internal pedestrian movements have been established to maintain existing movement patterns through/surrounding the subject site, including access for people with a disability as envisaged by Transportation and Access PDC 14. Specifically, the plaza to the south of the subject site has been connected to the proposed building and Civic Square by locating the building entrances in front of the plaza opening (across John Street), encouraging movement between the two spaces.

Respecting the above, we have formed the opinion that the proposed development has successfully integrated movement patterns within the development and provided safe and functional access for all vehicles expected to visit the site.

#### 5.4 Crime Prevention

In our opinion, the key provisions of the Development Plan which are relevant to crime prevention are extracted below.

##### **Crime Prevention**

- 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 public spaces including those:*
- (a) along dedicated cyclist and pedestrian pathways, laneways and access routes*
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.*
- 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 two 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 9** *Public toilets should be located, sited and designed:*
- (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)*



(b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.

**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).

**PDC 11** Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:

- (a) orienting the frontages and entrances of buildings towards the public street
- (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
- (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
- (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

#### **Transportation and Access**

**PDC 35** Vehicle parking areas should be designed to reduce opportunities for crime by:

- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
- (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
- (c) being appropriately lit
- (d) having clearly visible walkways.

The Development Plan seeks to prevent crime and maximise safety through encouraging clear lines of sight, use of appropriate lighting and use of visibly permeable barriers (Crime Prevention PDC 1). Crime Prevention PDC 2 also states that buildings should overlook public and communal areas, and PDC 6 describes how landscaping can be utilised to discourage crime.

The proposed development has been designed for community use during all hours of the day, and as such, crime prevention and user safety has been a key focus of the design. The building layout, opportunities for passive surveillance, use of glazing, landscaping, lighting, and high quality materials throughout the proposed design is anticipated to create an environment which deters crime and creates an environment that is comfortable and safe for all users.



In our opinion, the proposed development achieves the relevant crime prevention provisions outlined in the Development Plan by:

- promoting passive surveillance of the public realm, including the Civic Square, Church Street, John Street and James Street, from within the building and from upper level terraces;
- orientating windows, doors and building entrances towards the publicly accessible spaces;
- ensuring vehicle parking and loading areas incorporate adequate lighting, visibility from adjacent buildings and pedestrian footpaths, and supported by existing CCTV networks in the City Centre which will be expanded in association with the proposed development;
- avoiding any opportunities for concealment;
- only trees and ground covers have been included in the open space to reduce opportunities for vandalism or concealment;
- adequate and consistent lighting of building entrances, public facilities, and pedestrian areas to avoid the creation of shadowed areas; and
- the use of robust and durable design features to discourage vandalism.

## 5.5 Environmental Considerations

The key provisions of the Development Plan in relation to landscaping, energy efficiency, waste management and stormwater management are outlined below.

### 5.5.1 Landscaping

#### **Landscaping, Fencing and Walls**

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

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)*
- (b) enhance the appearance of road frontages*
- (c) screen service yards, loading areas and outdoor storage areas*
- (d) minimise maintenance and watering requirements*
- (e) enhance and define outdoor spaces, including car parking areas*
- (f) maximise shade and shelter*
- (g) assist in climate control within and around buildings*
- (h) minimise heat absorption and reflection*
- (i) maintain privacy*
- (j) maximise stormwater re-use*



- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation.

**PDC 2** Landscaping should:

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

**Open Space and Recreation**

**PDC 13** Landscaping associated with open space and recreation areas should:

- (a) not compromise the drainage function of any drainage channel
- (b) provide shade and windbreaks along cyclist and pedestrian routes, around picnic and barbecue areas and seating, and in car parking areas
- (c) maximise opportunities for informal surveillance throughout the park
- (d) enhance the visual amenity of the area and complement existing buildings
- (e) be designed and selected to minimise maintenance costs
- (f) provide habitat for local fauna.

As outlined in the Proposal Description, relatively minor changes are proposed for the Civic Square. Given the nature of these works, we are satisfied that the development will not substantially alter the appearance or function of this existing space. Rather, it is expected that the development will enhance and improve the user experience of the Civic Square by integrating it with the proposed Hub building.

With respect to Landscaping, Fencing and Walls PDC 1, the proposed landscaping will:

- provide new indigenous trees to complement the built form with their high canopies and slender trunks, as well as improve the general amenity of the Square by providing additional shading over areas of turf;
- assist in providing clear sight-lines from the Civic Square to the proposed screen display located on the western façade of the building;
- provide additional greening along the eastern edge of the cemetery to serve as a functional and useable extension of the Civic Square;
- screen the waste storage area and improve the amenity of the service area;
- minimise heat absorption and reflection to assist in climate control; and
- minimise stormwater run-off.



### 5.5.2 Significant Trees

#### **Significant Trees**

- PDC 1** *Development should preserve the following attributes where a significant tree demonstrates at least one of the following attributes:*
- (a) makes an important contribution to the character or amenity of the local area; or*
  - (b) is indigenous to the local area and its species is listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
  - (c) represents an important habitat for native fauna*
  - (d) is part of a wildlife corridor of a remnant area of native vegetation*
  - (e) is important to the maintenance of biodiversity in the local environment*
  - (f) forms a notable visual element to the landscape of the local area.*
- PDC 2** *Development should be undertaken so that it has a minimum adverse effect on the health of a significant tree.*
- PDC 4** *Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.*

Significant Trees PDC 1 encourages the retention of significant trees where they meet one or more of the criteria specified. Further, Significant Trees PDC 2 and PDC4 encourages development to minimise adverse impacts on the health of significant trees.

The car parking area proposed at 12 James Street has been designed to minimise any potential impacts on the health of the significant tree located adjacent to the northern boundary by:

- providing a landscaped bed around the tree; and
- utilising pervious materials for roads and parking spaces located under the tree's canopy.

The extent of the landscaped bed and pervious surface will be determined in consultation with Council's arborist. In our opinion, the measures proposed are considered sufficient to minimise adverse impact on the significant tree.

### 5.5.3 Energy Efficiency

#### **Energy Efficiency**

- PDC 1** *Development should provide for efficient solar access to buildings and open space all year around.*
- PDC 2** *Buildings should be sited and designed:*
- (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings*



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

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

(a) taking into account overshadowing from neighbouring buildings

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

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

The proposal has been orientated to maximise solar access to the building as well as the open space of the Civic Square. The orientation along with the separation of the building from surrounding development means that no public areas or neighbouring buildings will be unreasonably overshadowed.

We have formed the opinion that the environmentally sustainable initiatives listed in the proposal description, along with the proposed building design and orientation exceed the expectations of the Development Plan ensuring the proposed building represents an energy efficient and sustainable design.

#### 5.5.4 Waste Management

##### **Medium and High Rise Development**

**PDC 29** Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.

**PDC 31** Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

**PDC 32** Loading facilities should be located at the rear of the development.

The Development Plan seeks a dedicated area for the on-site collection and sorting of recyclable materials and refuse. It also envisages communal storage and management of waste in developments with a gross floor area over 2000 square metres, and that loading facilities be located at the rear of the development.

The proposed waste arrangements satisfy the above relevant provisions.

#### 5.5.5 Stormwater

##### **Natural Resources**

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

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

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

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



- PDC 10** *Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.*
- PDC 11** *Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.*
- PDC 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.*

The proposed Stormwater Management Plan prepared by WGA Consultants has taken into account a number of key objectives and considerations. These are outlined below:

- Proximity of the existing Council stormwater system:
  - » WGA note that currently, existing pipe infrastructure passes the southern fringe of the proposed site in John Street. Towards the northwest however, the closest available infrastructure begins a considerable distance away, to the northwest of the adjacent cemetery. This location is known to have experienced stormwater surcharge and flooding in the past.
- Existing Council system capacity:
  - » Based on the DRAINS models provided by Council, WGA confirm that the existing system is capable of conveying only small minor storms without surcharge to the surface.
- Overland flow path:
  - » WGA note that the subsequent surcharge and/or overflow of stormwater run-off from the site (and above) is significant in scale and is known to travel generally in a northerly direction towards the Little Para River. Based on WGA's review of the levels, the majority of the overland flow is concentrated in Church Street before passing to the east of the existing Council Chambers buildings.

**Figure 5.1** Existing Major Stormwater Overland Flow Paths



- Existing Building Floor Levels:
  - » As indicated by the survey, WGA have observed that the existing building fronting John Street is grounded at a Finished Floor Level (FFL) of approximately 34.07 AHD. This provides a freeboard above the John Street 'spoon drain' channel of greater than 300 millimetres at its upstream corner and WGA understand that, anecdotally, this has prevented flooding.
- New Building Floor Level:
  - » With the frontage of the new Hub building proposed to sit upon a similar alignment, WGA recommend a design ground Finished Floor Level (FFL) of 34.07. Based on their review of the existing levels in John St and the surrounding area, they are satisfied that the proposed floor level is sufficient to avoid flooding due to overland flows. The reported history of the performance of the existing building also reinforces this position.

REF 147 | 19 December 2017

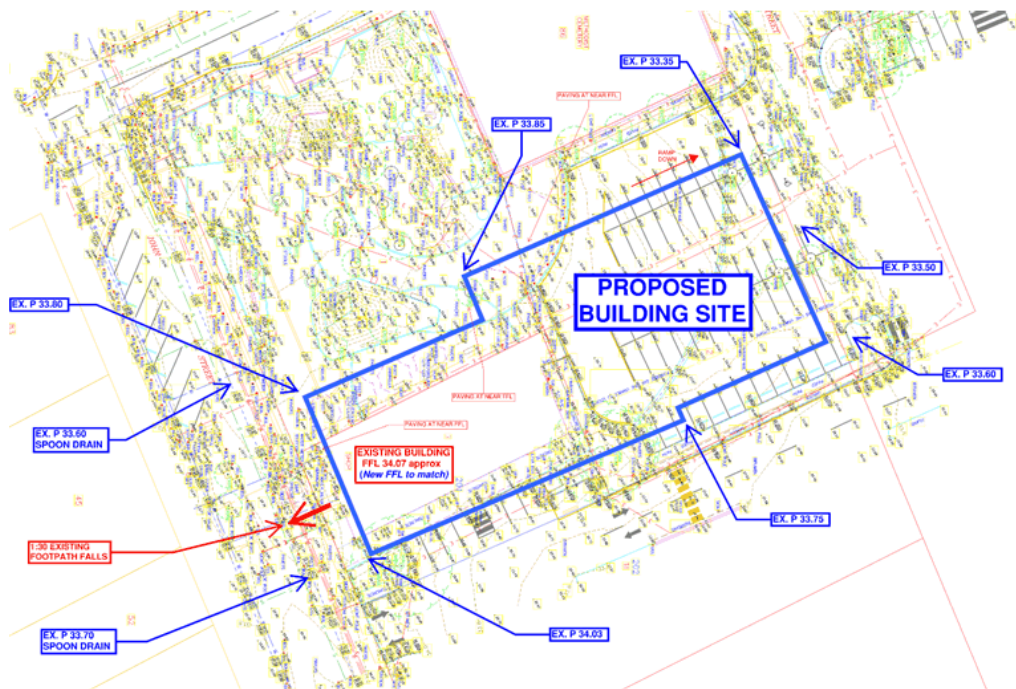




- Stormwater Detention and Retention:
  - » Given that the existing site is fully sealed and impervious in its current configuration, WGA have determined that the proposal will not lead to an increase in stormwater runoff and as such, there is no requirement to consider stormwater detention.

WGA note that due to the location of the subject site towards the downstream end of the Council stormwater network, it is advantageous to discharge the stormwater collected quickly before the system is inundated by water from further upstream. On this basis, WGA prefers discharge directed to the north (and beyond) of the site.

Figure 5.2 Site Levels



In consideration of WGA’s comments, we have formed the opinion that the proposed Stormwater Management plan is appropriate for the proposed development.



## 6. CONCLUSION

In our opinion, the proposed development is consistent with the desired character envisaged for the Core Area of the Urban Core (Salisbury) Zone. Further, the proposal substantially accords with all other relevant Development Plan provisions. Specifically, the proposal will:

- contribute positively to ground level activation and pedestrian amenity surrounding the Civic Square;
- revitalise the Civic Square through this greater activation and by refreshing the existing landscaping and urban design elements;
- create a highly flexible and adaptable civic building to support existing and future uses, as well as a variety of community functions and events;
- create a high quality pedestrian experience through the inclusion of elements such as a predominately glazed ground floor, clearly visible pedestrian entrances and movement paths, and canopies surrounding the building providing weather protection to pedestrian paths;
- provide an overall building appearance and design that represents a high architectural standard responding to both the existing and future character of the Salisbury centre;
- be of an overall height and scale that is envisaged in the Zone, and will not unreasonably impact surrounding buildings by way of overshadowing, overlooking, or visual impacts;
- provide sufficient car and bicycle parking;
- provide public facilities (toilets);
- encourage safe, convenient and effective movement for all vehicle types and pedestrians;
- provide for safe and effective waste management and stormwater plans;
- mitigate microclimatic impacts to ensure desirable internal/external environmental conditions;
- create a safe, secure and crime resistant environment; and
- incorporate a number of energy efficiency initiatives.

Accordingly, we believe Council should grant Development Plan Consent.



Reference: #S107600

9 September 2016

City of Salisbury  
12 James Street  
SALISBURY SA 5108

**Attention: Ms. Chantal Milton (Manager, Strategic Development Projects)**

Dear Chantal

**RE: SALISBURY CAR PARKING SURVEY ANALYSIS**

As part of the redevelopment of the Civic Centre and Town Square, the City of Salisbury (Council) will be relocating a number of car parking spaces around James Street. In particular the current Civic Square car park comprising 72 car parks will be relocated. This car parking area is subject to Memorandum of Encumbrance with Coles that restricts its use to car parking or green space.

In order to respond to Coles concerns with regard to the relocation of the parking, Council is seeking to obtain evidence on the nature of the use of the car park, including occupancy and turnover levels and pedestrian movement to and from the car park.

In order to understand a more comprehensive local picture of car parking, both the Civic Square car park and the nearby Sexton car park were considered in this survey analysis.

**Subject Site**

The Civic Square car park provides a total of 72 car parking spaces, with vehicle access from James Street and the adjacent shopping centre. This parking area also includes part of the access road from James Street to the adjacent shopping centre car parking area. The Sexton car park provides a total of 148 spaces, with accesses from James Street, Church Street and Gawler Street (via James Lane).

Both car parks currently have three hour time restrictions and therefore the survey periods cover this time period to assist in identifying the volume of overstay vehicles.

The surveys were conducted between 1:00pm and 4:00pm on Thursday 01 and Tuesday 06 September 2016 to avoid the risk of a single survey day being considered unrepresentative.

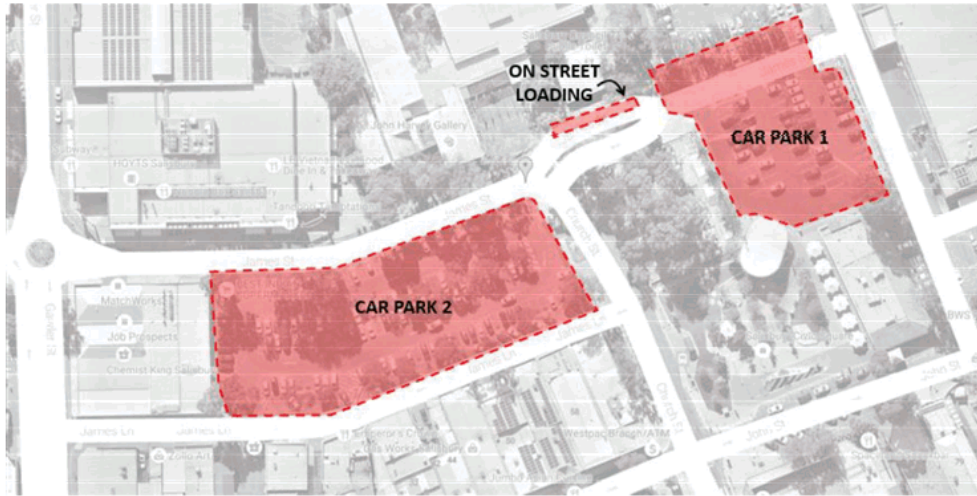
For simplicity the following results refer to the car parking areas as area 1 (Civic Square car park) and 2 (Sexton car park) as well as a small section of loading zone on James Street immediately adjacent the Council offices as shown on Figure 1.

melbourr  
sydne  
brisbar  
canber  
**adelaic**  
gold coa  
townsvil  
per

Suite 4, Level  
136 The Parac  
NORWOOD SA 506  
PO Box 342  
NORWOOD SA 506  
t// +618 8334 366

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

Figure 1: Surveyed Car Parking Areas



Car Parking Area 1 (Civic Square Car Park)

**Car Park Occupancy**

Table 1 and Table 2 summarise the occupancy results of the car parking surveys for car park 1 for the Thursday and Tuesday surveys.

Table 1: Thursday 01 September 2016 Car Parking Survey Results

72 spaces	½ hour starting					
	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm
Vacant Spaces	6 spaces	7 spaces	14 spaces	23 spaces	22 spaces	26 spaces
Occupied Spaces	66 spaces	65 spaces	58 spaces	49 spaces	50 spaces	46 spaces
Occupancy (%)	92%	90%	81%	68%	69%	64%

Table 2: Tuesday 06 September 2016 Car Parking Survey Results

72 spaces	½ hour starting					
	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm
Vacant Spaces	14 spaces	15 spaces	23 spaces	24 spaces	39 spaces	32 spaces
Occupied Spaces	58 spaces	57 spaces	49 spaces	48 spaces	33 spaces	40 spaces
Occupancy (%)	81%	79%	68%	67%	46%	56%

Based on the above the peak occupancy on both days was recorded at 1:00pm with 66 of 72 spaces occupied (92%) on the Thursday and 58 of 72 spaces occupied (81%) on the Tuesday. The peak occupancy on the Thursday would be typical of a short stay car park that is largely fully occupied.

On average each space was occupied for 77% of the survey time on the Thursday and 66% of the survey time of the Tuesday.

### Car Park Turnover

Table 3 and Table 4 present the turnover of the spaces within the car park, indicated by the number of different vehicles that occupied each space.

**Table 3: Thursday 01 September 2016 Car Parking Turnover**

Number of Times Spaces Turned Over	Number of Spaces
0 (i.e. only ever occupied by one car)	10
1	18
2	21
3	19
4	4

**Table 4: Tuesday 06 September 2016 Car Parking Turnover**

Number of Times Spaces Turned Over	Number of Spaces
0 (i.e. only ever occupied by one car)	11
1	32
2	19
3	9
4	1

The car park had an average turnover of 1.85 during the Thursday survey period and 1.40 during the Tuesday survey period. This is equivalent to each space being occupied by 2.85 vehicles on the Thursday and 2.40 vehicles on the Tuesday.

Based on the half hourly beats the average duration of stay was around an hour. This average however includes those vehicles that were in the car park at the start of the survey or in the car park at the end of the survey, where their total duration of stay cannot be confirmed. Further analysis can be done of the vehicles recorded arriving and departing during the survey period to determine the duration of stay of completed trips.

GTA noted in this survey in particular that many vehicles parked for less than half an hour and were therefore not captured in the half hourly survey beats.

During the survey a total of 4 spaces (5.5%) were occupied by a single vehicle, indicating a relatively low level of overstay. A further 3 vehicles were recorded for 2.5 hours and were either parked at the start or end of the survey, indicating a possibility of overstay.

### Pedestrian Routes

As well as the parking volumes, subsequent movements of the vehicle occupants were recorded. These movements were based on where they walked to after parking their car in this area and from which direction they approached their car. Figure 2 and Figure 3 show the results of these pedestrian observations for the Thursday and Tuesday surveys.

The two sets of survey results for pedestrians are very similar with close to three-quarters of all pedestrians walking to and from the shopping centre entrance. An average of 17% of pedestrians walked through the park to the south of the car parking area. The other two directions to the west along James Street and south east towards John Street were around 5% of pedestrians.

GTA noted a large number of pedestrians walking through the car parking area that were not accessing a parked vehicle.

Figure 2: Thursday 01 September 2016 Pedestrian Survey Results

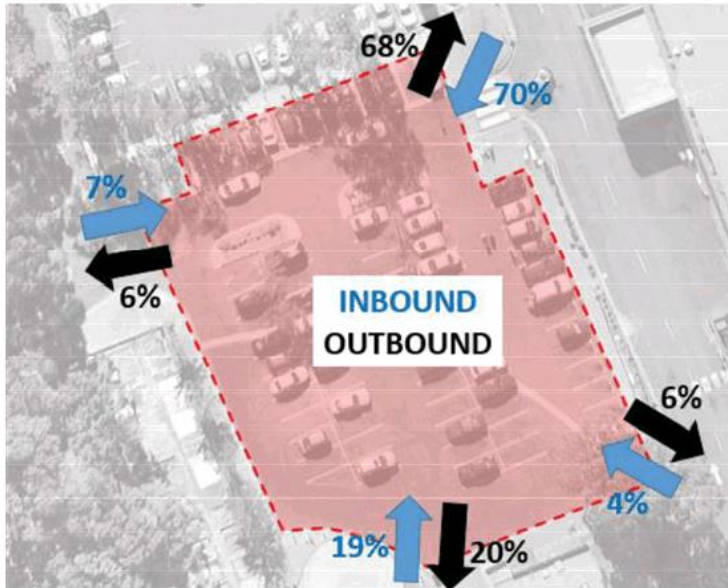
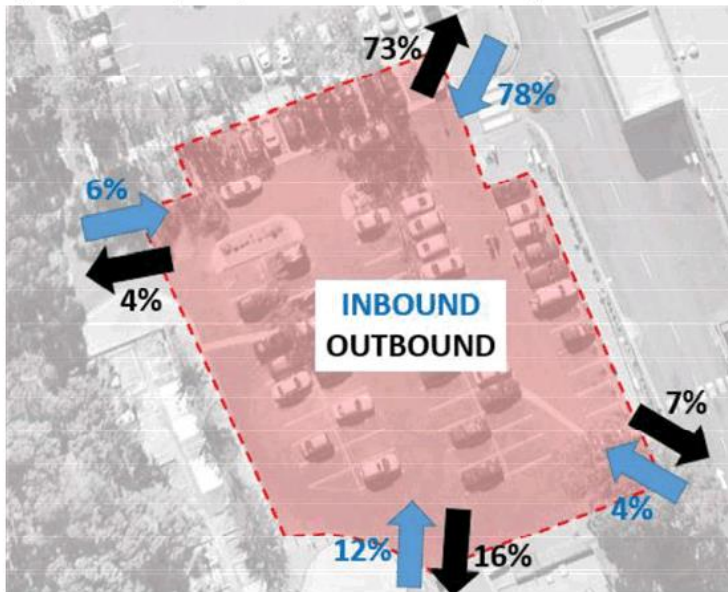


Figure 3: Tuesday 06 September 2016 Pedestrian Survey Results



## Car Parking Area 2 (Sexton Car Park)

**Car Park Occupancy**

Table 1 and Table 6 summarise the occupancy results of the car parking surveys for car park 2 for the Thursday and Tuesday surveys.

**Table 5: Thursday 01 September 2016 Car Parking Survey Results**

148 spaces	½ hour starting					
	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm
Vacant Spaces	6 spaces	15 spaces	35 spaces	27 spaces	38 spaces	46 spaces
Occupied Spaces	142 spaces	133 spaces	113 spaces	121 spaces	110 spaces	102 spaces
Occupancy (%)	96%	90%	76%	82%	74%	69%

**Table 6: Tuesday 09 September 2016 Car Parking Survey Results**

148 spaces	½ hour starting					
	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm
Vacant Spaces	18	22	33	34	57	62
Occupied Spaces	130	126	115	114	91	86
Occupancy (%)	88%	85%	78%	77%	61%	58%

Based on the above the peak occupancy on both days was recorded at 1:00pm with 142 of 148 spaces occupied (96%) on the Thursday and 130 of 148 spaces occupied (88%) on the Tuesday. The peak occupancy on the Thursday would be typical of a short stay car park that is largely fully occupied.

On average each space was occupied for 81% of the Thursday survey and 74% of the Tuesday survey.

Overall, the occupancy levels in the Sexton car park are higher than the Civic Square car park for peak and average occupancy levels.

**Car Park Turnover**

Table 7 and Table 8 present the turnover of the spaces within the car park, indicated by the number of different vehicles that occupied each space.

**Table 7: Thursday 01 September 2016 Car Parking Turnover**

Number of Times Spaces Turned Over	Number of Spaces
0 (i.e. only ever occupied by one car)	23
1	47
2	47
3	25
4	5
5	1

**Table 8: Tuesday 09 September 2016 Car Parking Turnover**

Number of Times Spaces Turned Over	Number of Spaces
0 (i.e. only ever occupied by one car)	55
1	52
2	23
3	15
4	2
5	1

The car park had an average turnover of 1.63 during the Thursday survey period and 1.05 during the Tuesday survey period. This is equivalent to each space being occupied by 2.63 vehicles on the Thursday and 2.05 vehicles on the Tuesday. These are lower turnover rates than the Civic Square car park, with a noticeably lower turnover rate on the Tuesday.

Based on the half hourly beats the average duration of stay was around an hour. This average however includes those vehicles that were in the car park at the start of the survey or in the car park at the end of the survey, where their total duration of stay cannot be confirmed. Further analysis can be done of the vehicles recorded arriving and departing during the survey period to determine the duration of stay of completed trips.

During the survey a total of 13 spaces (8.8%) on the Thursday and 31 spaces (21%) on the Tuesday were occupied by a single vehicle. This indicates a higher level of overstay than the Civic Square car park and a particularly high level of overstay on the Tuesday. A further 17 vehicles on the Thursday and 7 vehicles on the Tuesday were recorded for 2.5 hours and were either parked at the start or end of the survey, indicating a possibility of overstay.

There were fewer vehicles noted in this car park staying for less than half an hour and therefore not captured in the half hourly survey beats.

#### **Pedestrian Routes**

As well as the parking volumes, subsequent movements of the vehicle occupants were recorded. These movements were based on where they walked to after parking their car in this area and from which direction they approached their car. Figure 4 and Figure 5 show the results of these pedestrian observations for the Thursday and Tuesday surveys.

The two sets of survey results for pedestrians are noticeably different between the two surveys days and show much more variation than the Civic Square car park. On the Thursday survey, the majority of people parking in this car parking area (45%) are heading south into or through the tenancies immediately south of the car parking area. Around 30-34% are heading west to/from HOYTS and the pharmacy adjacent the site, as well as west down James Street. Smaller percentages, all less than 10% are accessing Council facilities to the north, the shopping centre to the northeast or using Church Street.

However on the Tuesday, the majority of people parking in this car parking area (45%) are heading west to/from HOYTS and the pharmacy adjacent the site, as well as west down James Street. The proportion accessing the southern shops is lower at 20-25% whilst 18-22% are using Church Street, which is three times higher than the Thursday survey in this direction. An even smaller percentage are accessing Council facilities to the north, whilst access to the shopping centre to the northeast remains at just under 10%.



GTA noted very few pedestrians walking through the car parking area that were not accessing a parked vehicle.

Figure 4: Thursday 01 September 2016 Pedestrian Survey Results

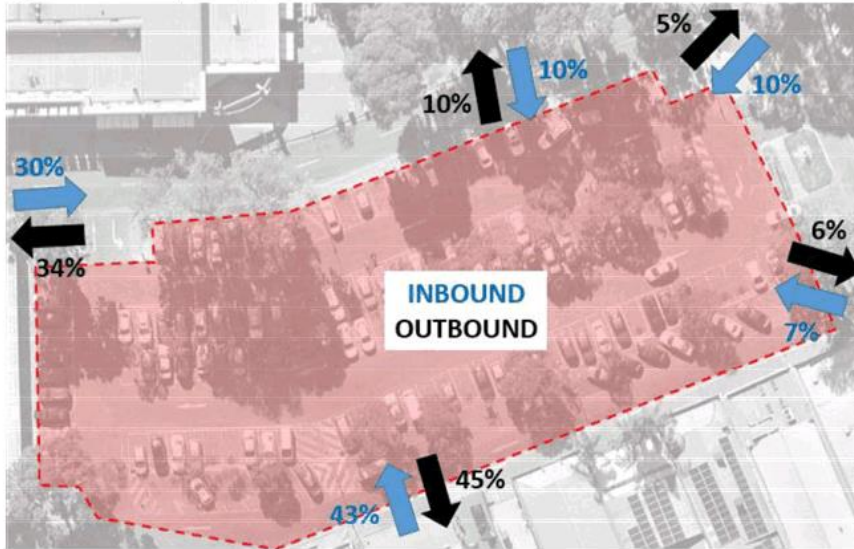
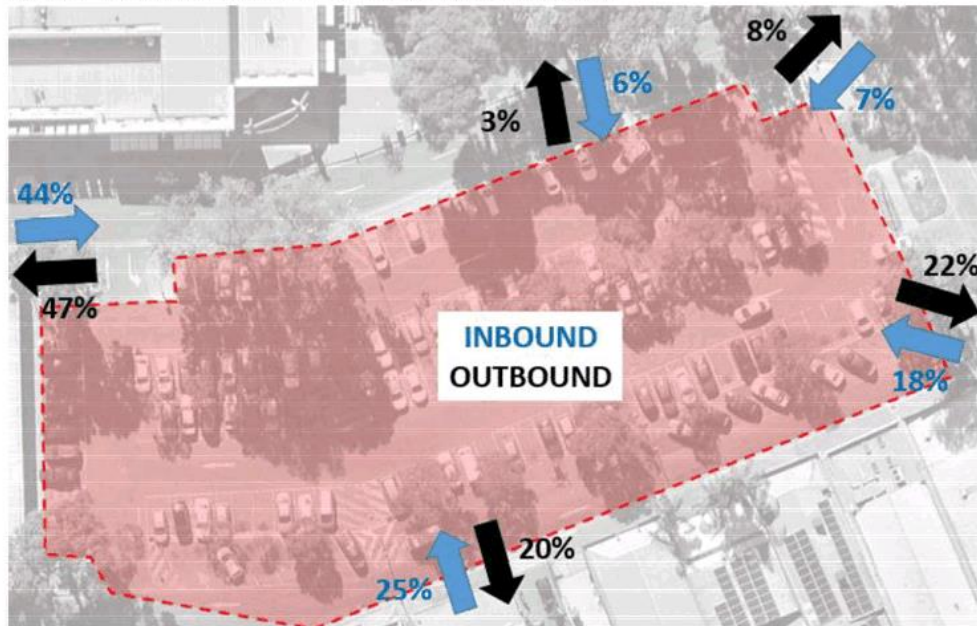


Figure 5: Tuesday 09 September 2016 Pedestrian Survey Results



### On Street Loading Zone

The on street loading zone in front of the Council offices has space for 2 vehicles at any time.

#### **Thursday 01 September 2016 Survey Results**

This loading zone was observed to generally have 1 space occupied for most of the 3 hour survey, with the 2 spaces fully occupied at 1:00pm and 1:30pm. 6 different vehicles were observed in the loading zone across the survey, with an average turnover of 2.

#### **Tuesday 09 September 2016**

This loading zone was observed to generally have 1 space occupied for parts of the 3 hour survey, with the 2 spaces not simultaneously occupied. Generally vehicles were parked for a very short period of time and as such were not particularly picked up in each parking beat.

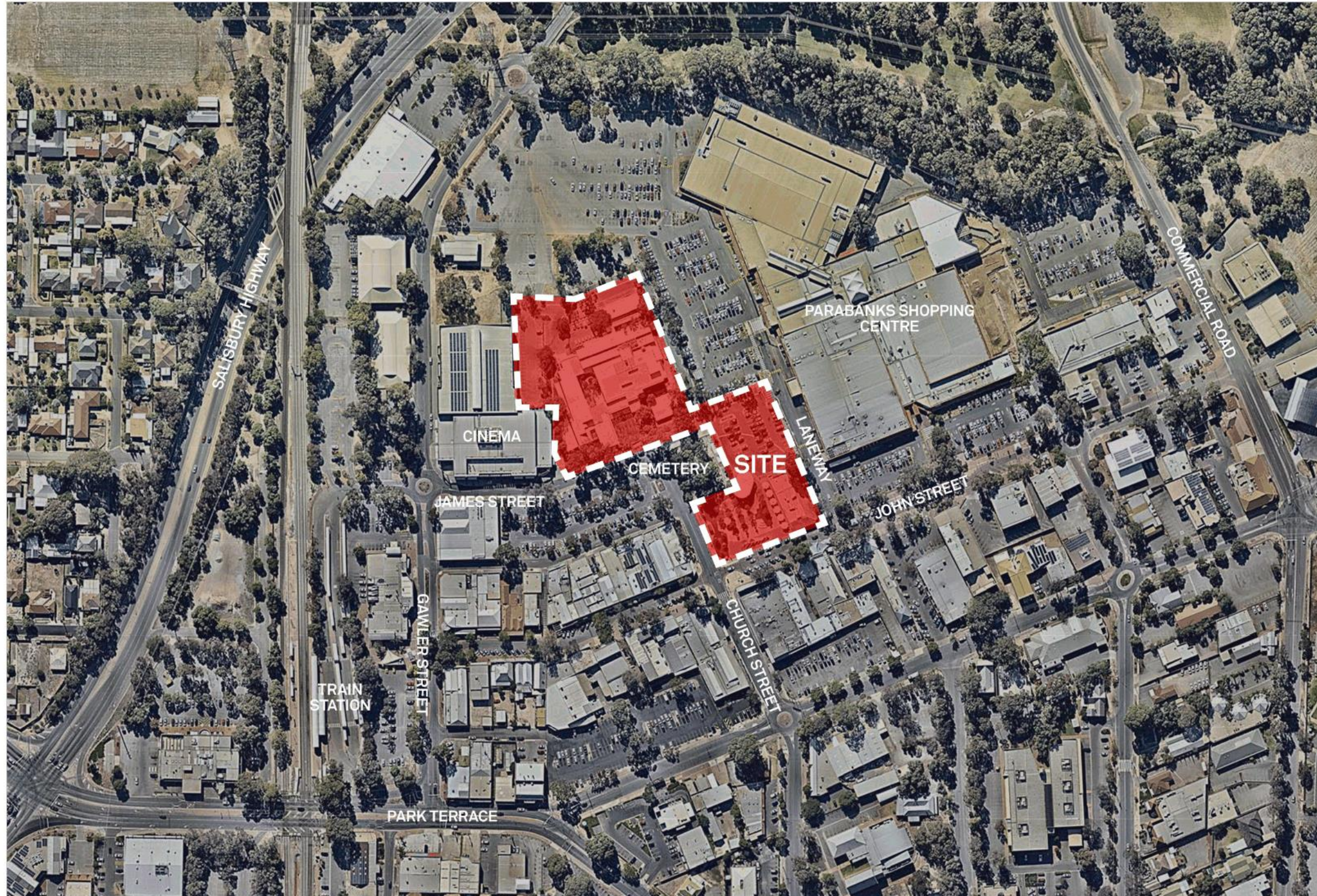
I trust that this provides a suitable summary analysis of the parking patterns in the two car parks and the pedestrian activity. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

**GTA CONSULTANTS**



**Paul Froggatt**  
Associate Director



# SALISBURY COMMUNITY HUB\_

HAGGELL



Revision  
A\_DA Submission

Date  
01 December 2017

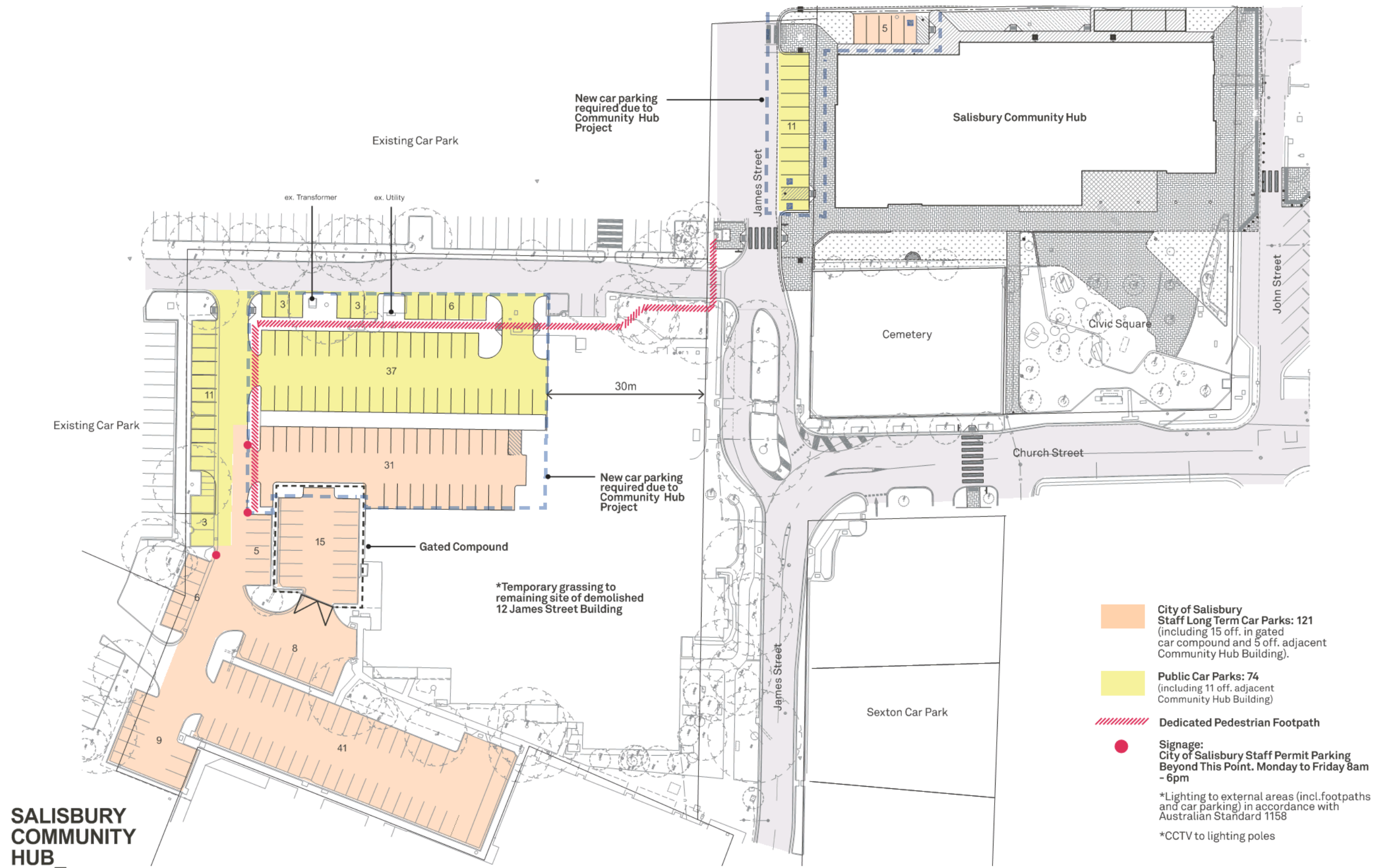
Scale  
N/A

Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-01  
Location Plan





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

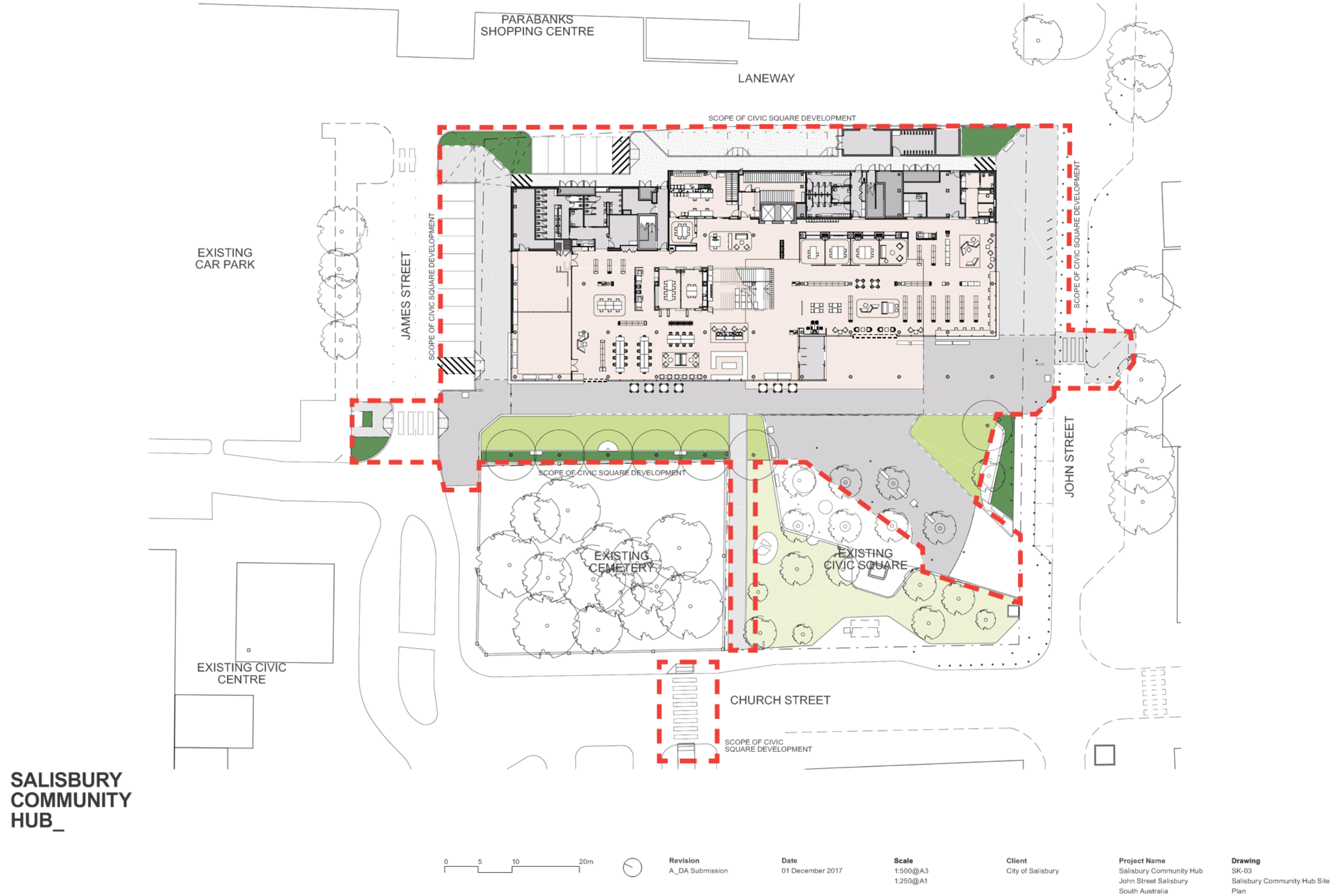
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-02  
Car Park Plan

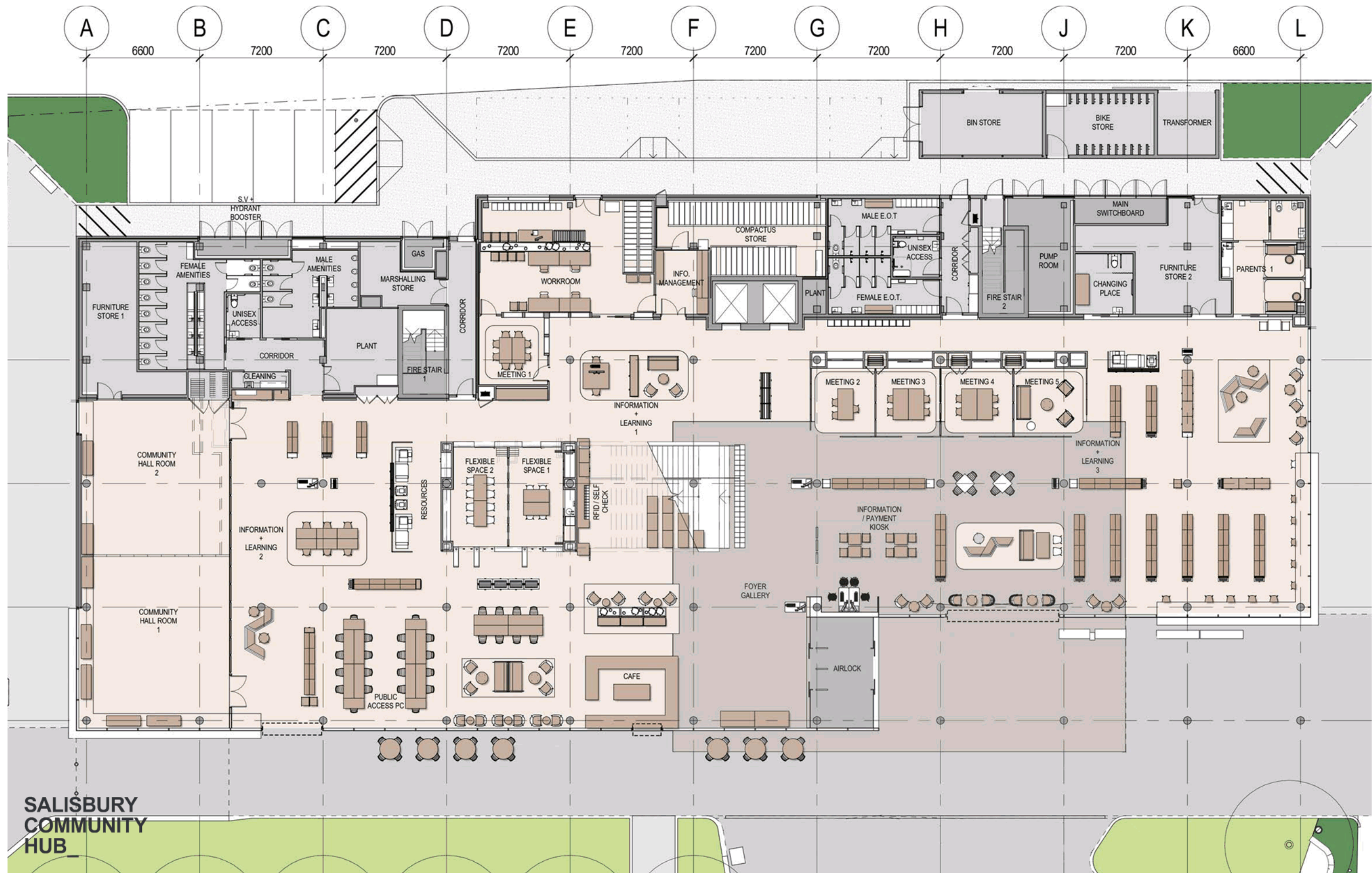
HASSALL



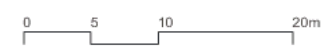








**SALISBURY  
COMMUNITY  
HUB**



Revision  
A\_DA Submission

Date  
01 December 2017

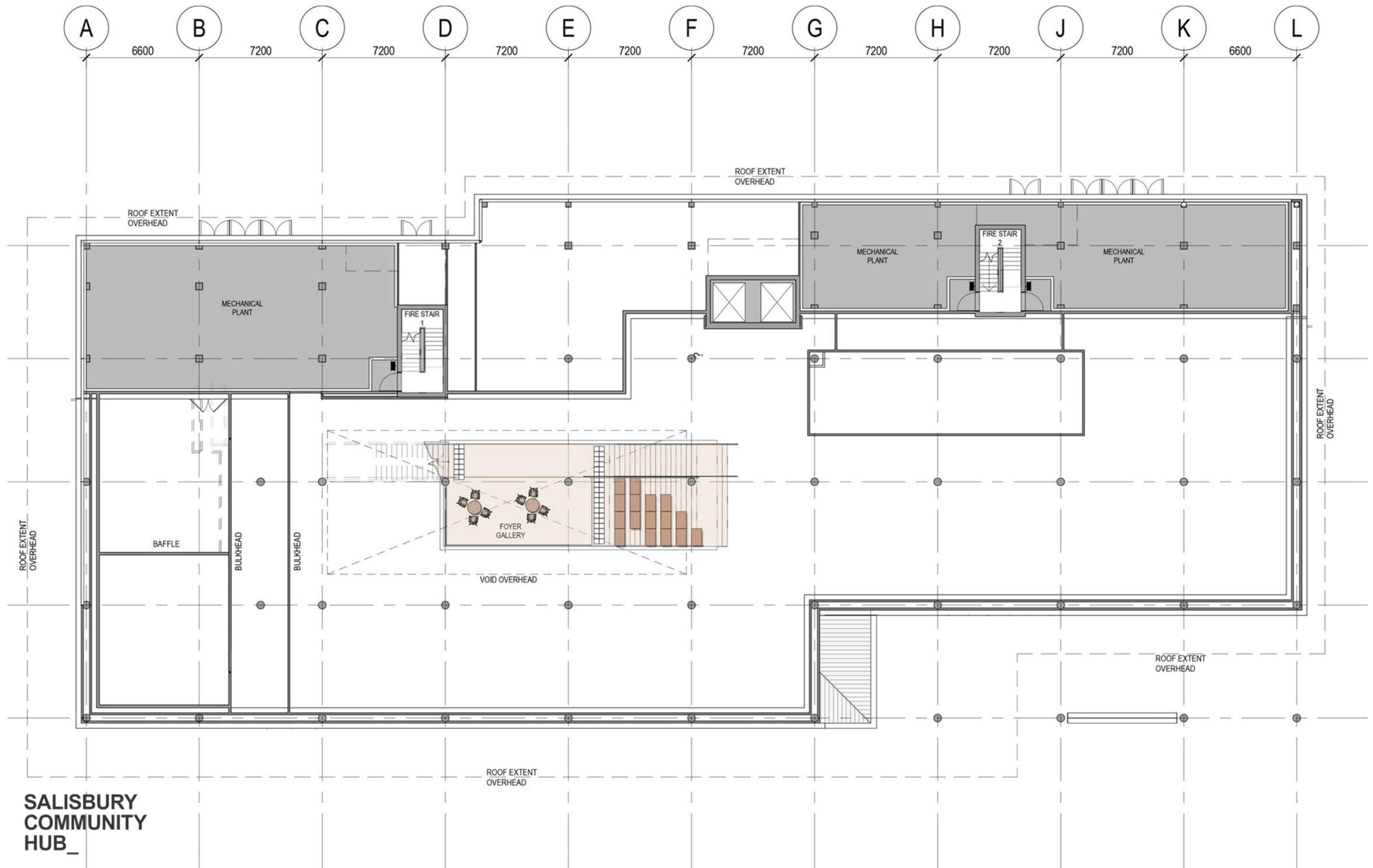
Scale  
1:200@A3  
1:100@A1

Client  
City of Salisbury

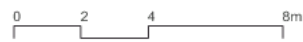
Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-04  
Ground Level Plan





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

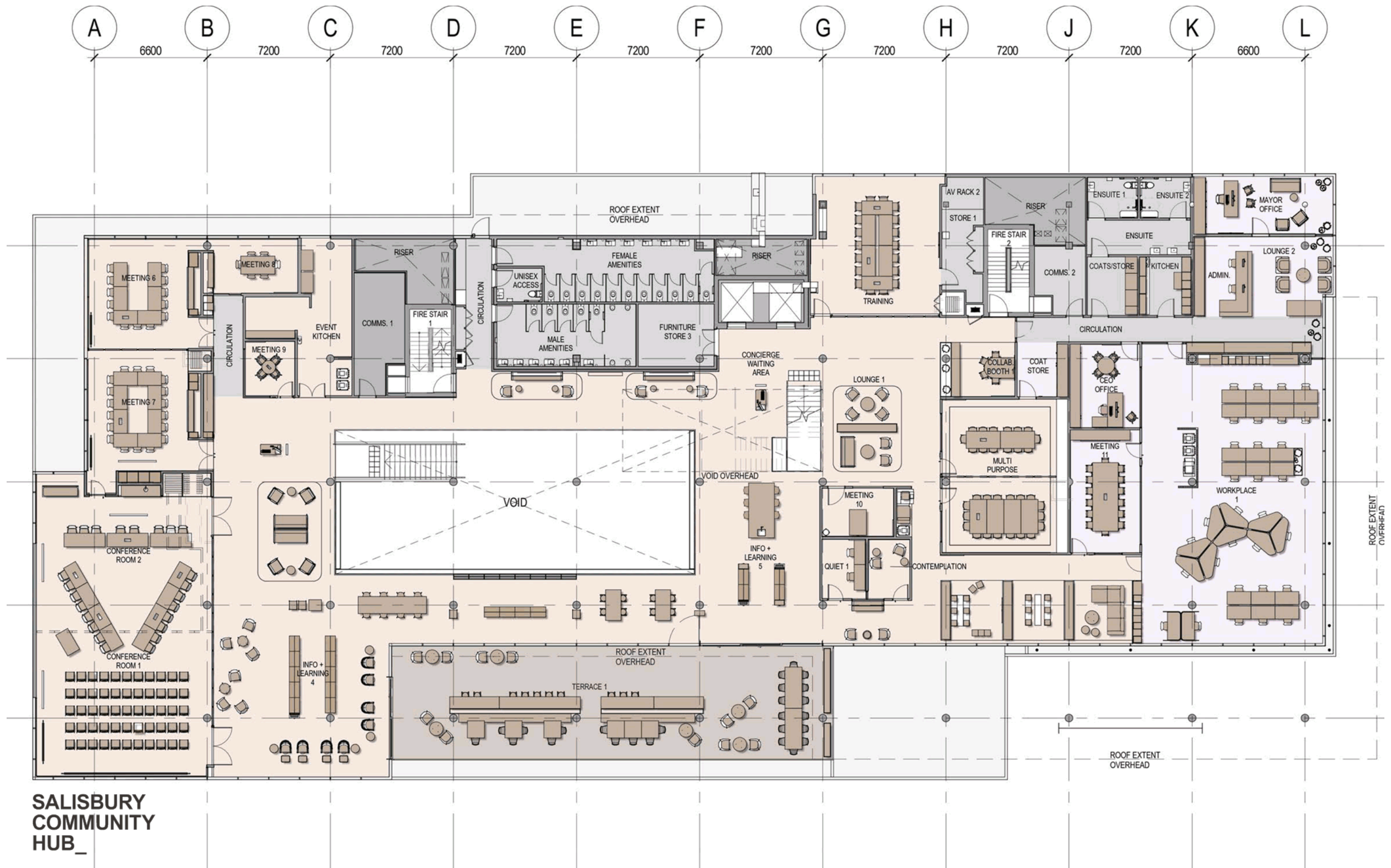
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

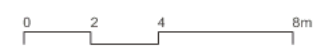
Drawing  
SK-05  
Mezzanine Level Plan

UACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

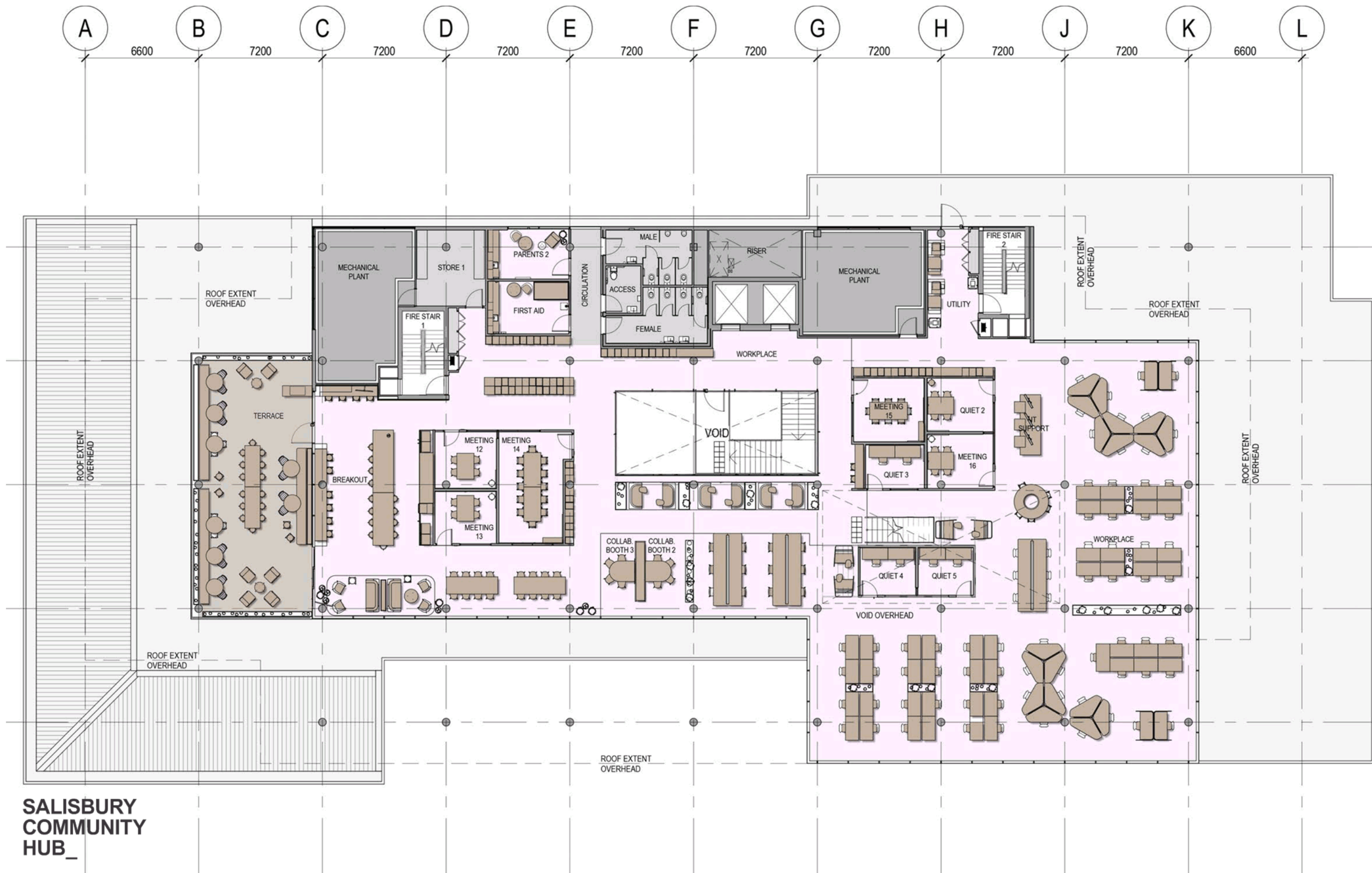
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

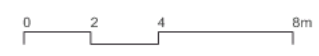
Drawing  
SK-06  
Level 1 Plan

1:100@A1





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

Client  
City of Salisbury

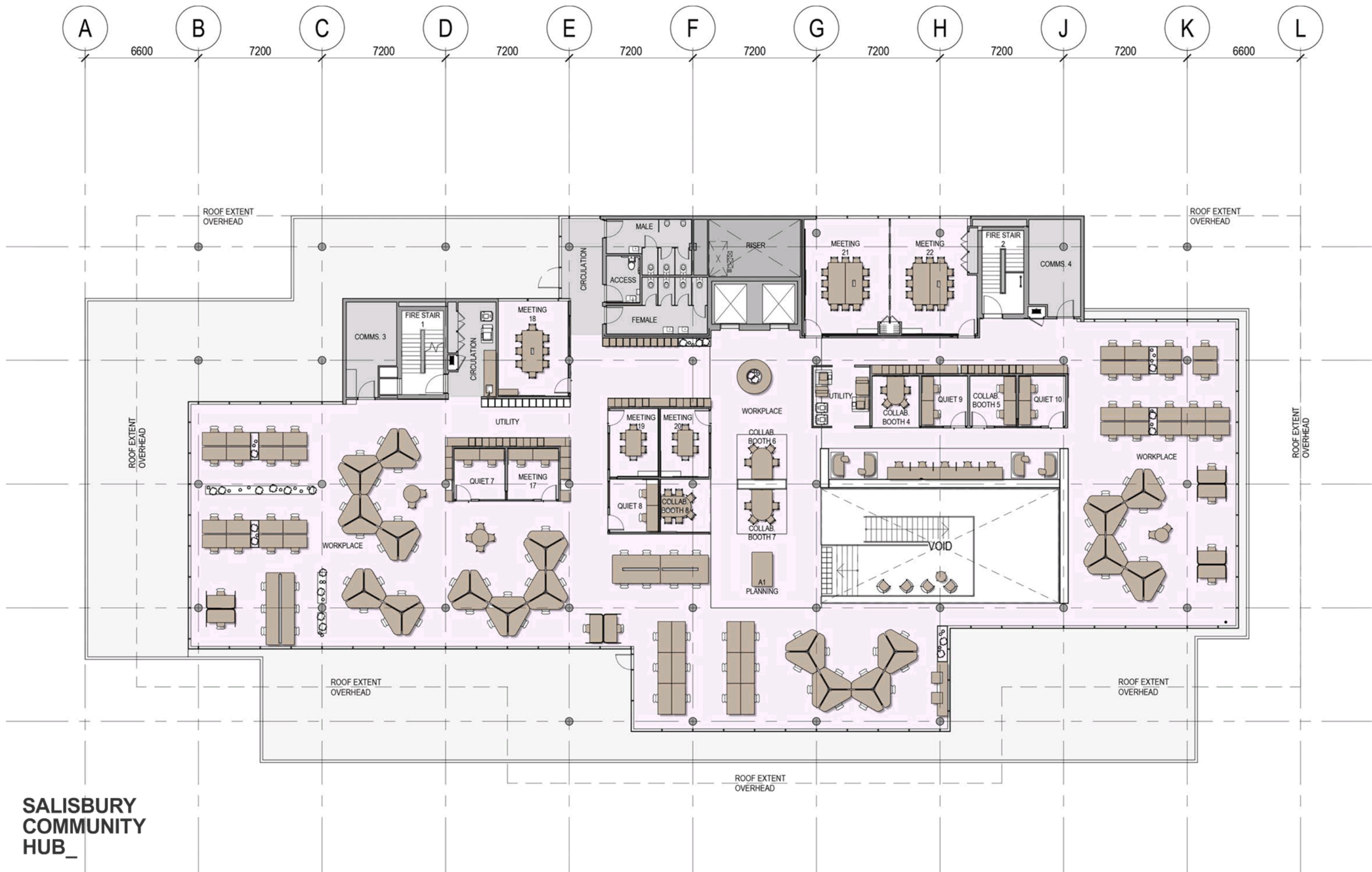
Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-07  
Level 2 Plan

UNACCEL







**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

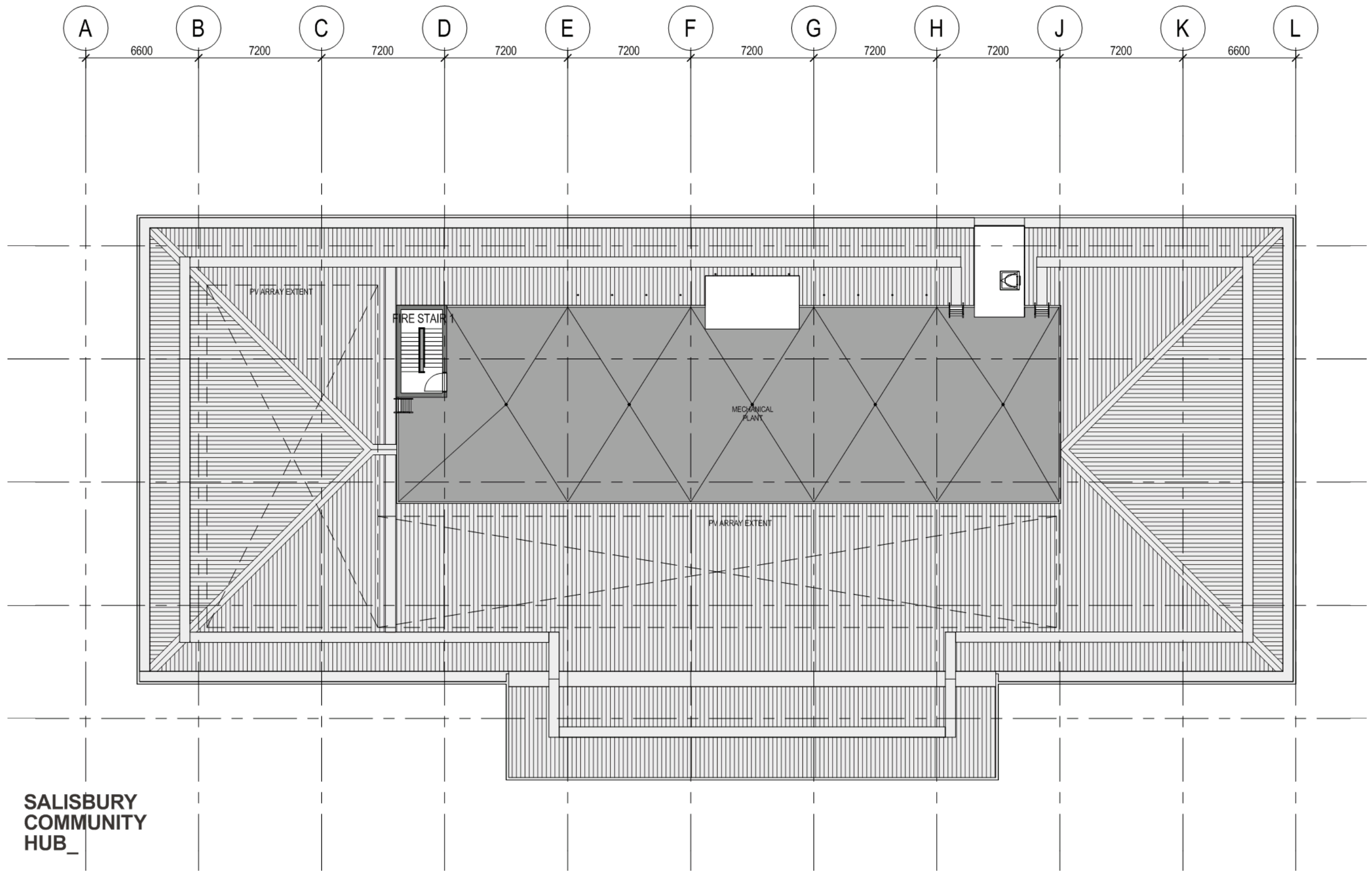
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-08  
Level 3 Plan

UNACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

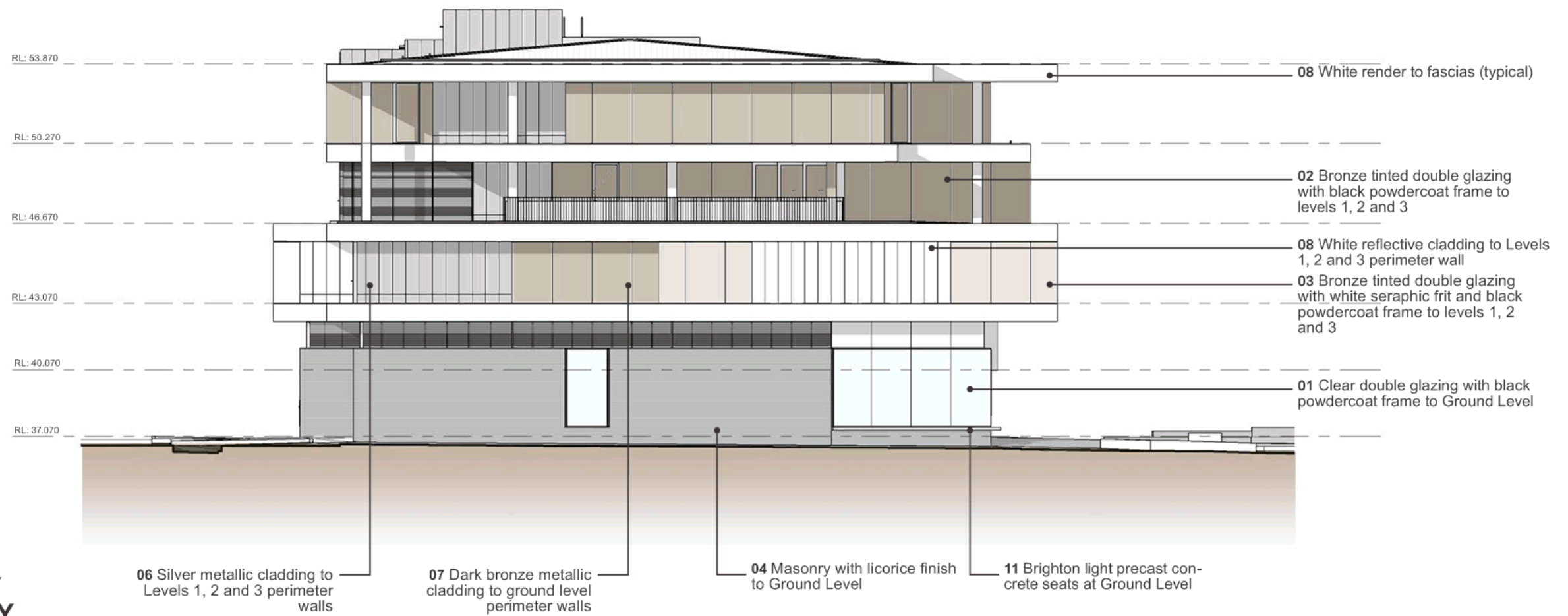
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

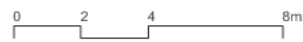
Drawing  
SK-09  
Level 4 (Roof) Plan

UNACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

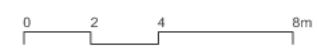
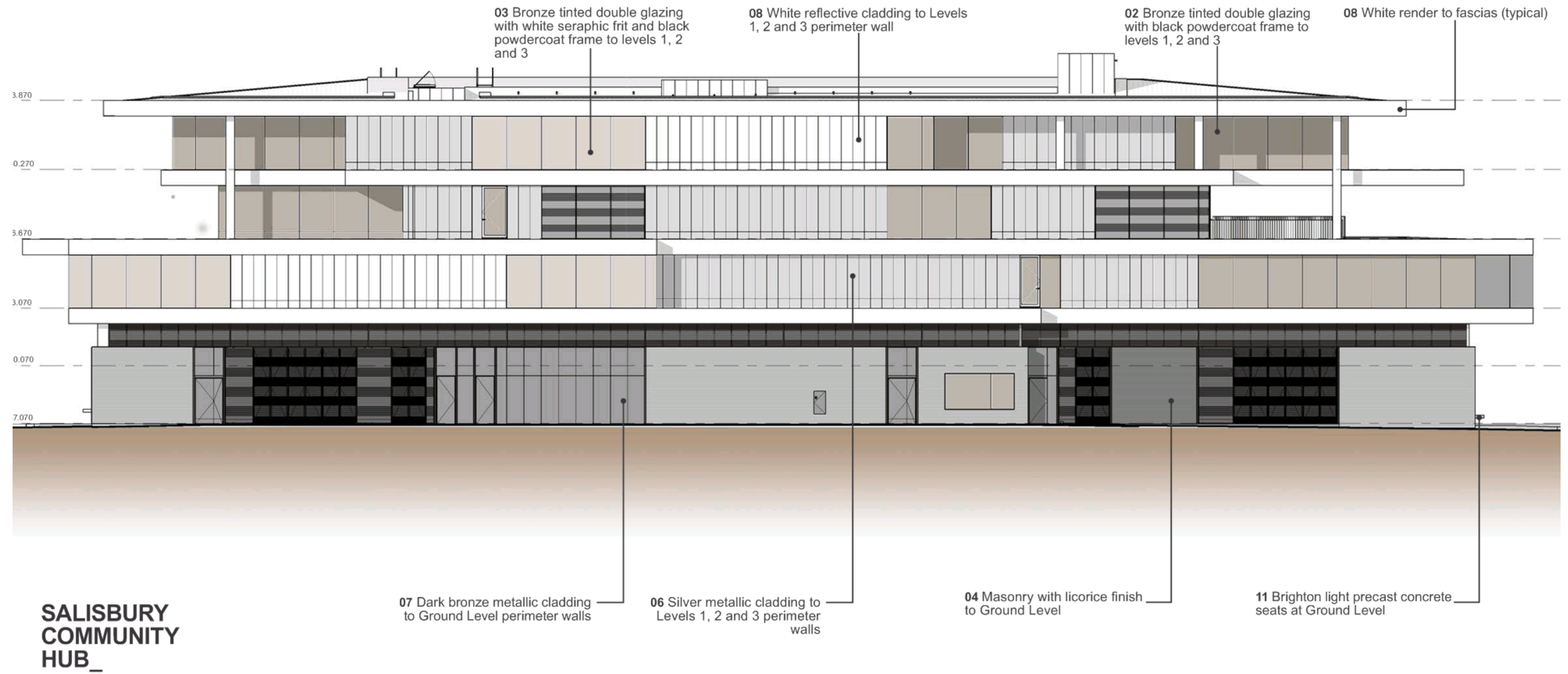
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-10  
Northern (James Street)  
Elevation

UNACCEL



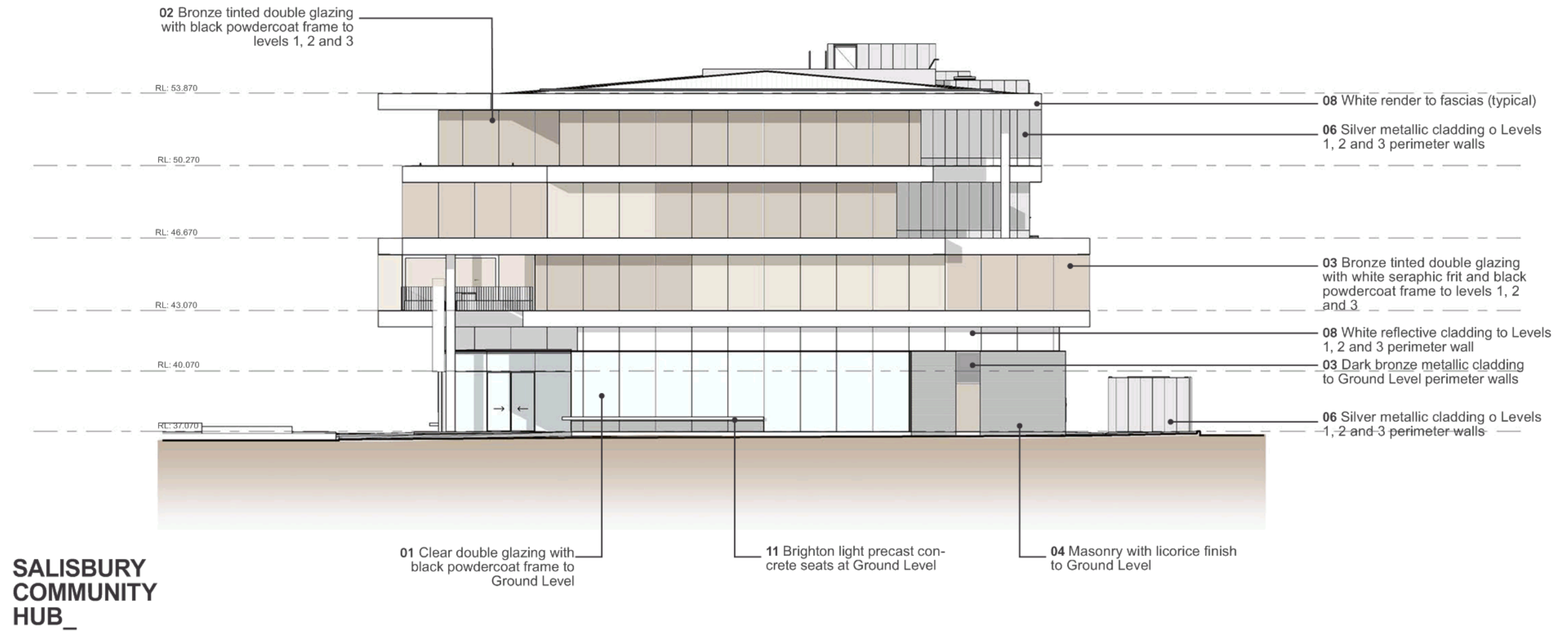


<b>Revision</b> A_DA Submission	<b>Date</b> 01 December 2017	<b>Scale</b> 1:200@A3 1:100@A1	<b>Client</b> City of Salisbury	<b>Project Name</b> Salisbury Community Hub John Street Salisbury South Australia	<b>Drawing</b> SK-11 Eastern (Laneway) Elevation
------------------------------------	---------------------------------	--------------------------------------	------------------------------------	--	--

UACCEL







Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

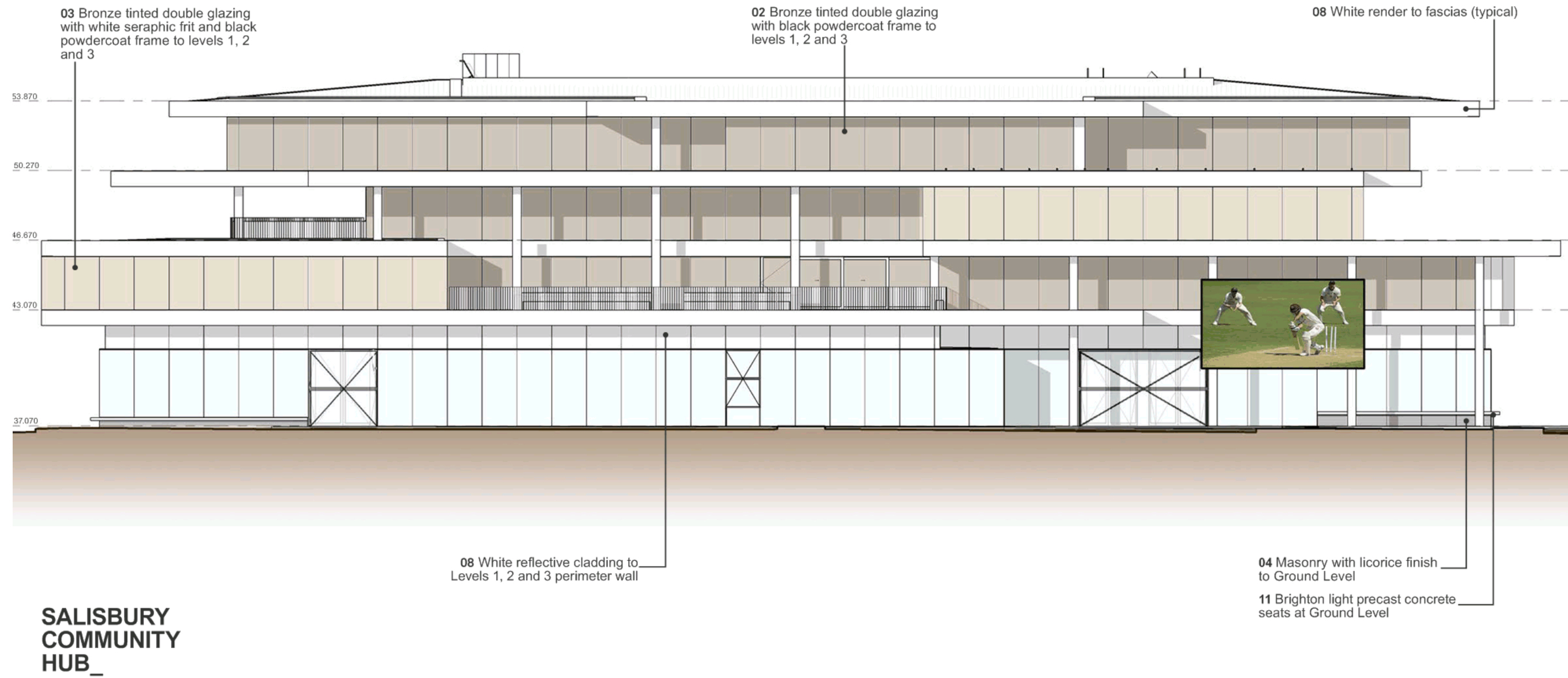
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

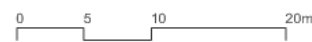
Drawing  
SK-12  
Southern (John Street)  
Elevation

UNACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

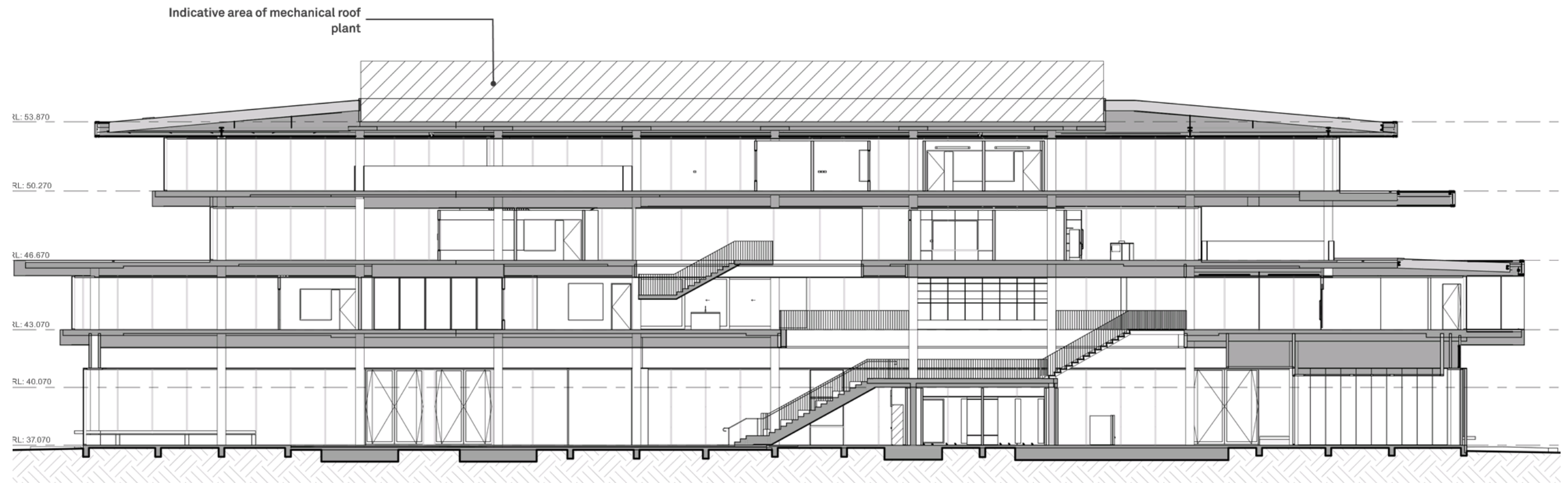
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

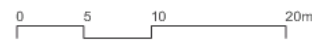
Drawing  
SK-13  
Western (Church Street)  
Elevation

UACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
1:200@A3  
1:100@A1

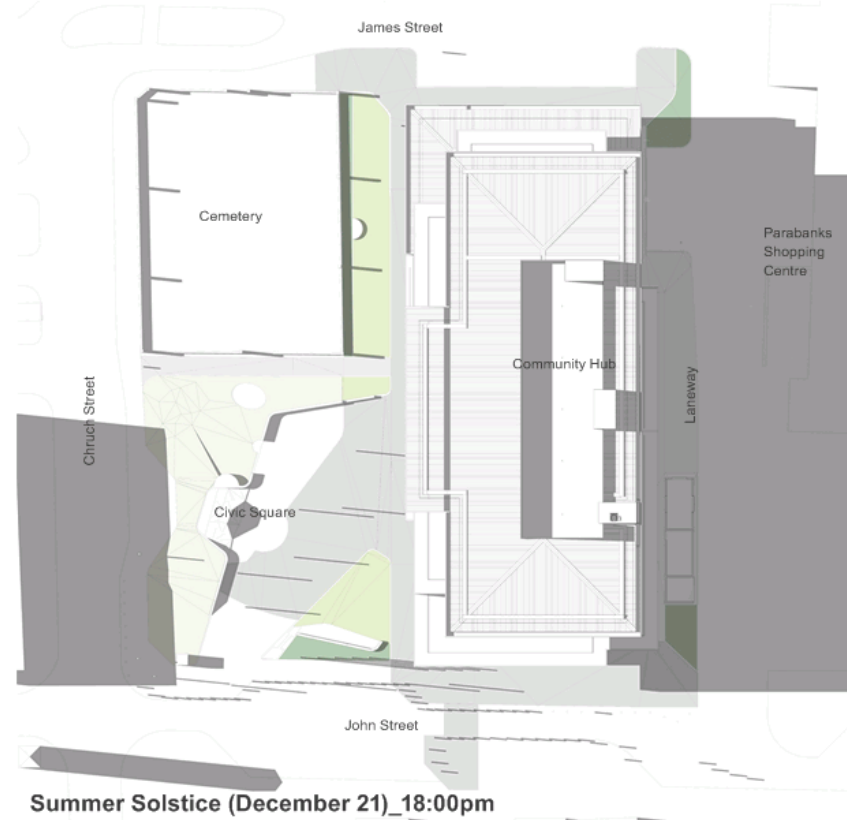
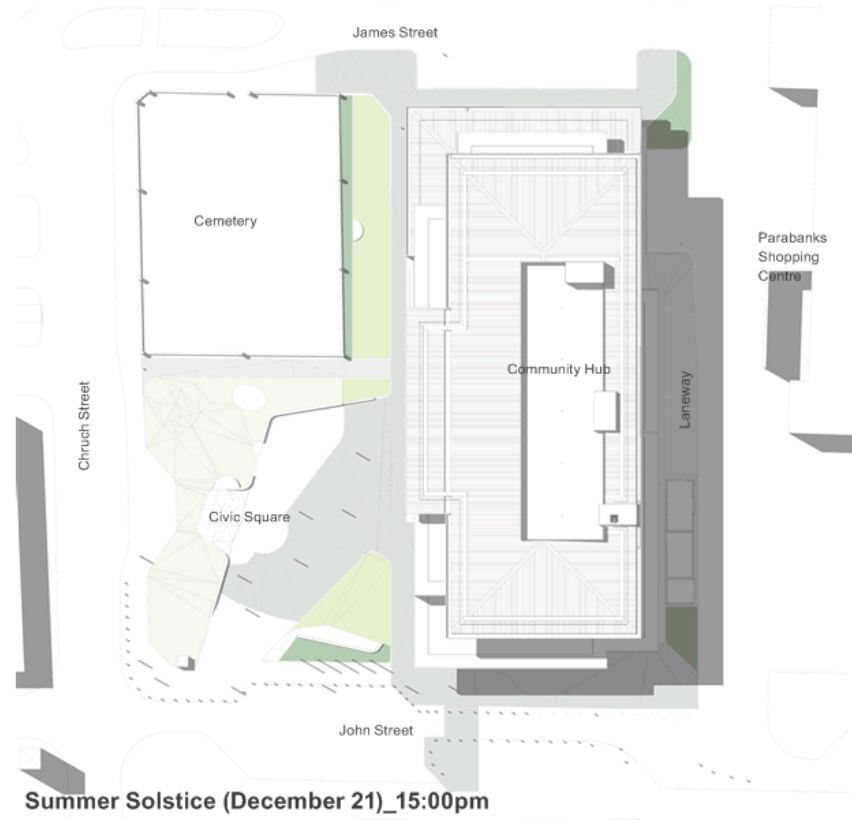
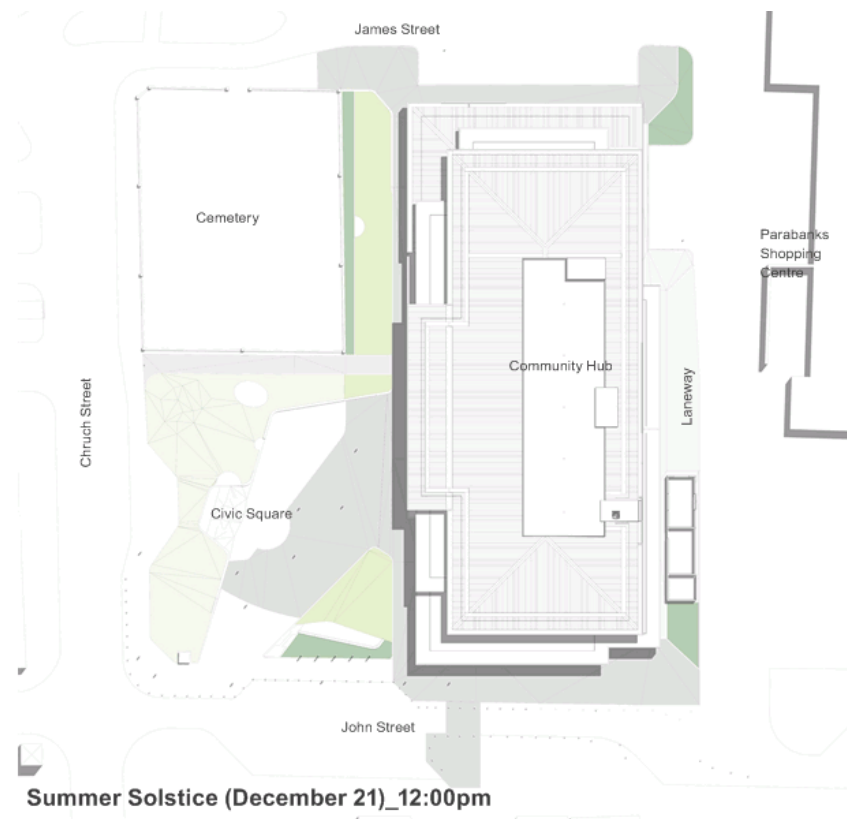
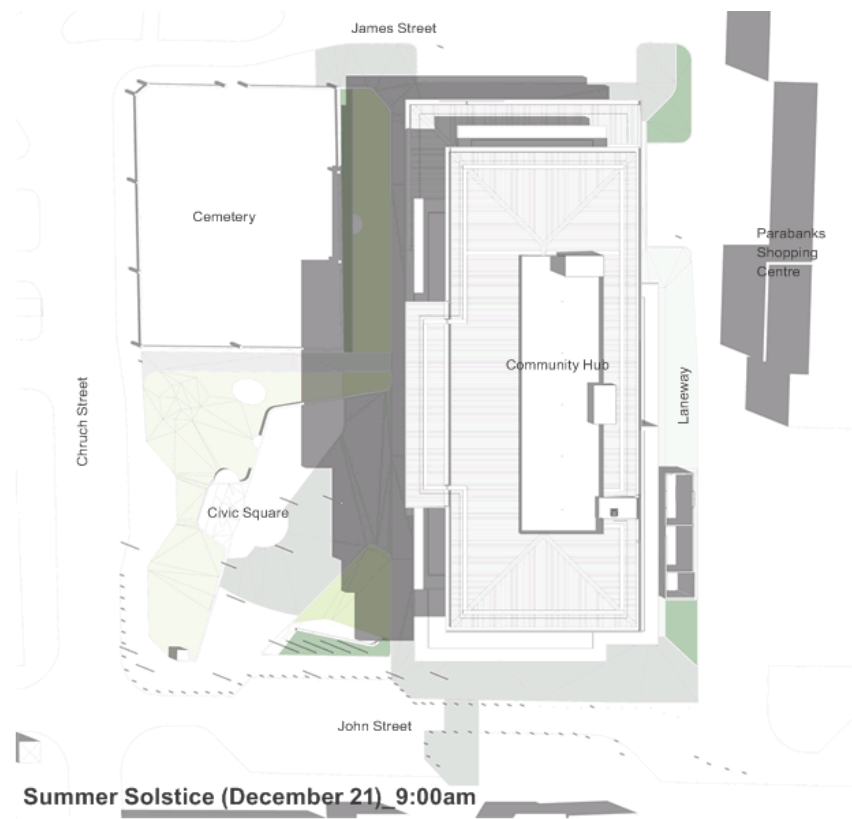
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-14  
Longitudinal Section

UACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

Client  
City of Salisbury

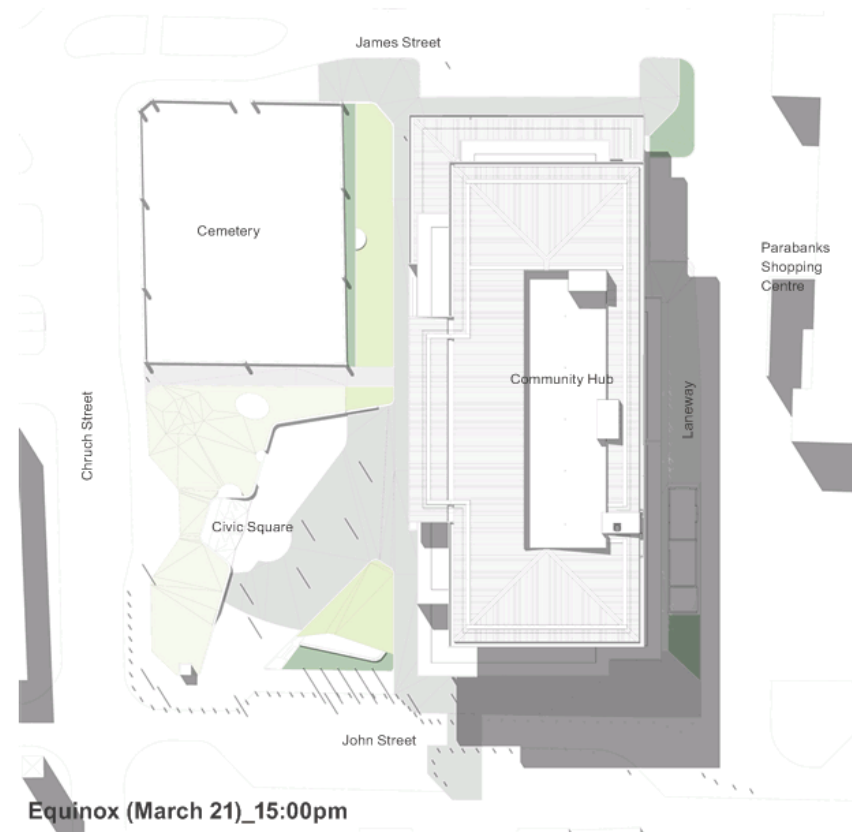
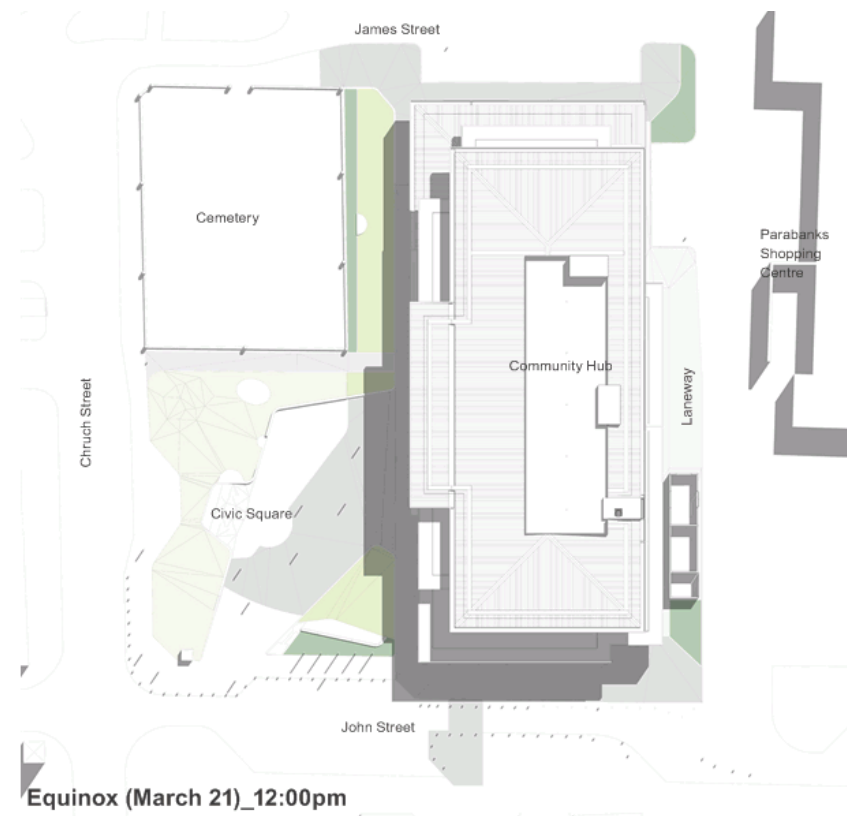
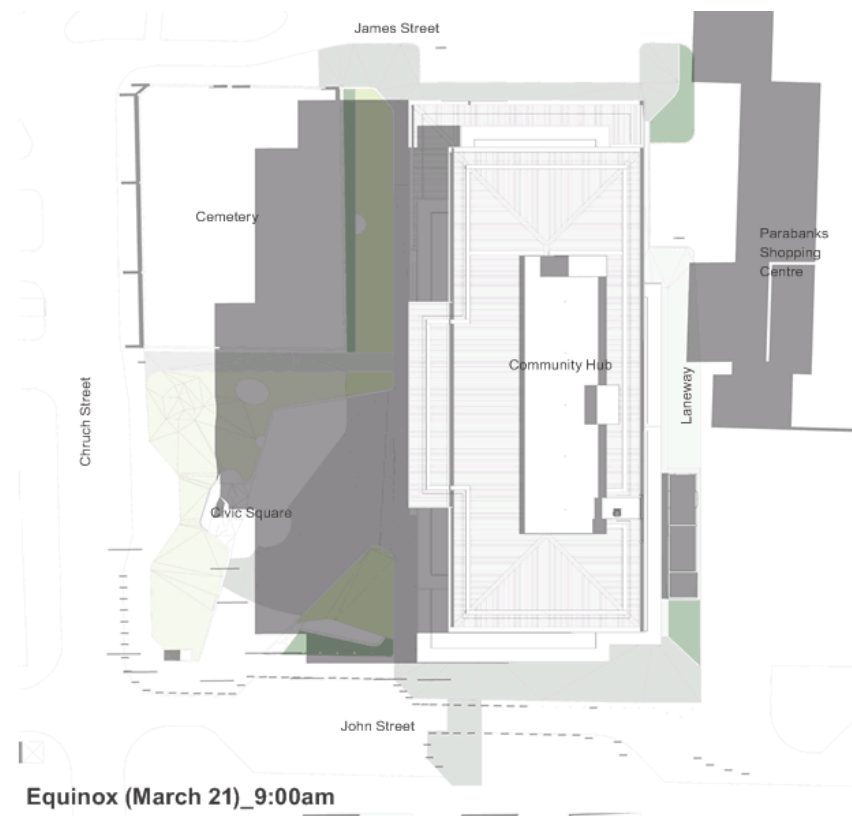
Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-15  
Shading Diagrams: Summer  
Solstice

UACCEL







**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

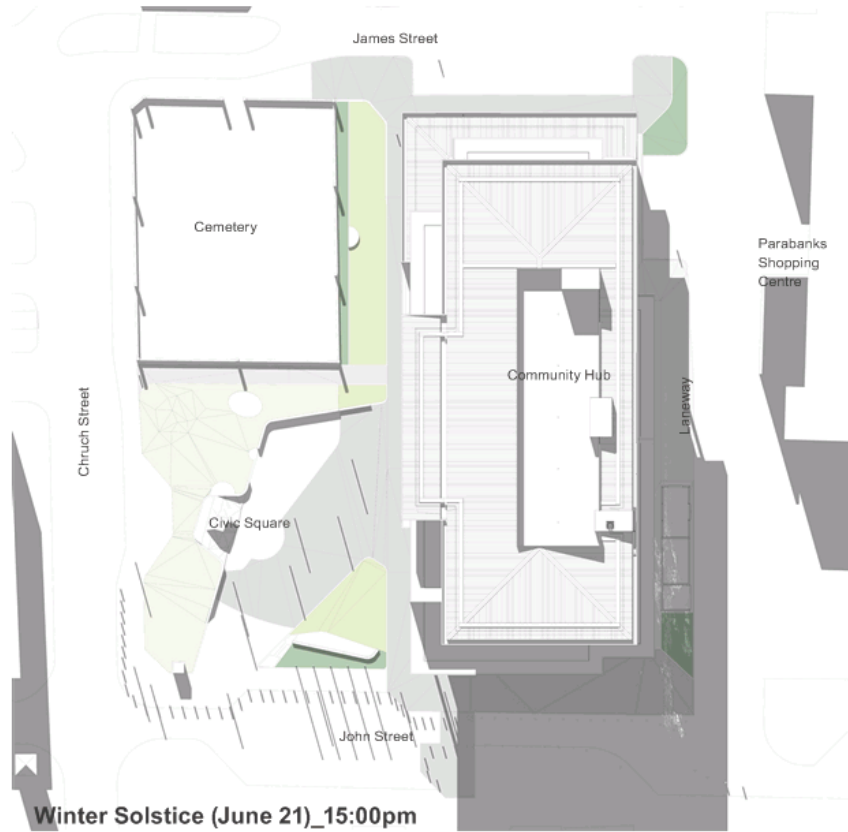
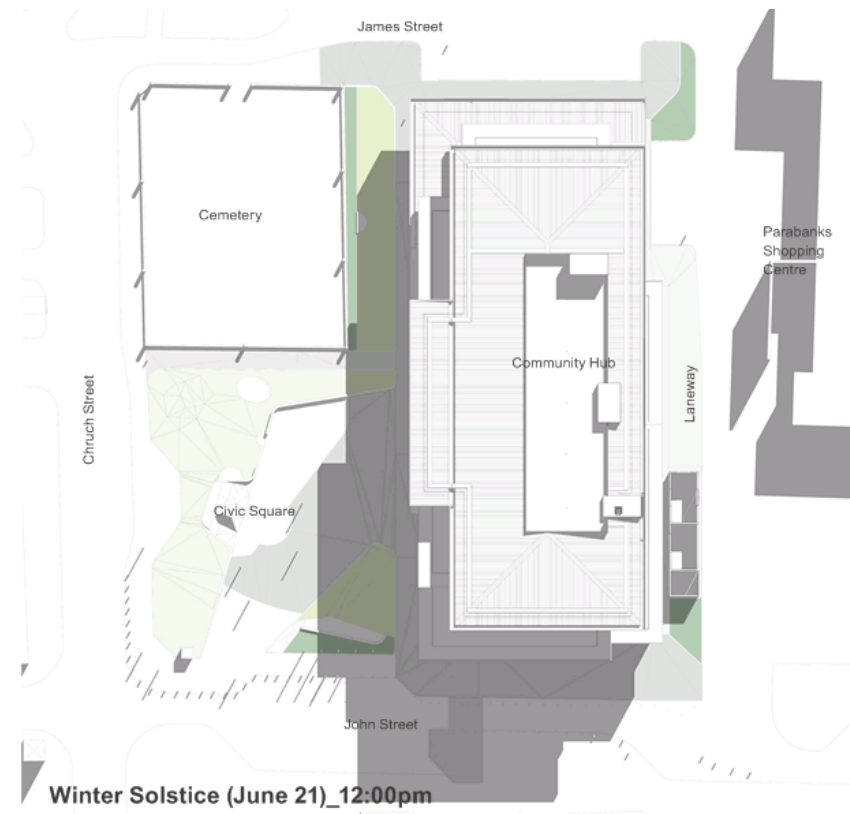
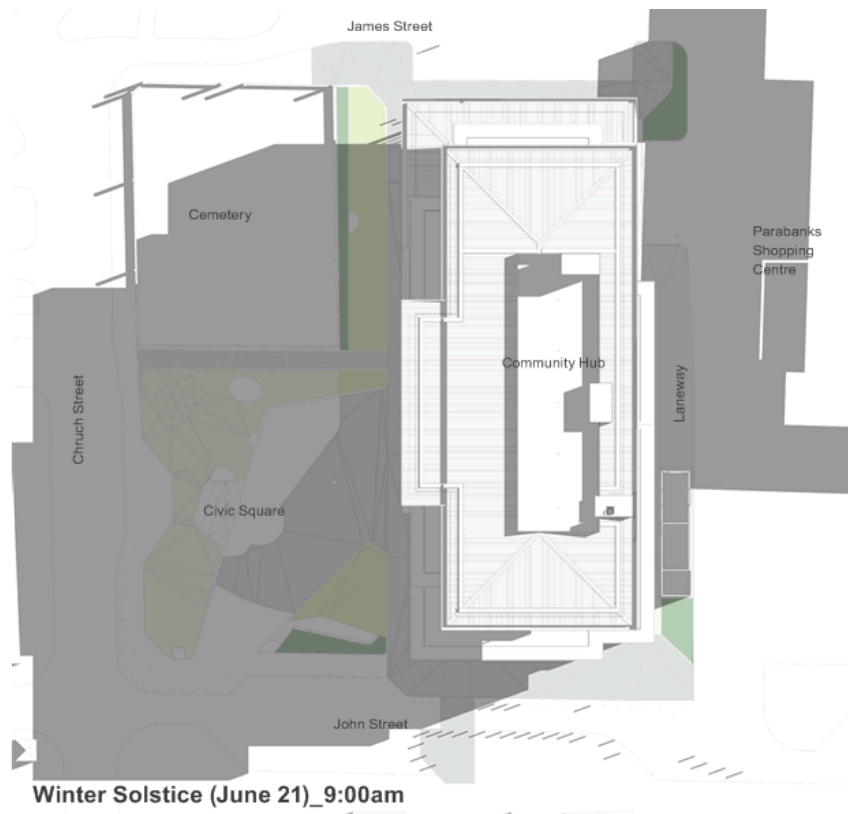
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-16  
Shading Diagram:  
March Equinox

MACCELL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

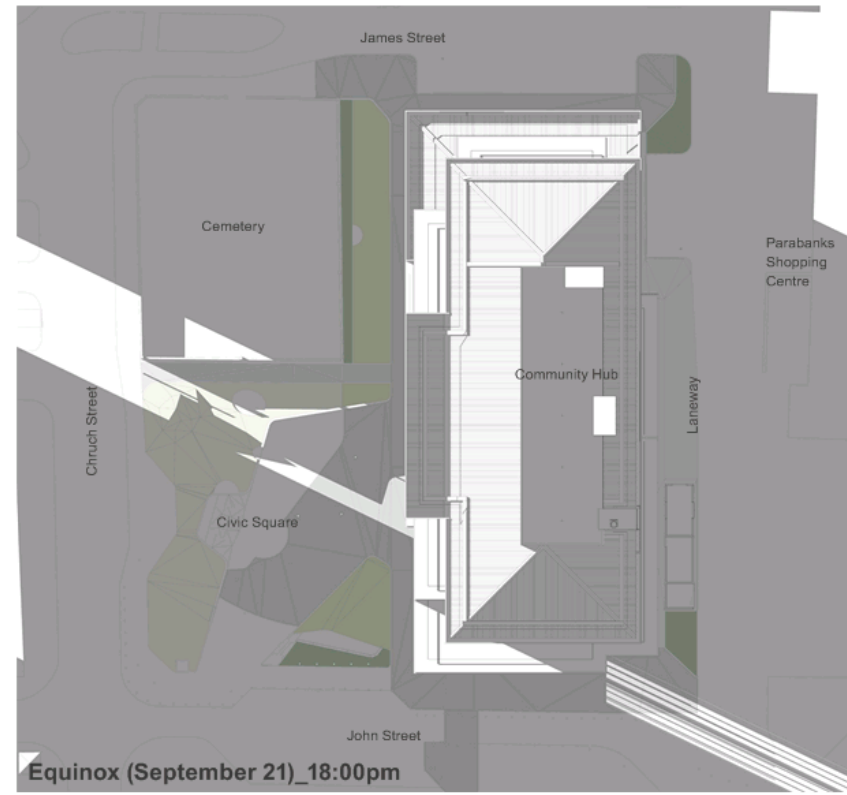
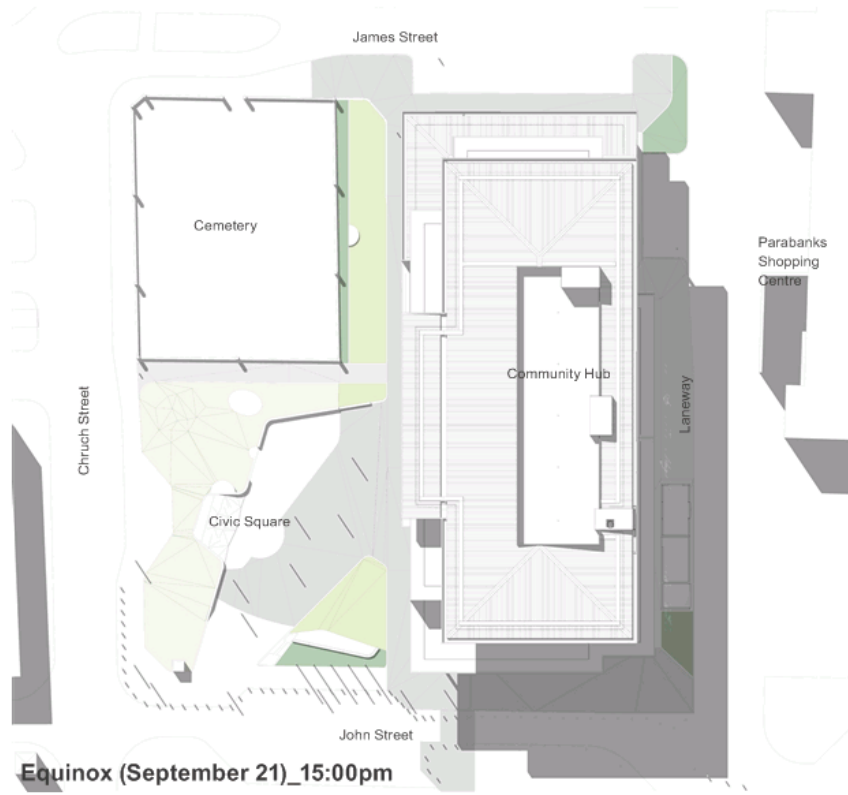
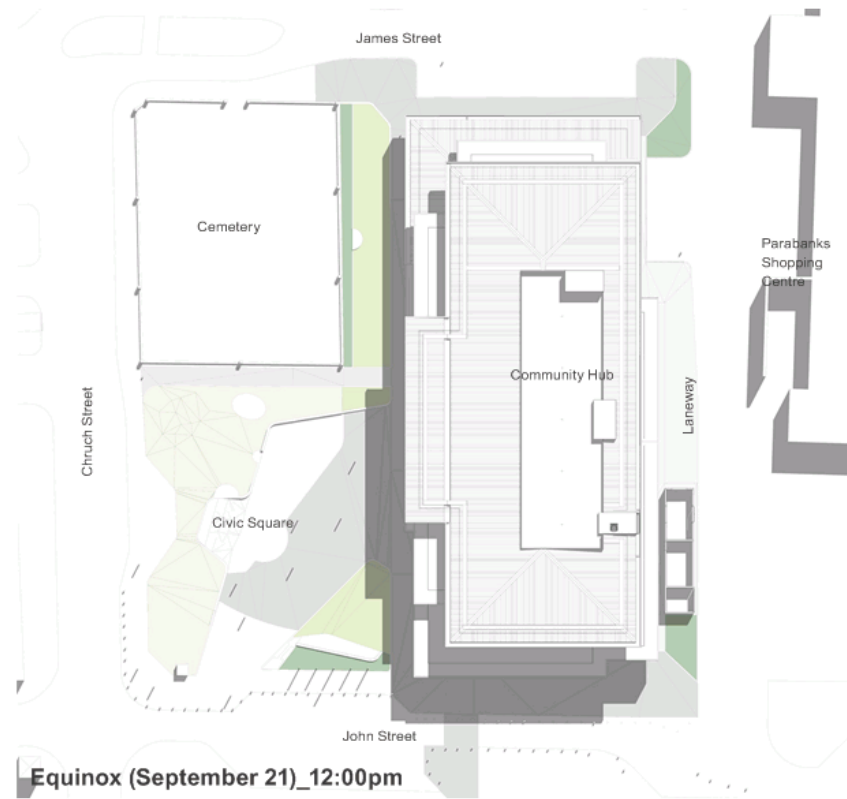
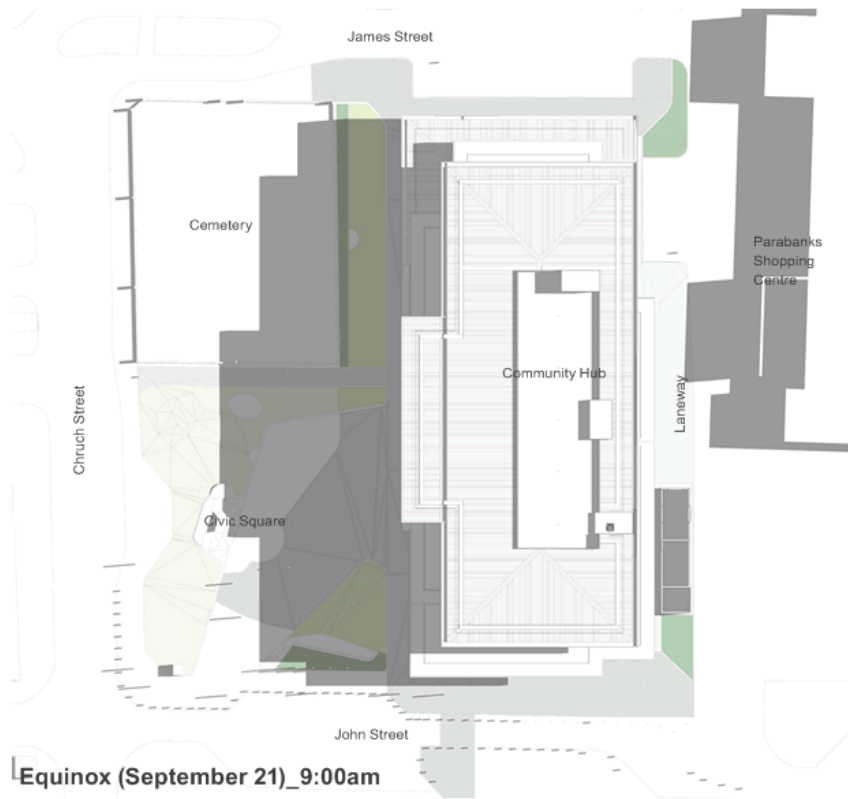
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-17  
Shading Diagram:  
Winter Solstice

UACCEL





**SALISBURY  
COMMUNITY  
HUB\_**



Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

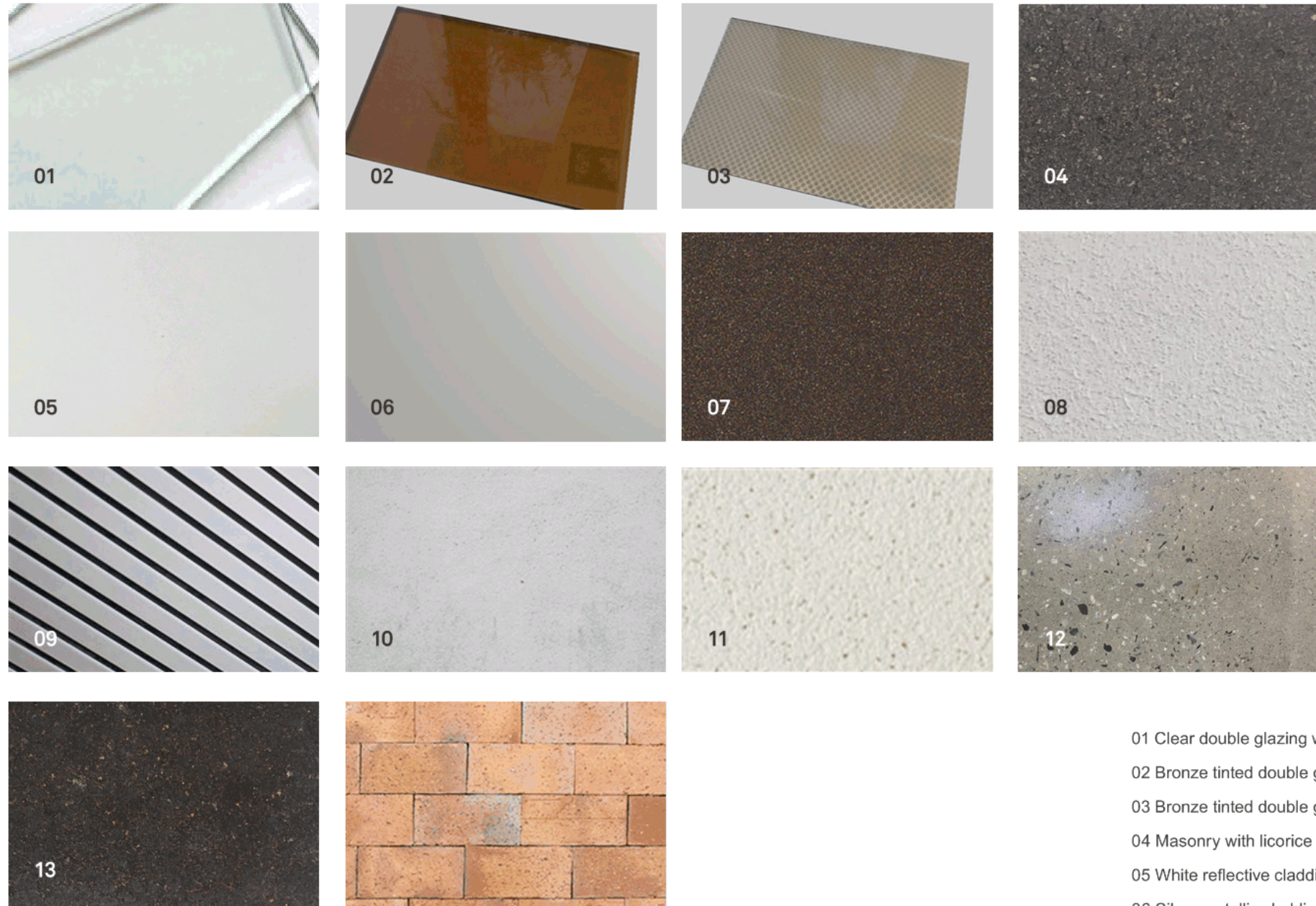
Client  
City of Salisbury

Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-18  
Shading Diagram: September  
Equinox

UACCEL





- 01 Clear double glazing with black powdercoat frame to Ground Level
- 02 Bronze tinted double glazing with black powdercoat frame to levels 1, 2 and 3
- 03 Bronze tinted double glazing with white seraphic frit and black powdercoat frame to levels 1, 2 and 3
- 04 Masonry with licorice finish to Ground Level
- 05 White reflective cladding to Levels 1, 2 and 3 perimeter walls
- 06 Silver metallic cladding to Levels 1, 2 and 3 perimeter walls
- 07 Dark bronze metallic cladding to Ground Level perimeter walls
- 08 White render to fascias (typical)
- 09 White reflective panels to soffits (typical)
- 10 Concrete render finish to columns (typical)
- 11 Brighton light precast concrete seats at Ground Level
- 12 Honed concrete slab to ground level
- 13 Honed and polished clay brick with charcoal finish at ground level entry
- 14 Clay brick paving to building perimeter

**SALISBURY  
COMMUNITY  
HUB\_**

Revision  
A\_DA Submission

Date  
01 December 2017

Scale  
N/A

Client  
City of Salisbury

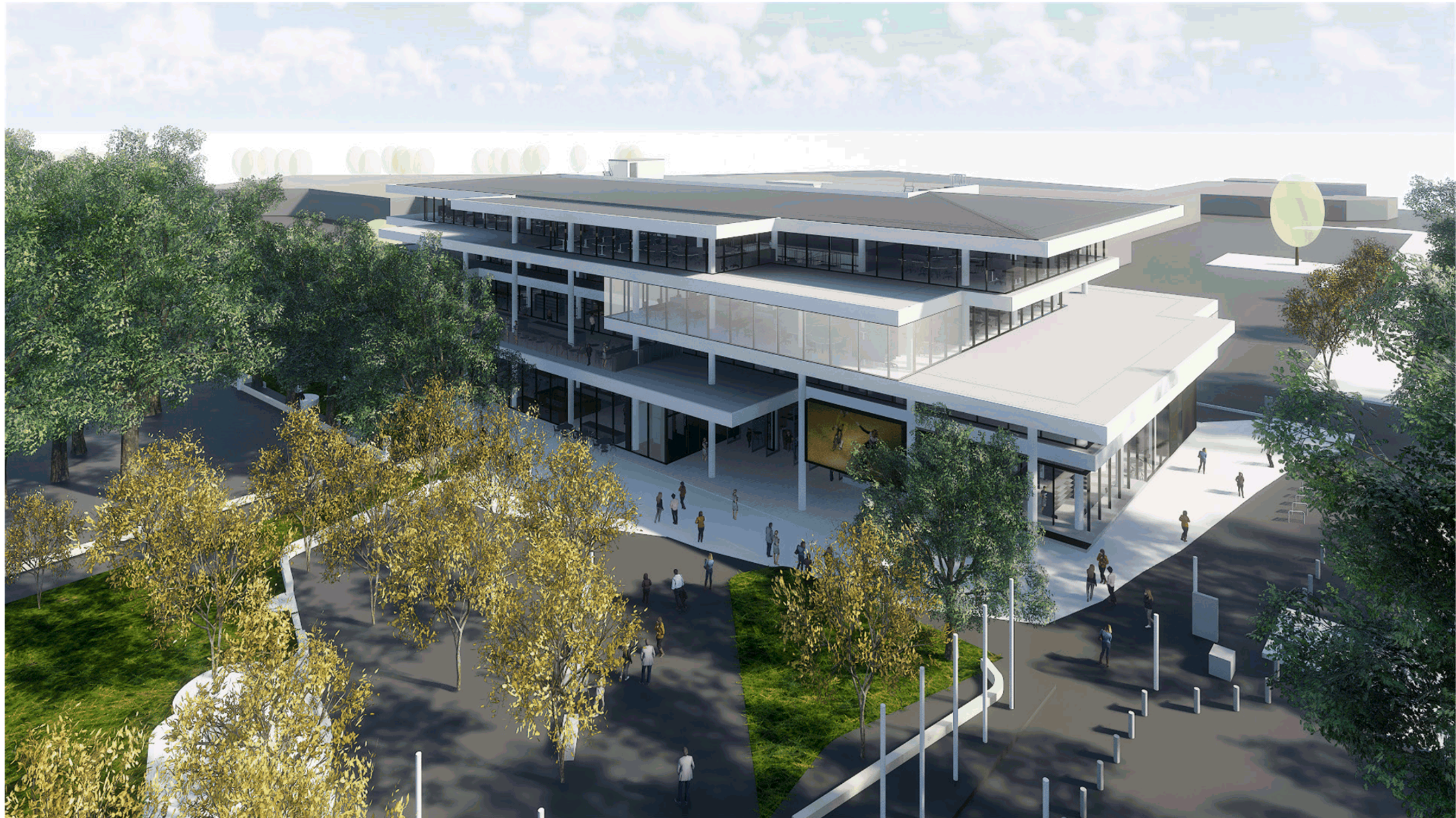
Project Name  
Salisbury Community Hub  
John Street Salisbury  
South Australia

Drawing  
SK-19  
Materials and Finishes Palette

HACCEL







Artist's Impression Only

**SALISBURY  
COMMUNITY  
HUB\_**

UACCEL

<b>Revision</b> A_DA Submission	<b>Date</b> 01 December 2017	<b>Scale</b> N/A	<b>Client</b> City of Salisbury	<b>Project Name</b> Salisbury Community Hub John Street Salisbury South Australia	<b>Drawing</b> SK-20 External Perspective (Elevated)
------------------------------------	---------------------------------	---------------------	------------------------------------	--	--





SALISBURY  
COMMUNITY  
HUB

Artist's Impression Only

<b>Revision</b> A_DA Submission	<b>Date</b> 01 December 2017	<b>Scale</b> N/A	<b>Client</b> City of Salisbury	<b>Project Name</b> Salisbury Community Hub John Street Salisbury South Australia	<b>Drawing</b> SK-201 External Perspective: Ground Level Entry
------------------------------------	---------------------------------	---------------------	------------------------------------	--	---

HASSALL





SALISBURY  
COMMUNITY  
HUB

<b>Revision</b> A_DA Submission	<b>Date</b> 01 December 2017	<b>Scale</b> N/A	<b>Client</b> City of Salisbury	<b>Project Name</b> Salisbury Community Hub John Street Salisbury South Australia	<b>Drawing</b> SK-22 External Perspective: Level 1 Terrace
------------------------------------	---------------------------------	---------------------	------------------------------------	--	---

HASSALL



## Chris Zafiropoulos

**From:** Milly Nott <milly@futureurbangroup.com>  
**Sent:** Monday, 8 January 2018 11:49 AM  
**To:** Tom Gregory  
**Cc:** Chris Zafiropoulos; Chris Carrey; Chantal Milton  
**Subject:** RE: DA 361/2379/2017/1B - Salisbury Community Hub  
**Attachments:** CT - Lot 201, 202 and 203 - DEPOSITED.PDF; CT - Lot 1 - V5540 F833.pdf; CT - Lot 205 Amalgamation Plan - NOT YET LODGED.PDF; CT - Lot 2 - Council Chambers and Carpark.pdf

Hi Tom,

I hope that you are well and that you enjoyed the Christmas/New Year period.

I now have a copy of the most recent deposited plan of division which is much clearer and shows the land and air easements. I have **attached** this document for your reference (CT – Lot 201, 202, 203 – DEPOSITED). This should resolve your queries, however please let me know if you prefer a copy of each individual CT (note: affected CT numbers mentioned on the deposited plan have since been updated and are outlined below).

The subject site includes the following lots:

- Allotment 2 in Certificate of Title Volume 5608 Folio 704 (*existing Council Chambers site and car park*) (**attached**);
- Allotment 1 in Certificate of Title Volume 5540 Folio 833 (*Civic Square*) (**attached**);
- Allotment 201 in Certificate of Title Volume 6198 Folio 526;
- Allotment 202 in Certificate of Title Volume 6198 Folio 525 (*Right of Way Easements*); and
- Allotment 203 in Certificate of Title Volume 6198 Folio 527.

We have **attached** a copy of the proposed amalgamated plan of division which also includes the rights of way and light and air easements created as part of the Lot 201/203 plan of division. This is yet to be lodged with the LTO as Lot 201 is currently subject to an unconditional land contract for which settlement is scheduled for April 2018. Please note that the car parking areas will not be included in Lot 205 as a part of this amalgamation.

Thank you for your patience in relation to the provision of this information, Ben. We are back in the office from now on so please do not hesitate to get in contact with me if there is anything more you require.

Kindest Regards,

**Milly Nott**  
Urban Planner



Level 1/89 King William Street  
GPO Box 2403  
Adelaide SA 5001  
E: [milly@futureurbangroup.com](mailto:milly@futureurbangroup.com)  
PH: 08 8221 5511



# 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 5608 FOLIO 704 \*

COST : \$18.70 (GST exempt )	PARENT TITLE : CT 5538/870 & OTHERS
REGION : EMAIL	AUTHORITY : T 8522556
AGENT : LGD9P BOX NO : 000	DATE OF ISSUE : 21/12/1998
SEARCHED ON : 08/03/2011 AT : 12:54:21	EDITION : 1
CLIENT REF STC - MP	

REGISTERED PROPRIETOR IN FEE SIMPLE

CITY OF SALISBURY OF PO BOX 8 SALISBURY SA 5108

DESCRIPTION OF LAND

ALLOTMENT 2 DEPOSITED PLAN 50015  
IN THE AREA NAMED SALISBURY  
HUNDRED OF YATALA

EASEMENTS

SUBJECT TO THE EASEMENT OVER THE LAND MARKED C FOR DRAINAGE PURPOSES (T 8522556)

SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE LAND MARKED C

TOGETHER WITH THE EASEMENT OVER THE LAND MARKED A FOR DRAINAGE PURPOSES (T 8522556)

SCHEDULE OF ENDORSEMENTS

NIL

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

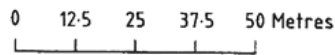
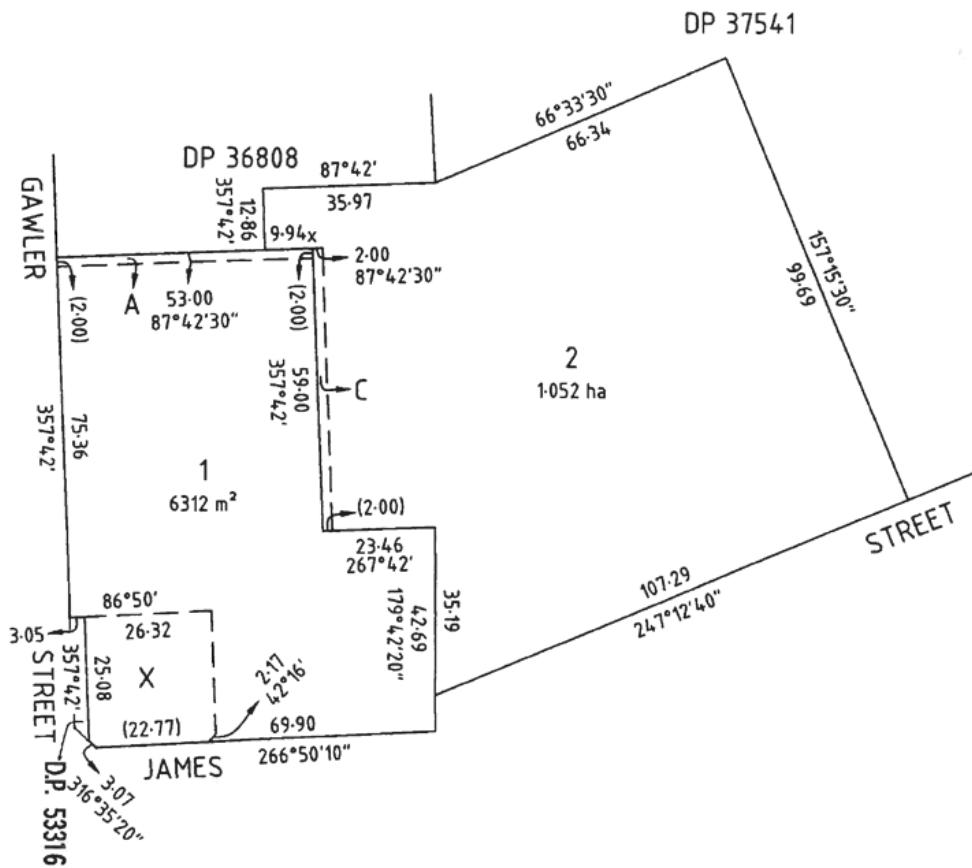
REGISTRAR-GENERAL'S NOTES

NIL

END OF TEXT.

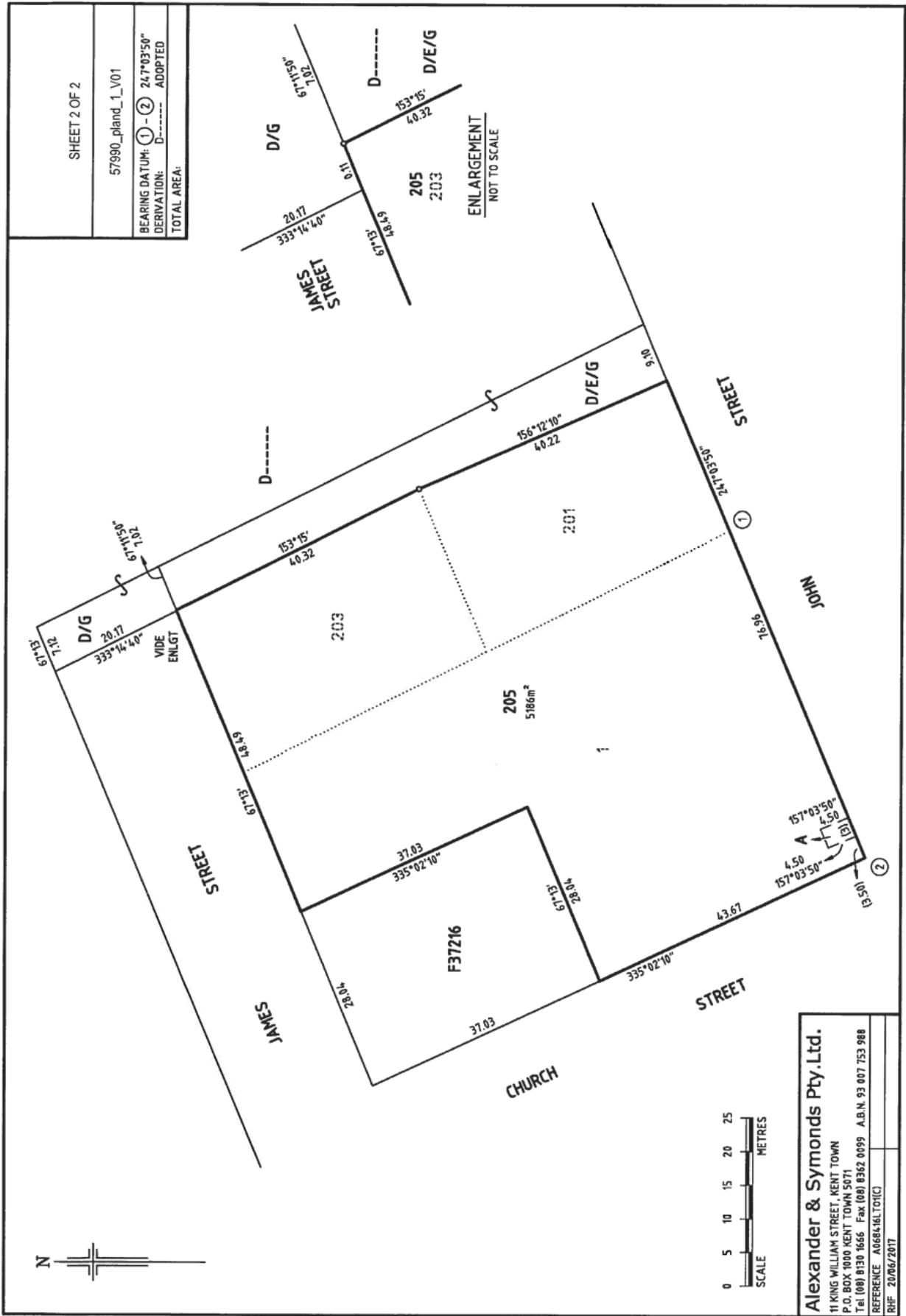


LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA  
 DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5608 FOLIO 704  
 SEARCH DATE : 08/03/2011 TIME: 12:54:21



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

PURPOSE: AMALGAMATION		AREA NAME: SALISBURY		APPROVED:	
MAP REF: 6628/29/B		COUNCIL: CITY OF SALISBURY		DEPOSITED/FILED:	
LAST PLAN:		DEVELOPMENT NO:		SHEET 1 OF 2	
AGENT DETAILS: ALEXANDER & SYMONDS PTY LTD 1ST FLOOR 11 KING WILLIAM ST KENT TOWN SA 5067 PH: 81301666 FAX: 83620099		SURVEYORS CERTIFICATION:		57990_lext_01_v01	
AGENT CODE: ALSY		REFERENCE: A068416LT01(C)			
SUBJECT TITLE DETAILS:					
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	
CT	5540	833		ALLOTMENT(S)	
PT CT	5540	835		ALLOTMENT(S)	
PT CT	5540	834		ALLOTMENT(S)	
OTHER TITLES AFFECTED:					
EASEMENT DETAILS:					
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE
EXISTING	205	LONG	EASEMENT(S)	A	
EXISTING		LONG	RIGHT(S) OF WAY	D	
EXISTING		LONG	EASEMENT(S)	E	
EXISTING		LONG	EASEMENT(S)	G	
IN FAVOUR OF					
DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)					
CREATION					
T 4787092					
TO BE ADVISED					
TO BE ADVISED					
TO BE ADVISED					
TO BE ADVISED					
ANNOTATIONS:					



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



# 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 5540 FOLIO 833 \*

COST : \$18.70 (GST exempt )	PARENT TITLE : CT 4184/317
REGION : EMAIL	AUTHORITY : RT 8448435
AGENT : LGD9P BOX NO : 000	DATE OF ISSUE : 30/05/1998
SEARCHED ON : 08/03/2011 AT : 12:54:22	EDITION : 2
CLIENT REF STC - MP	

REGISTERED PROPRIETOR IN FEE SIMPLE

CITY OF SALISBURY OF PO BOX 8 SALISBURY SA 5108

DESCRIPTION OF LAND

ALLOTMENT 1 FILED PLAN 37216  
IN THE AREA NAMED SALISBURY  
HUNDRED OF YATALA

EASEMENTS

SUBJECT TO THE EASEMENT OVER THE LAND MARKED A TO THE ETSA CORPORATION (T  
4787092)

SCHEDULE OF ENDORSEMENTS

9101507 ENCUMBRANCE TO COLES MYER PROPERTIES HOLDINGS LTD. (SINGLE COPY  
ONLY)

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

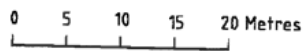
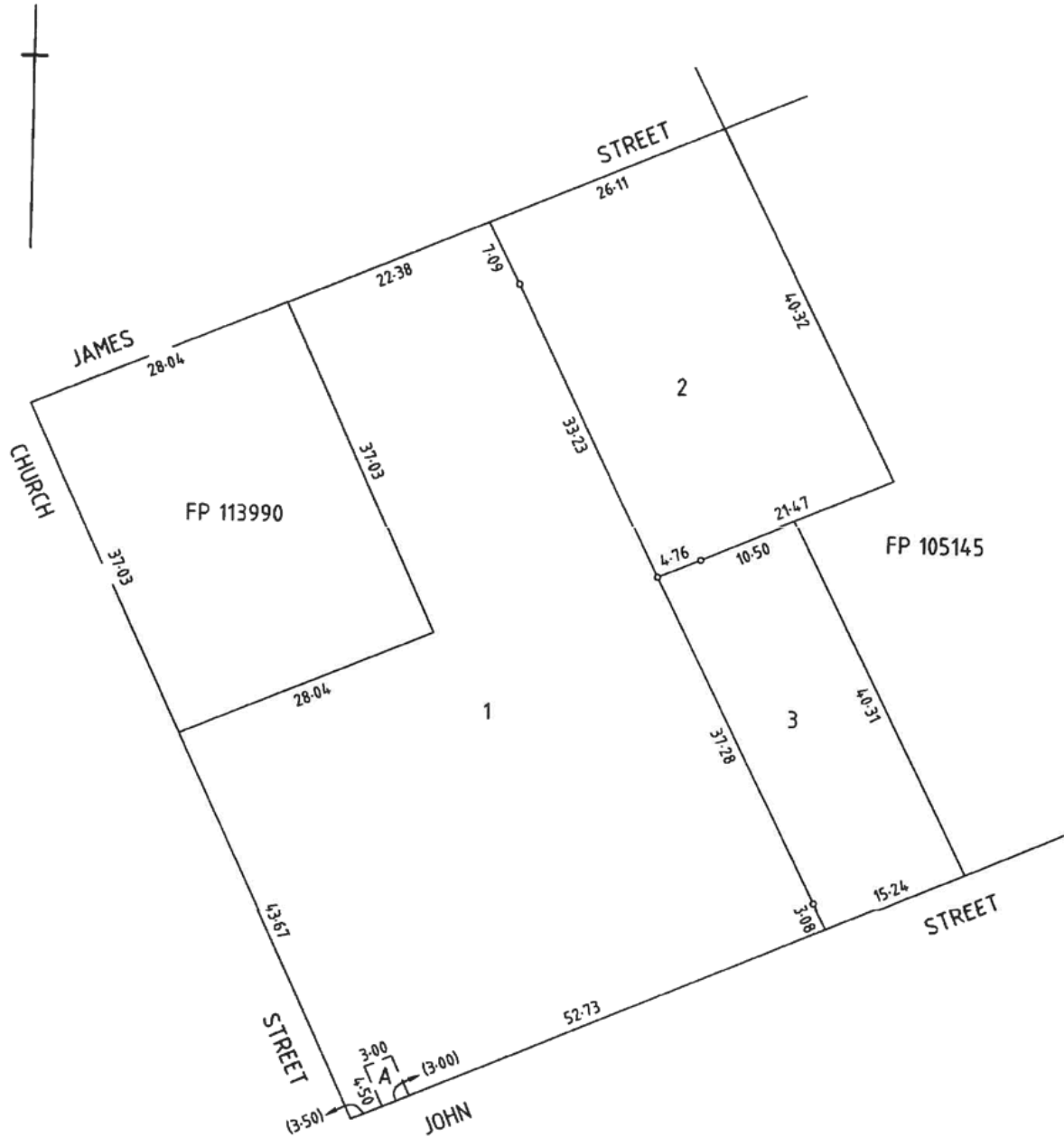
NIL

REGISTRAR-GENERAL'S NOTES

NIL

END OF TEXT.

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA  
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5540 FOLIO 833  
SEARCH DATE : 08/03/2011 TIME: 12:54:22



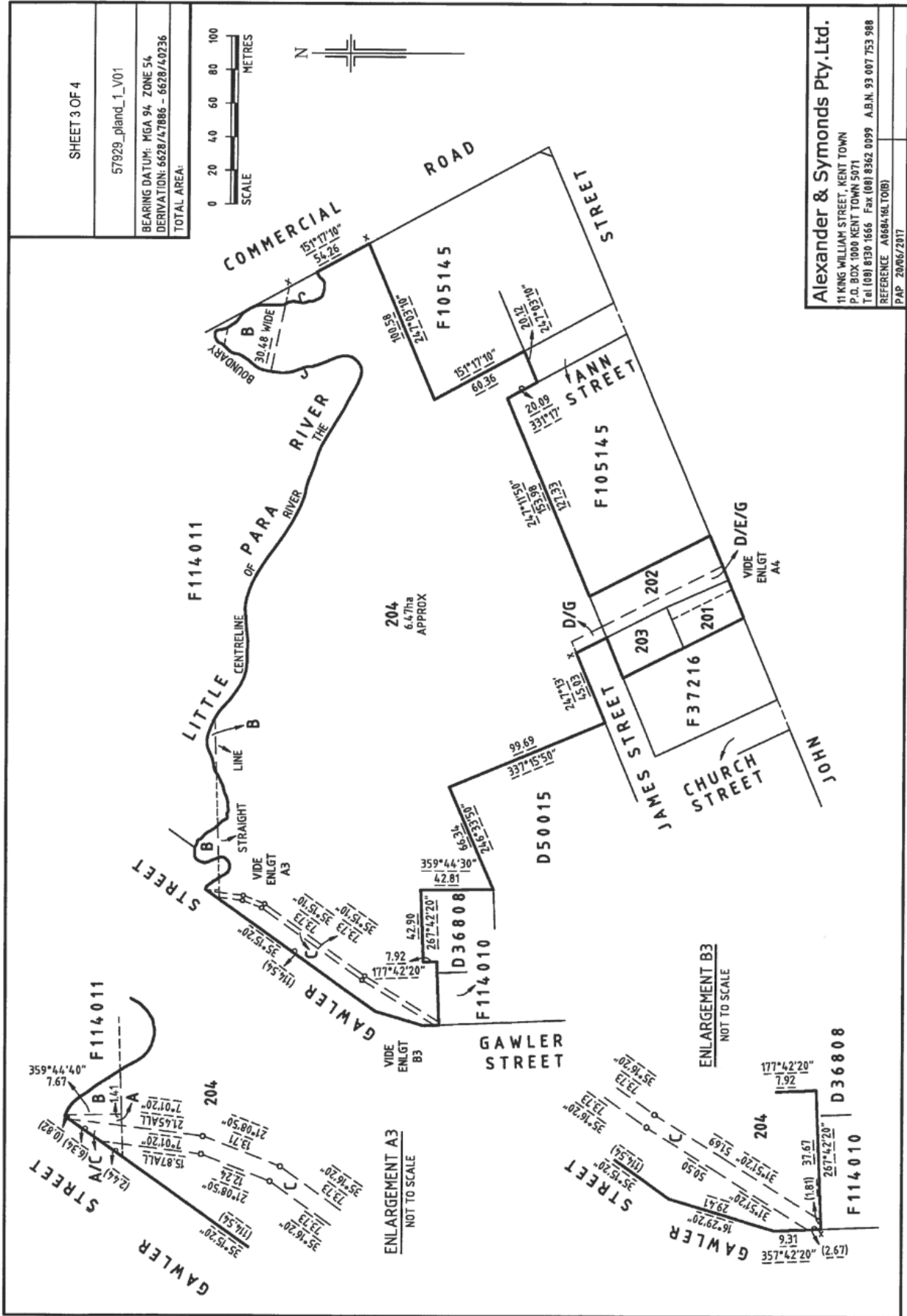
Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

<b>PURPOSE:</b> DIVISION AND REDESIGNATION OF PARCELS		AREA NAME: SALISBURY		APPROVED:						
MAP REF: 6628/29/B		COUNCIL: CITY OF SALISBURY		DEPOSITED/FILED:						
LAST PLAN:		DEVELOPMENT NO: 361/D051/17/001		SHEET 1 OF 4 57929_text_01_v01						
<b>AGENT DETAILS:</b> ALEXANDER & SYMONDS PTY LTD 1ST FLOOR 11 KING WILLIAM ST KENT TOWN SA 5067 PH: 81301666 FAX: 83620099		<b>SURVEYORS CERTIFICATION:</b>								
<b>AGENT CODE:</b> ALSY										
<b>REFERENCE:</b> A068416LTO(B)										
<b>SUBJECT TITLE DETAILS:</b>										
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CT	5540	834		ALLOTMENT(S)	2	F	37216	YATALA		
CT	5540	835		ALLOTMENT(S)	3	F	37216	YATALA		
CT	5540	836		ALLOTMENT(S)	3	F	37216	YATALA		
PT CT	6129	283		ALLOTMENT(S) ALLOTMENT(S)	100 18	D F	37541 105145	YATALA YATALA		
<b>OTHER TITLES AFFECTED:</b>										
<b>EASEMENT DETAILS:</b>										
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF		CREATION		
EXISTING	204	LONG	EASEMENT(S)	A		TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART		T 2539880		
EXISTING	204	LONG	EASEMENT(S)	B		TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART		T 2755441		
EXISTING	204	LONG	EASEMENT(S)	C		THE COUNCIL FOR THE AREA		T 4586860		
NEW	202.204	LONG	RIGHT(S) OF WAY	D	ACCESS PURPOSES	201.203				

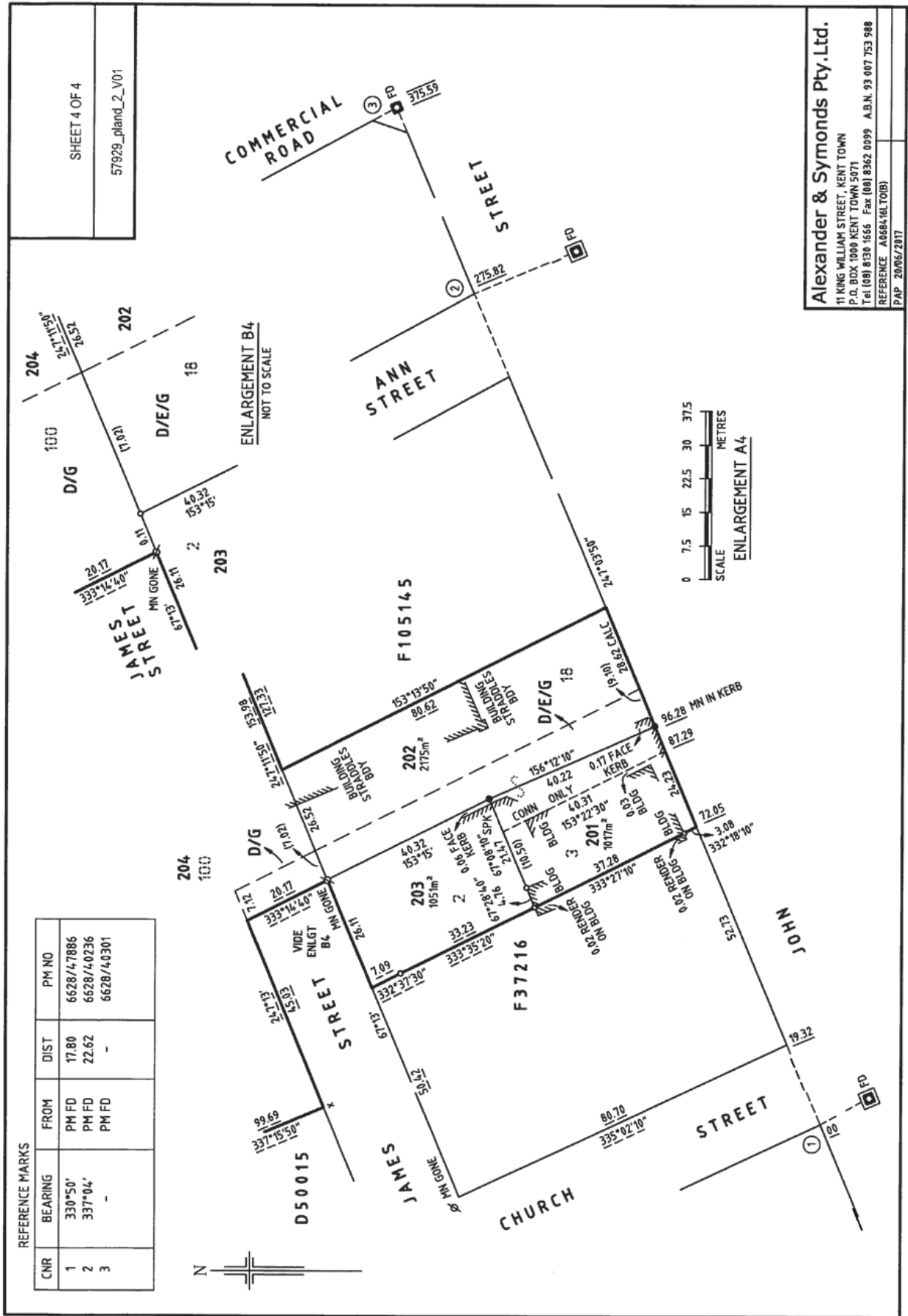
		SHEET 2 OF 4						
		57929_text_01_v01						
EASEMENT DETAILS:	STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
	NEW	202	LONG	EASEMENT(S) E	E	LIGHT AND AIR	201.203	
	NEW	202.204	LONG	EASEMENT(S) G	G	UNDERGROUND SERVICES AND INFRASTRUCTURE	201.203	
<p><b>ANNOTATIONS:</b> ALLOTMENT(S) 203 (CT 5540/834) DOES NOT FORM PART OF THE DIVISION PROCESS            ALLOTMENT(S) 204 (PT CT 6129/283) DOES NOT FORM PART OF THE DIVISION PROCESS            NO OCCUPATION ON SUBJECT LAND BOUNDARIES UNLESS OTHERWISE SHOWN            CENTRELINE OF LITTLE PARA RIVER PLOTTED FROM D37541</p>								

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



**Alexander & Symonds Pty.Ltd.**  
 11 KING WILLIAM STREET, KENT TOWN  
 P.O. BOX 1000 KENT TOWN 5071  
 Tel (08) 8130 1656 Fax (08) 8362 0099 A.B.N. 93 007 753 988  
 REFERENCE: A0684/16L1018  
 PAP: 2006/2017





**Alexander & Symonds Pty. Ltd.**  
 11 KING WILLIAM STREET, KENT TOWN  
 P.O. BOX 1099 KENT TOWN 5071  
 Tel: (08) 8130 1666 Fax: (08) 8362 0099 A.B.N. 93 007 753 988  
 REFERENCE: A0664/6LT006  
 PAP: 20/06/2017

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Reference Number:  
ATS4828-SalisburyCommunityHub

Tuesday, 9 January 2018

City of Salisbury  
Attn: Chantal Milton, Manager Strategic Development Projects  
12 James Street  
Salisbury SA 5108

Dear Chantal

**Re: Salisbury Community Hub – Tree 15, *Eucalyptus leucoxylon* (South Australian Blue Gum)**

I have considered the impact on the subject tree in relation to the demolition of the adjacent building and the construction of the proposed temporary car park and made appropriate management recommendations to minimise the impact on the tree and ensure it remains viable for the foreseeable future. Factors such as species, health, structure, risk and the tree's growing environment have been taken into account.

Tree 15 is a Regulated Tree identified as *Eucalyptus leucoxylon* (South Australian Blue Gum) and displays fair health and structure. The tree is identified as having a High Retention Rating and is therefore considered to be suitable for retention as part of the development.

The proposal is to demolish the existing building and replace it with a temporary car park with additional parking and a footpath outside of the building envelope; some of the works are within the Tree Protection Zone and therefore require specific management to minimise impacts on tree condition.

1. Demolition – it is important that the demolition is carried out in a manner that will not impact on the tree. Effectively demolition should occur from within the existing building footprint working away from the tree. (refer to the appended information)
2. Car park Construction
  - a. Car park and footpath construction within the existing building envelope will have no impact on the tree and as such additional protection and/or construction methodologies are not required.
  - b. The car park and footpath construction within the Tree Protect Zone and outside of the building envelope has the potential to impact on tree condition and therefore these areas require additional protection and alternative construction methodologies. It is recommended these areas be constructed using a permeable

Arborman Tree Solutions Pty Ltd – Professionals in Arboriculture  
23 Aberdeen Street  
Port Adelaide SA 5015

ATS4828-SALISBURYCOMMUNITYHUB – TUESDAY, 9 JANUARY 2018

Phone: (08) 8240 5555  
Fax: (08) 8240 4525  
Email: [arborman@arborman.com.au](mailto:arborman@arborman.com.au)



pavement laid on a none compacting cellular confinement system (Geoweb or similar) over the original grade i.e.: no excavation for the sub base. This system has the additional benefit of being easily removed leaving the root system intact when the temporary car parks are no longer required. (refer to the appended information)

The above recommendations are designed to minimise the impact of the proposed development whilst still allowing it to achieve the parking and access requirements of the project.

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

A handwritten signature in blue ink, appearing to read "M. Lodge".

**MARCUS LODGE**  
*Senior Consulting Arboriculturist*  
*Diploma in Arboriculture*  
*International Society of Arboriculture – Tree Risk Assessment*





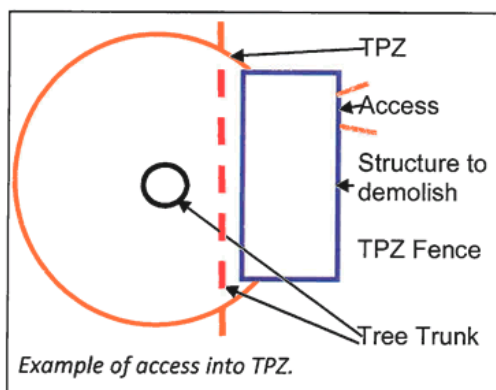
## Appendix A

### Demolition Methodology



Where structures and/or hardstand exist within the TPZ, these structures should be dismantled by hand with no or minimal machinery used. In order to achieve as small an impact on the trees as possible the following steps shall be applied: -

- Establish an initial **Tree Protection Zone (TPZ)** surrounding the tree inside which no activity is to take place without additional controls being put in place.
- The fence is to be constructed as per the Australian Standard AS 4970-2009 *Protection of trees on development sites*, Section 4.3 Protective Fencing.
- Install signage on the TPZ fence to clearly identify the area of protection and that access is not allowed within this area. All signage should comply with the recommendations of Australian Standard AS 4970-2009 *Protection of trees on development sites*, Section 4.4. A template sign has been provided on the last page of this document.
- If additional access is required where tree roots are likely to be encountered it is recommended ground protection be installed as per the Australian Standard AS 4970-2009 *Protection of trees on development sites*, Section 4.5.3 which would include placing a geotextile membrane on the existing grade and covering it with a layer of mulch 100 millimetres deep covered with suitable vehicle support such as rumble boards or steel plates.
- Demolition of the existing building is to take place from the far of the building with material being pulled back onto floor slab.
- Removal of the floor slab will also involve working away from the TPZ with the sections of concrete being pulled back into the building envelope.
- When removing concrete or similar, only remove the hard surface do not remove subsoil below the surface. Care must be taken to pull the surface away from any roots that are likely to have grown around its edge, do not use the roots as a lever/pivot point.
- Once the demolition is complete and all waste has been removed, pave over the existing and remaining rubble with a permeable type paver.
- Monitor tree health and growth and treat as required to reduce the stress and promote healthy growth throughout the demolition period (monitoring must continue on through the construction period).





## Appendix B

### Permeable Pavement Methodology

Arborman Tree Solutions Pty Ltd – Professionals in Arboriculture  
23 Aberdeen Street  
Port Adelaide SA 5015

ATS4828-SALISBURYCOMMUNITYHUB – TUESDAY, 9 JANUARY 2018

Phone: (08) 8240 5555  
Fax: (08) 8240 4525  
Email: [arborman@arborman.com.au](mailto:arborman@arborman.com.au)



Paving within any Tree Protection Zone (TPZ) must be carried out above natural ground level unless it can be shown with non-destructive excavation (HydroVac® or similar) that no or insignificant root growth occupies the proposed construction area.

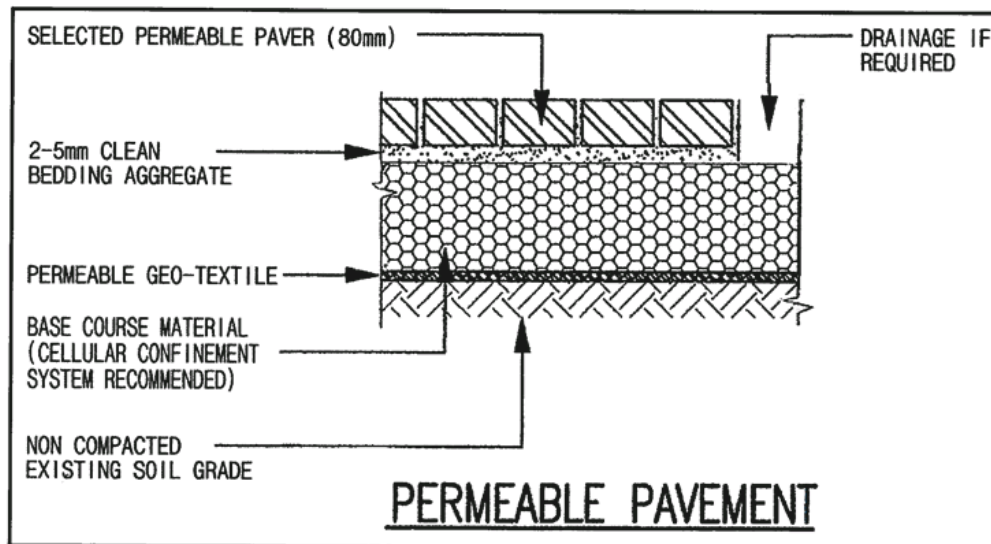
Due to the adverse effect filling over a Tree Protection Zone (TPZ) can have on tree health; alternative mediums other than soil must be used. Available alternative mediums include structural soils or the use of a cellular confinement system such as *Ecocell*®.

#### **Ecocell®**

Ecocell® systems are a cellular confinement system that can be filled with large particle sized gravels as a sub-base for paving systems to reduce compaction to the existing grade.

#### **Site preparation**

- Clearly outline to all contracting staff entering the site the purpose of the TPZ's and the contractors' responsibilities. No fence is to be moved and no person or machinery is to access the TPZ's without consent from the Project Arborist.
- Fence off the unaffected area of the TPZ with a temporary fence leaving a 1.5 metre gap between the work area and the fence; this will prevent machinery access to the remaining root zone.



#### **Installation of Ecocell® and EcoTrihex Paving®**

- Install a non-woven geotextile fabric for drainage and separation from sub base with a minimum of 600mm overlap on all fabric seams as required.
- Add Ecocell®, fill compartments with gravel and compact to desired compaction rate.
- If excessive groundwater is expected incorporate an appropriate drainage system within the bedding sand level.
- Add paving sand to required depth and compact to paving manufacturer's specifications.
- Lay EcoTrihex Paving® as per manufactures specifications and fill gaps between pavers with no fines gravel.
- Remove all debris, vegetation cover and unacceptable in-situ soils. No excavation or soil level change of the sub base is allowable for the installation of the paving.
- Where the finished soil level is uneven, gullies shall be filled with 20-millimetre coarse gravel to achieve the desired level





Attachment 2  
Relevant Development Plan Extracts and Location  
Maps, Consolidated 15 December 2016

Salisbury Council  
General Section  
Centres and Retail Development

## Centres and Retail Development

### OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
  - (a) a focus for community life
  - (b) safe, permeable, pleasant and accessible walking and cycling networks.
- 3 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 Development of centres outside of Greater Adelaide in accordance with the following hierarchy:
  - (a) Regional Centre
  - (b) District Centre
  - (c) Town Centre (for smaller towns with a single centre zone)
  - (d) Local Centre (subsidiary centres for towns with a regional or district centre).
- 7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
  - (a) integrate facilities within the zone
  - (b) allow for the multiple use of facilities and the sharing of utility spaces
  - (c) allow for the staging of development within the centre
  - (d) be integrated with public and community transport.
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
  - (a) public spaces such as malls, plazas and courtyards

- (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
  - (c) unobtrusive facilities for the storage and removal of waste materials
  - (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards
  - (e) access for public and community transport and sheltered waiting areas for passengers
  - (f) lighting for pedestrian paths, buildings and associated areas
  - (g) a single landscaping theme
  - (h) safe and secure bicycle parking
- 4 Development should be designed to minimise energy consumption for lighting, heating, cooling and ventilation.
- 5 A single architectural theme should be established within centres through:
- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
  - (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
  - (c) employing a signage theme.
- 6 The design of undercroft or semi-basement car parking areas should not detract from the visual quality and amenity of adjacent pedestrian paths, streets or public spaces.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

#### **Arterial Roads**

- 8 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- 9 Centre development straddling an arterial road should:
- (a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection
  - (b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

#### **Retail Development**

- 10 A shop or group of shops with a gross leaseable area of greater than 250 square metres should be located within a centre zone.
- 11 A shop or group of shops with a gross leaseable area of less than 250 square metres should not be located on arterial roads unless within a centre zone.
- 12 A shop or group of shops located outside of zones that allow for retail development should:
- (a) be of a size and type that will not hinder the development, function or viability of any centre zone
  - (b) not demonstrably lead to the physical deterioration of any designated centre

## Community Facilities

### OBJECTIVES

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.
- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.
- 2 Community facilities should be integrated in their design to promote efficient land use.
- 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

### Places of Worship

- 4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium(neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session

- 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.
- 6 Large places of worship should:
  - (a) be located within centre, commercial or the periphery of industrial zones
  - (b) demonstrate the following design features:
    - (i) reuse of existing buildings
    - (ii) the bulk, mass and height of development compatible with the character of the locality
    - (iii) sharing of car parking facilities

## Crime Prevention

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
  - (a) screen planting areas susceptible to vandalism
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
  - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
  - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
  - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

**Salisbury Council  
General Section  
Crime Prevention**

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
- (a) orienting the frontages and entrances of buildings towards the public street
  - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
  - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
  - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

## Design and Appearance

### OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
  - (a) articulation
  - (b) colour and detailing
  - (c) small vertical and horizontal components
  - (d) design and placing of windows
  - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
  - (a) the visual impact of the building as viewed from adjoining properties
  - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 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.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

Salisbury Council  
 General Section  
 Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 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.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 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.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
  - (a) be integrated with the overall architectural form and detail of the building
  - (b) be sited to face predominantly north, east or west to provide solar access
  - (c) have a minimum area of 2 square metres.

#### Development Adjacent Heritage Places

- 17 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Sal/4 - State Heritage Places](#).
- 18 Development on land adjacent to a State or local heritage place, as listed in [Table Sal/4 - State Heritage Places](#) should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

#### Overshadowing

- 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).

#### Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
  - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
  - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
  - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes



**Building Setbacks from Road Boundaries**

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.

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

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:
<p style="text-align: center;"><i>When <math>b - a \leq 2</math>, setback of new dwelling = a or b</i></p>	
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 24 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 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.
- 26 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Salisbury Council  
General Section  
Energy Efficiency

## Energy Efficiency

### OBJECTIVES

- 1 Development designed and sited to conserve energy.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
  - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
  - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

### On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
  - (a) taking into account overshadowing from neighbouring buildings
  - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

- 14 Where land division does occur it should be designed to:
- (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
  - (b) minimise the extent of damage to buildings and other property during a bushfire
  - (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
  - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:
- (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents
  - (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.
- 16 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

#### Salinity

- 17 Development should not increase the potential for, or result in an increase in, soil and water salinity.
- 18 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.
- 19 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

#### Acid Sulfate Soils

- 20 Development and activities, including excavation and filling of land, that may lead to disturbance of potential or actual acid sulfate soils (including land identified on the *Overlay Maps – Development Constraints*) should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:
- (a) the marine and estuarine environment
  - (b) natural water bodies and wetlands
  - (c) agricultural or aquaculture activities
  - (d) buildings, structures and infrastructure
  - (e) public health.
- 21 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.

#### Site Contamination

- 22 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

## Infrastructure

### OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not occur without the provision of adequate utilities and services, including:
  - (a) electricity supply
  - (b) water supply
  - (c) drainage and stormwater systems
  - (d) waste disposal
  - (e) effluent disposal systems
  - (f) formed all-weather public roads
  - (g) telecommunications services
  - (h) social infrastructure, community services and facilities
  - (i) gas services.
- 2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.
- 4 Development should not take place until adequate and co-ordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- 6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.
- 7 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 8 Development and landscaping within 25 metres of the 275 kV overhead electricity lines should ensure that all clearances and safety restrictions are met.

## Interface between Land Uses

### OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
  - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
  - (b) noise
  - (c) vibration
  - (d) electrical interference
  - (e) light spill
  - (f) glare
  - (g) hours of operation
  - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

### Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

## Landscaping, Fences and Walls

### OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - (f) maximise shade and shelter
  - (g) assist in climate control within and around buildings
  - (h) minimise heat absorption and reflection
  - (i) maintain privacy
  - (j) maximise stormwater re-use
  - (k) complement existing vegetation, including native vegetation
  - (l) contribute to the viability of ecosystems and species
  - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
  - (a) include the planting of locally indigenous species where appropriate
  - (b) be oriented towards the street frontage
  - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
  - (a) unreasonably restrict solar access to adjoining development
  - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

Salisbury Council  
General Section  
*Landscaping, Fences and Walls*

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

**4 Fences and walls, including retaining walls, should:**

- (a) not result in damage to neighbouring trees
- (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
- (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
- (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
- (e) assist in highlighting building entrances
- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
- (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
- (h) be constructed of non-flammable materials.

Salisbury Council  
General Section  
Medium and High Rise Development (3 or More Storeys)

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

### OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Site Configuration

- 1 Sites for multi-storey buildings should be of an appropriate location, size and shape to accommodate a functional and desirable mixed use or residential development.
- 2 Development should:
  - (a) clearly define spaces for pedestrians, utilities, services, parking and storage
  - (b) provide outdoor seating, landscaping and covered walkways where possible
  - (c) establish links with the public realm.
- 3 Mixed use development should incorporate active uses such as shops and cafes at ground level and contribute towards activation of the public realm.

#### Design and Appearance

- 4 Buildings should:
  - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
  - (b) provide shelter over the footpath where minimal setbacks are desirable
  - (c) ensure walls on the boundary that are visible from public land are articulated and include visually interesting treatments to break up large blank facades.
- 5 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 6 Entrances to multi-storey buildings should:
  - (a) be oriented towards the street
  - (b) be clearly identifiable
  - (c) provide shelter, a sense of personal address and transitional space around the entry
  - (d) provide separate access for residential and non-residential land uses.



- 7 Corner sites should incorporate features to highlight and reinforce the corner as a landmark or focal point.

### Visual Privacy

- 8 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.
- 9 Balconies should be designed and sited to:
- (a) minimise overlooking into the living areas and bedrooms of adjacent development; and
  - (b) promote the informal surveillance of ground level public areas.

### Building Separation and Outlook

- 10 Residential buildings (or the residential floors of mixed use buildings) should:
- (a) have adequate separation between habitable room windows and balconies from other buildings, and other dwellings within the same building, to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
  - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.
- 11 Balcony design should comply with the following requirements:
- (a) balconies and upper level private open space should be setback a minimum of 3.5 metres from the common boundary of adjoining sites
  - (b) where the site adjoins a laneway or walkway, balconies should not extend beyond the property boundary unless it can be demonstrated that reasonable visual and acoustic privacy is achieved.
- 12 Balconies should achieve a minimum clearance of:
- (a) 2.5 metres above ground level where located above a footpath
  - (b) 4 metres where located above a roadway.

### Dwelling Configuration

- 13 Buildings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 14 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

### Private and Communal Open Space

- 15 Private open space for each dwelling part of a multi-storey development may be provided in the form of a courtyard, terrace, balcony, deck or roof terrace.

Salisbury Council  
General Section  
Medium and High Rise Development (3 or More Storeys)

- 16 Private open space should be provided for each dwelling in accordance with the following:

Number of bedrooms	Minimum area of private open space
Studio (no separate bedroom)	No minimum
1 bedroom	8 square metres
2 bedrooms	11 square metres
3 bedrooms	15 square metres

- 17 Ground level or roof top private open space should have a minimum dimension of 3 metres and a minimum area of 24 square metres.
- 18 Areas of open space should be directly accessible from internal living areas and be of a size and dimension suitable for use by the occupants.
- 19 Communal open space should be located to:
- maximise solar access
  - be accessible to all users
  - contribute to visual privacy between apartments; and
  - create a pleasant outlook.

#### Adaptability

- 20 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

#### Natural Ventilation and Sunlight

- 21 Development should maximise the use of natural sunlight and ventilation in living areas and private open spaces to reduce the need for artificial lighting and mechanical heating and cooling.
- 22 Development should ensure that the maximum distance from a living room, dining room, bedroom or kitchen to a window providing natural light and ventilation is no more than 8 metres.

#### Noise Attenuation

- 23 Residential development close to noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.
- 24 Residential development should be configured and designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusion.

#### Environmental

- 25 Multi-storey buildings should:

- minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
- incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.

## Natural Resources

### OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including *marine waters*, ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
  - (a) protect natural ecological systems
  - (b) achieve the sustainable use of water
  - (c) protect water quality, including receiving waters
  - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
  - (e) minimise demand on reticulated water supplies
  - (f) maximise the harvest and use of stormwater
  - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

#### **Water Sensitive Design**

- 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 6 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 7 Development should be sited and designed to:
  - (a) capture and re-use stormwater, where practical
  - (b) minimise surface water runoff
  - (c) prevent soil erosion and water pollution
  - (d) protect and enhance natural water flows
  - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
  - (f) not contribute to an increase in salinity levels
  - (g) avoid the water logging of soil or the release of toxic elements
  - (h) maintain natural hydrological systems and not adversely affect:
    - (i) the quantity and quality of groundwater
    - (ii) the depth and directional flow of groundwater
    - (iii) the quality and function of natural springs.
- 8 Water discharged from a development site should:
  - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
  - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

Salisbury Council  
General Section  
Natural Resources

- 13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 14 Stormwater management systems should:
  - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
  - (b) utilise, but not be limited to, one or more of the following harvesting methods:
    - (i) the collection of roof water in tanks
    - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
    - (iii) the incorporation of detention and retention facilities
    - (iv) aquifer recharge.
- 15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
  - (a) ensure public health and safety is protected
  - (b) minimise potential public health risks arising from the breeding of mosquitoes.

**Water Catchment Areas**

- 17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.
- 21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
  - (a) fenced to exclude livestock
  - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
  - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

## Orderly and Sustainable Development

### OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.
- 6 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

## Transportation and Access

### OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
  - (a) provide equitable access to a range of public, community and private transport services for all people
  - (b) ensure a high level of safety
  - (c) effectively support the economic development of the State
  - (d) have minimal negative environmental and social impacts
  - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
  - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
  - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
  - (c) provides off street parking
  - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

#### Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

Salisbury Council  
General Section  
*Transportation and Access*

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

#### **Cycling and Walking**

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
  - (a) open space networks, recreational trails, parks, reserves and recreation areas
  - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
  - (a) showers, changing facilities, and secure lockers
  - (b) signage indicating the location of bicycle facilities



- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

#### Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
  - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
  - (b) provides appropriate separation distances from existing roads or level crossings
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
  - (a) limited to local roads
  - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 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 on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
  - (a) follow the natural contours of the land
  - (b) minimise excavation and/or fill
  - (c) minimise the potential for erosion from run-off
  - (d) avoid the removal of existing vegetation
  - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

#### Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Salisbury Council  
General Section  
Transportation and Access

### Vehicle Parking

- 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 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](#)
  - it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
  - include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
  - not inhibit safe and convenient traffic circulation
  - result in minimal conflict between customer and service vehicles
  - avoid the necessity to use public roads when moving from one part of a parking area to another
  - minimise the number of vehicle access points to public roads
  - avoid the necessity for backing onto public roads
  - where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
  - not dominate the character and appearance of a site when viewed from public roads and spaces
  - provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- maximising the potential for passive surveillance (a) by ensuring they can be overlooked from nearby buildings and roads
  - incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
  - being appropriately lit
  - having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

- 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.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

#### **Vehicle Parking for Residential Development**

- 41 On-site vehicle parking should be provided having regard to:
  - (a) the number, nature and size of proposed dwellings
  - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
  - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
- 42 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
  - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
  - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
  - (c) reinforce or contribute to attractive streetscapes.

#### **Vehicle Parking for Mixed Use and Corridor Zones**

- 43 Loading areas and designated parking spaces for service vehicles should:
  - (a) be provided within the boundary of the site
  - (b) not be located in areas where there is parking provided for any other purpose.
- 44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
  - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
  - (b) complement the surrounding built form in terms of height, massing and scale
  - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

#### **Undercroft and Below Ground Garaging and Parking of Vehicles**

- 46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
  - (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

## Waste

### OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
  - (a) avoiding the production of waste
  - (b) minimising waste production
  - (c) reusing waste
  - (d) recycling waste
  - (e) recovering part of the waste for re-use
  - (f) treating waste to reduce the potentially degrading impacts
  - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
  - (a) screened and separated from adjoining areas
  - (b) located to avoid impacting on adjoining sensitive environments or land uses
  - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
  - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

## Urban Core (Salisbury) Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

### OBJECTIVES

- 1 A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Affordable housing and smaller dwellings, including innovative housing designs, located close to local services and public transport stops and integrated into residential and mixed use development.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

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

- diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses
- development of increased residential opportunities to accommodate a diverse population
- upgrade of the existing public transport interchange and intensification of development within the zone
- continued provision of sports and recreation facilities and enhancement of open space and streetscapes.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on [Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas](#).

The Core Area will provide the greatest intensity of land use and activity with a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment generating activities integrated with the public transport interchange and networks. Located within the Core Area is the 'main street' of John Street and the Parabanks Shopping Centre that will continue to provide the primary focus for retail, including large format retail and supermarkets. Facilities within the zone should be sited and designed with a view to promote after-hours uses to reinforce the centre as the focus for community activity in the district.

**Salisbury Council**  
**Zone Section**  
**Urban Core (Salisbury) Zone**

Medium and high density housing in a diverse range of residential dwelling types, including mixed use, student, aged accommodation, serviced apartments and affordable housing will be developed across the zone with a focus around capitalising on existing amenity of key open space and proximity to existing facilities. Overall, the zone is intended to achieve a minimum net residential density ranging from 70 dwellings per hectare in the core reducing to a minimum of 35 in the Transition Area.

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity. The consolidation of existing land holdings to form larger development sites is encouraged to facilitate the reduction of driveway crossovers and provide spaces for high quality multi-storey development that maximises the amenity of the surrounding public realm.

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

Pedestrian-scale signage, landscaping, street art, lighting, street furniture, canopies and sheltered walkways will be integrated into buildings, open space and streets to create safe, interesting, attractive and sociable spaces for visitors to access outdoor dining and footpath trading. Principles of universal design should be adopted to ensure the area is usable by people of all abilities. A sheltered pedestrian environment should be created along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings. Legible, safe and accessible cycling routes and pedestrian pathways connecting key public open space and facilities including the Little Para trail, Civic Square, public transport interchange and bus stops will be enhanced.

Upper level facades will provide architectural interest with the use of balconies and roof top outdoor spaces encouraged. Solid material will be balanced with windows and other forms of visual permeability along key streets and public spaces. Plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

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

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, mature trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

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

In accordance with the relevant development constraints mapping, buildings which exceed a height of 15 metres may require referral to the Federal Department of Infrastructure and Regional Development.

### Core Area

#### John Street and Civic Square

The village atmosphere and mix of main street fine grain land uses that make John Street unique will be retained and regenerated supporting retail, cafes and restaurants on the ground level, with offices and opportunities for mixed use residential development promoted on upper levels.

Building heights up to 4 levels are envisaged with upper storeys set back from the ground and first storeys to retain the low scale existing pedestrian scale and character of John Street. Development will connect directly to the civic square area, providing strong active frontages. The existing fine grain street based development should be maintained along the western end of John Street, and new development along the eastern portion designed to reflect this pattern.

Pedestrian permeability through to adjoining areas will be improved, with existing pedestrian connections both within streets and through private buildings, carparks and covered malls retained and enhanced. The exterior storage or display of goods or service areas should not compromise pedestrian movement or amenity.

#### Possible Church Street Extension

An extension to Church Street to the north is envisaged to create a new high street characterised by wide footpaths, street trees and landscape plantings which will assist in improving the overall appearance and legibility of the centre.

Upon completion, this extension to Church Street will provide opportunities for ground level activation incorporating new retail and commercial land uses, mixed use and medium to high density residential development. Building heights up to 6 storeys are anticipated along the Church Street extension within the Core Area.

#### Parabanks Shopping Centre

This shopping centre will continue to be the focus for large scale retail development, with redevelopment to incorporate active frontages and prominent entrances where directly abutting onto John Street, the Civic Square and the proposed Church Street extension. Over time opportunities for increased ground level activation adjoining Pitman Park and the Little Para River including the incorporation of residential development is encouraged.

Pedestrian connectivity and amenity throughout this area including at grade carparks should be improved, with designated safe, accessible and sheltered walking areas and enhanced landscaping provided.

#### Interchange

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient pedestrian access. Development adjacent to the public transport interchange will be mixed both vertically and horizontally, with non-residential uses encouraged to create visual interest and active street frontages.

There should be a focus on a mix of land uses with potential for small scale convenience retail, commercial, entertainment and ancillary development. Redevelopment of existing car parking areas immediately adjacent the interchange is encouraged, where existing car parking spaces can be provided in conjunction with the redevelopment, or relocated elsewhere.

### Transition Area

#### Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

Salisbury Council  
Zone Section  
Urban Core (Salisbury) Zone

#### Ann and Mary Street

The historic character and mix of community, education and community land uses within this area will remain the primary land use. Future opportunities for medium density mixed use and residential development will be supported where the architectural and urban design has addressed integration and complements the existing built form reflecting the lower scale intended within the transition areas.

#### Salisbury Oval and Surrounds

The area south of Park Terrace will continue to support a range of structured sport and recreation facilities, residential, education, community and open space uses. An increase in density of existing residential development within the area, combined with development of medium density dwellings integrated around the perimeter of the oval in strategic locations to take advantage of views over the open space is envisaged.

Dwelling design should seek to maximise vistas into the open space from surrounding streets and promote built form with open fencing and balconies that improve surveillance and maximise pedestrian legibility, safety, pleasure and comfort. Links between this area and the core area to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor and improved connection across Park Terrace. Development will be designed and sited to minimise privacy impacts on adjoining and nearby residential development and other sensitive land uses.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

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

- affordable housing
- aged persons accommodation
- cinema
- civic building
- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- hotel
- gymnasium
- library
- licensed premises
- multi-deck car parking
- nursing home
- office
- place of worship
- pre-school
- public transport interchange
- recreation centre
- residential flat building
- retirement village
- school
- shop or group of shops
- supported accommodation
- theatre
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Core and Transition Areas should be developed in accordance with the relevant [Concept Plan Map Sal/33 – Salisbury City Centre Core Transition Areas](#) and [Concept Plan Map Sal/34 – Salisbury City Centre](#).



- 4 The Core Area should be developed to include a range of land uses that are high pedestrian generators, promote public transport use, provide opportunities for multi-purpose trips and include after-hours uses.
- 5 Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 6 Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:
  - (a) encourage walking to local shopping, community services and other activities
  - (b) do not detrimentally impact on the amenity of nearby residents.
- 7 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless it can be demonstrated that any shortfall in affordable housing from a preceding stage of development will be accommodated in a subsequent stage or stages.
- 8 A shop can occur where it achieves one of the following:
  - (a) it is located within the Core Area
  - (b) it is a bulky goods outlet
  - (c) it is located within the Transition Area and has a maximum floor area of 500 square metres.

#### Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	70 dwellings per hectare net
Transition Area	35 dwellings per hectare net

- 11 Residential development in a mixed use building should achieve a minimum net residential site density of 35 dwellings per hectare.
- 12 In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

#### Design and Appearance

- 13 In the Core Area:
  - (a) Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses without the need for significant change to the building
  - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

Salisbury Council  
 Zone Section  
 Urban Core (Salisbury) Zone

- 14 Except in the Core Area, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
  - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

15 Buildings should address public open space and defined pedestrian routes as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#).

16 Development of sites adjoining the Civic Square, as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#), should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.

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

**Building Height**

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

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

19 Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street.

20 Building heights in the Transition Area may exceed 4 storeys (to a maximum of 6 storeys) in the area labelled 'Salisbury Oval Precinct' identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#) where it can be demonstrated that development will retain satisfactory access to sunlight, minimise overlooking of adjacent private open space, and is part of an integrated and precinct planned development of the site.

**Interface Height Provisions**

21 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is primary road frontage), as illustrated in Figure 1:

- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the Development Act 1993 or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

### Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	

### Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Civic building	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Indoor recreation facility	
Nursing home	
Office	

Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas

## Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas

### Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
  - (a) any applicable condition(s) is/are not met
  - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

### Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
District Centre Zone	Any part of the development site is located in accordance with at least one of the following:
Local Centre	
Neighbourhood Centre Zone	(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service <sup>(2)</sup>
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	(b) within 400 metres of a bus interchange <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup>
Urban Core (Salisbury) Zone	(c) within 400 metres of an O-Bahn interchange <sup>(1)</sup>
	(d) within 400 metres of a passenger rail station <sup>(1)</sup> that is part of a high frequency public transit service <sup>(2)</sup>
	(e) within 400 metres of a passenger tram station <sup>(1)</sup>
	(f) within 400 metres of the Adelaide Parklands.

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

<sup>(2)</sup> A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

### Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality (but not limited to) the following:
  - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
  - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
  - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

Salisbury Council  
 Table Section  
 Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

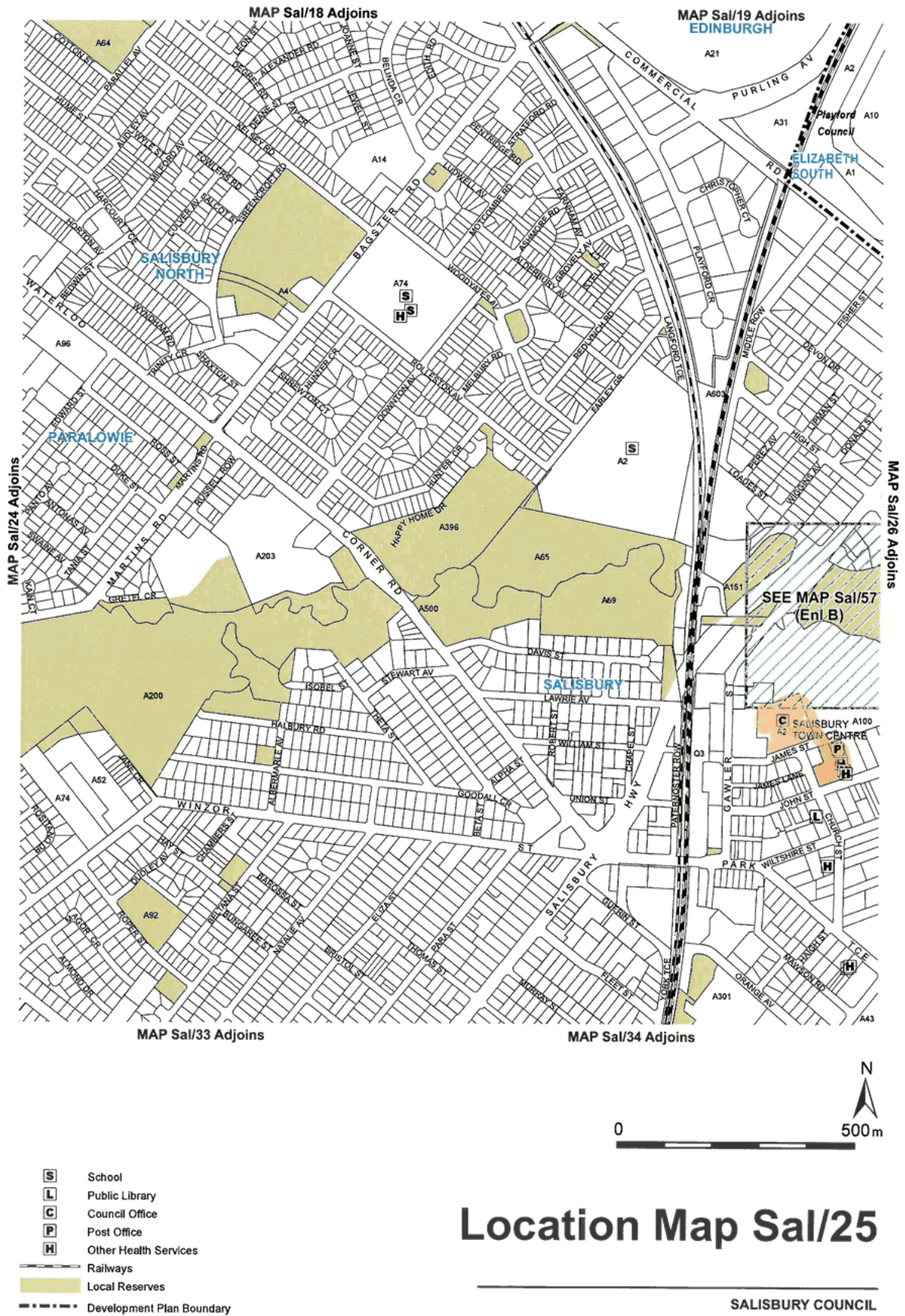
**VEHICLE PARKING RATES TABLES**

**Table 1: Non-residential development excluding tourist accommodation**

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

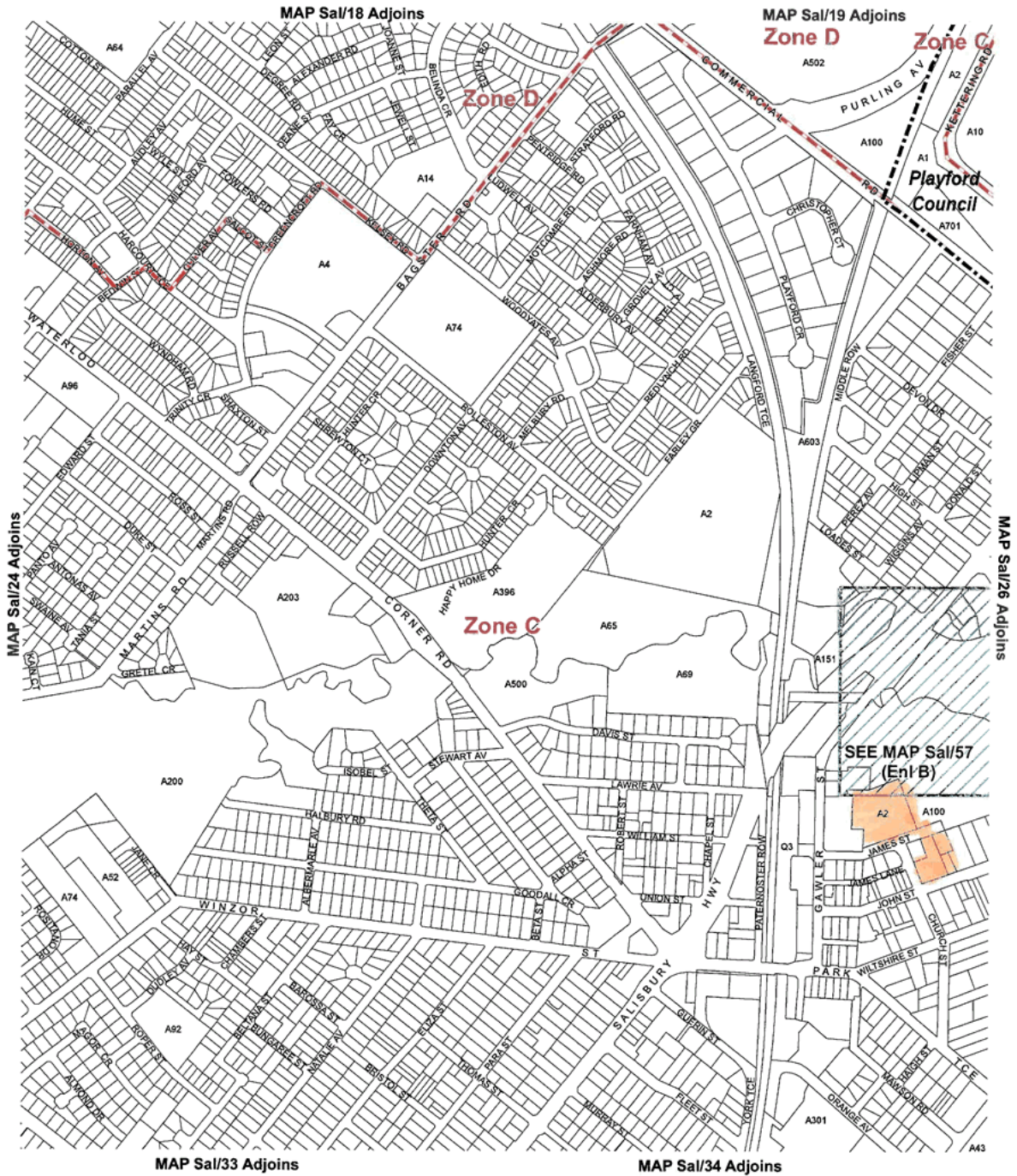
**Table 2: Residential and Tourist Accommodation**

Location of development	Type of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Core (Salisbury) Zone (subject to associated conditions in provision 2)	Residential development	1 space per residential dwelling	2 spaces per residential dwelling
Urban Core (Salisbury) Zone (subject to associated conditions in provision 2)	Serviced Apartments and Tourist Accommodation	1 space per 3 beds, or 1 space per room plus 1 per employee (whichever is greater)	No maximum





Item 5.1.1 - Attachment 2 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016




NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

**Airport Building Heights**  
 Referral to Commonwealth Secretary  
 for Dept. of Transport and Regional Services  
 Zone C All Structures Exceeding 15 metres above existing ground level  
 Zone D All Structures Exceeding 45 metres above existing ground level

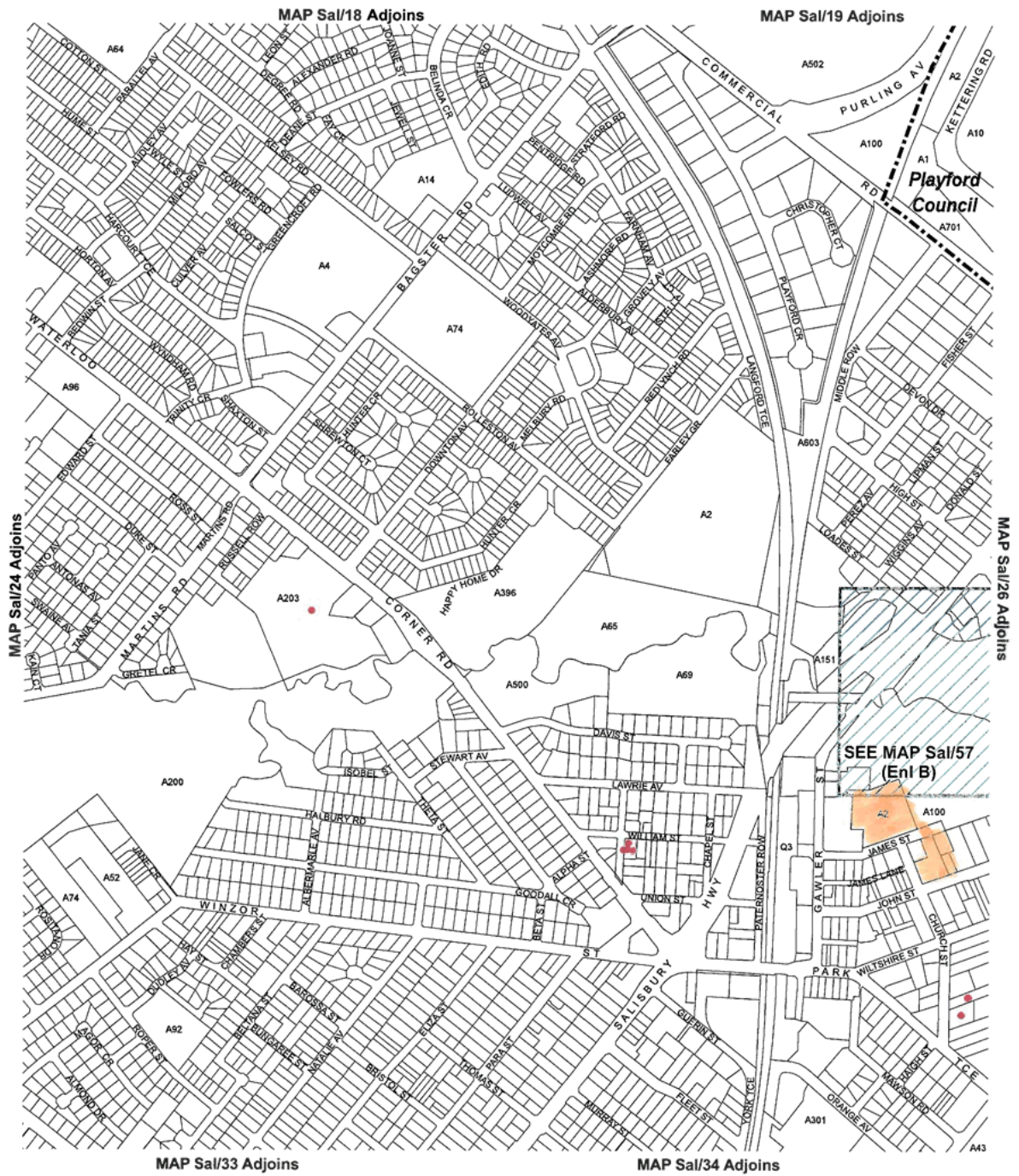


# Overlay Map Sal/25 DEVELOPMENT CONSTRAINTS

 Airport Building Heights  
 Development Plan Boundary

SALISBURY COUNCIL  
 Consolidated - 15 December 2016





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



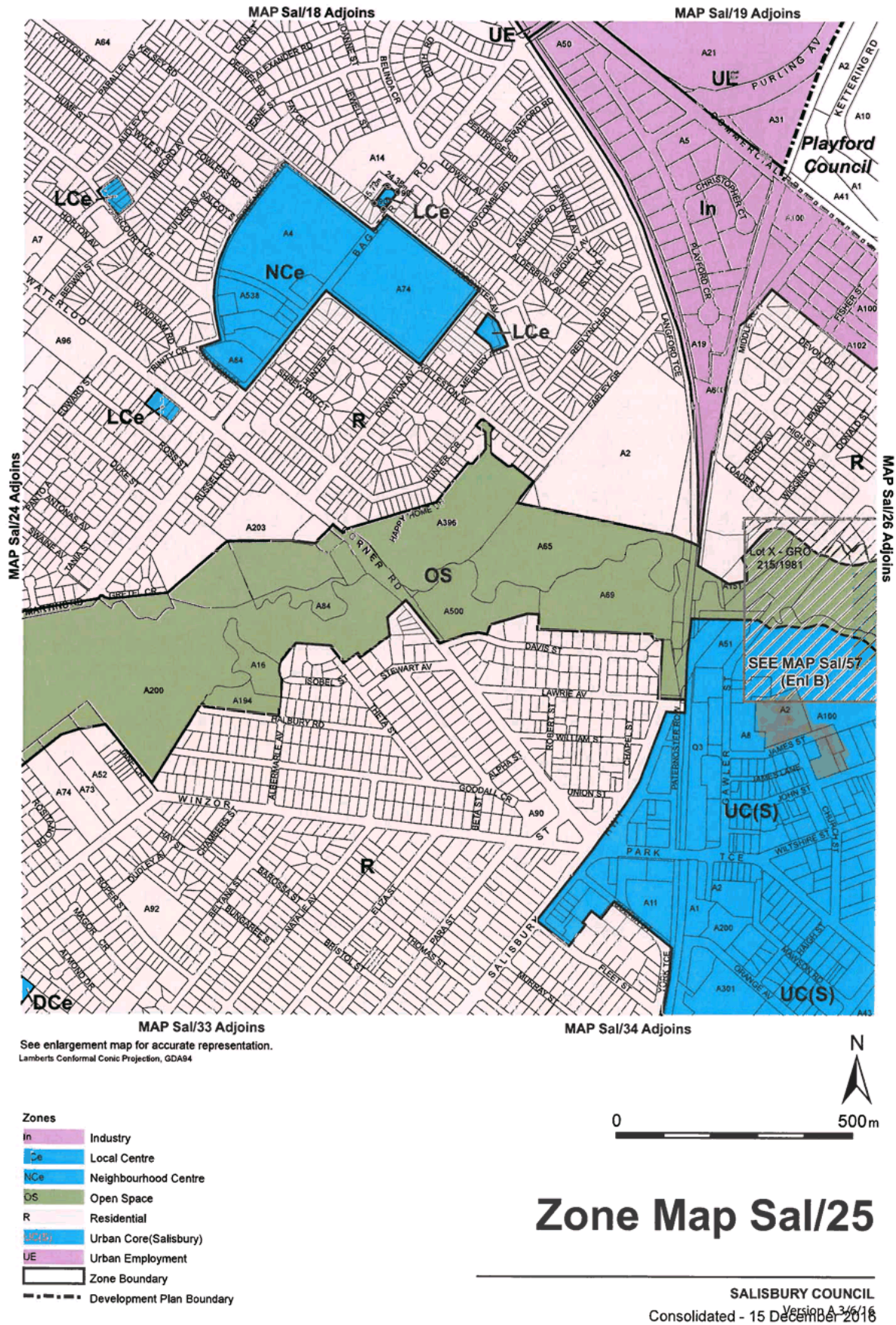
- State heritage place
- Development Plan Boundary

# Overlay Map Sal/25 HERITAGE

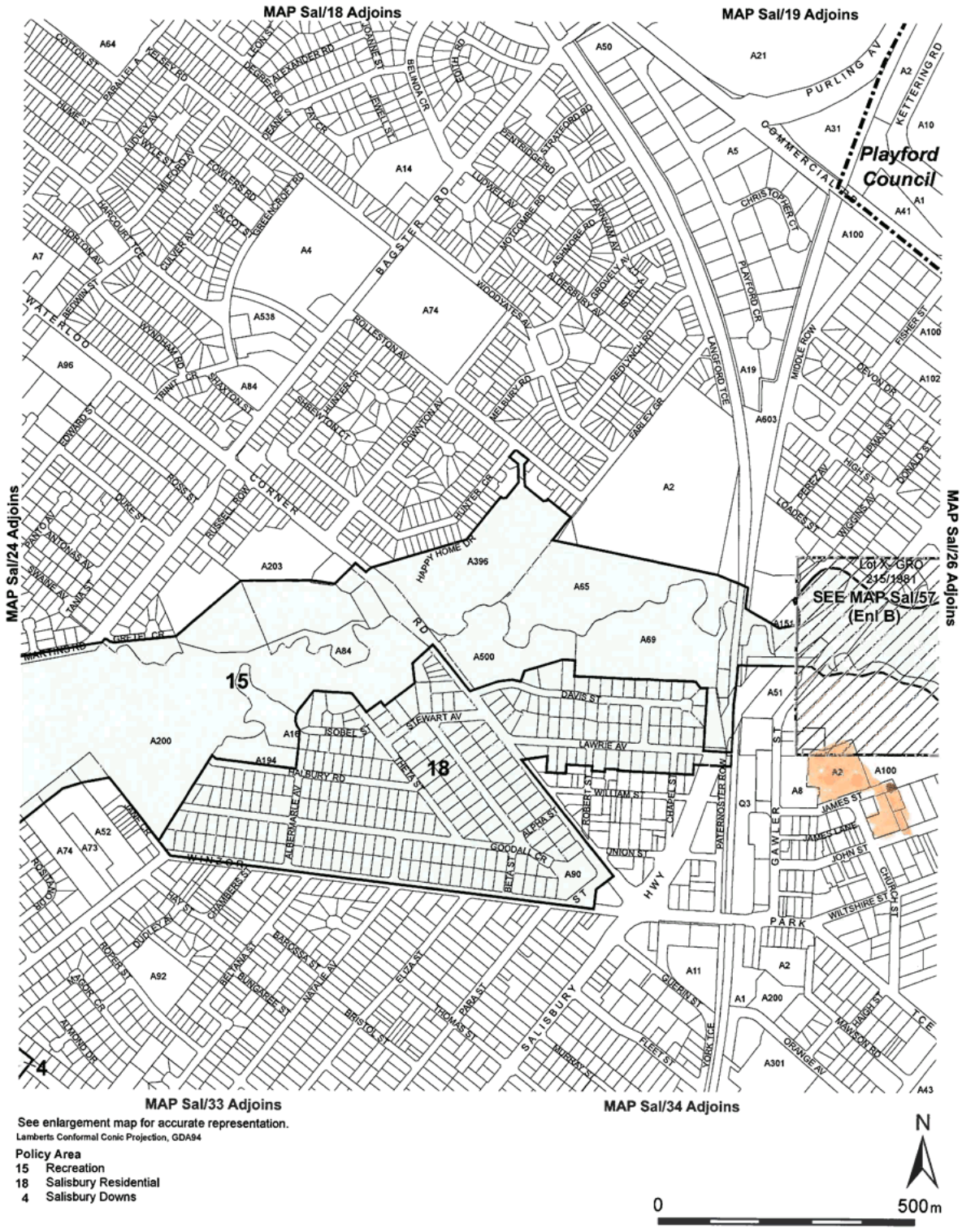
SALISBURY COUNCIL  
 Consolidated - 15 December 2016

Item 5.1.1 - Attachment 2 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016





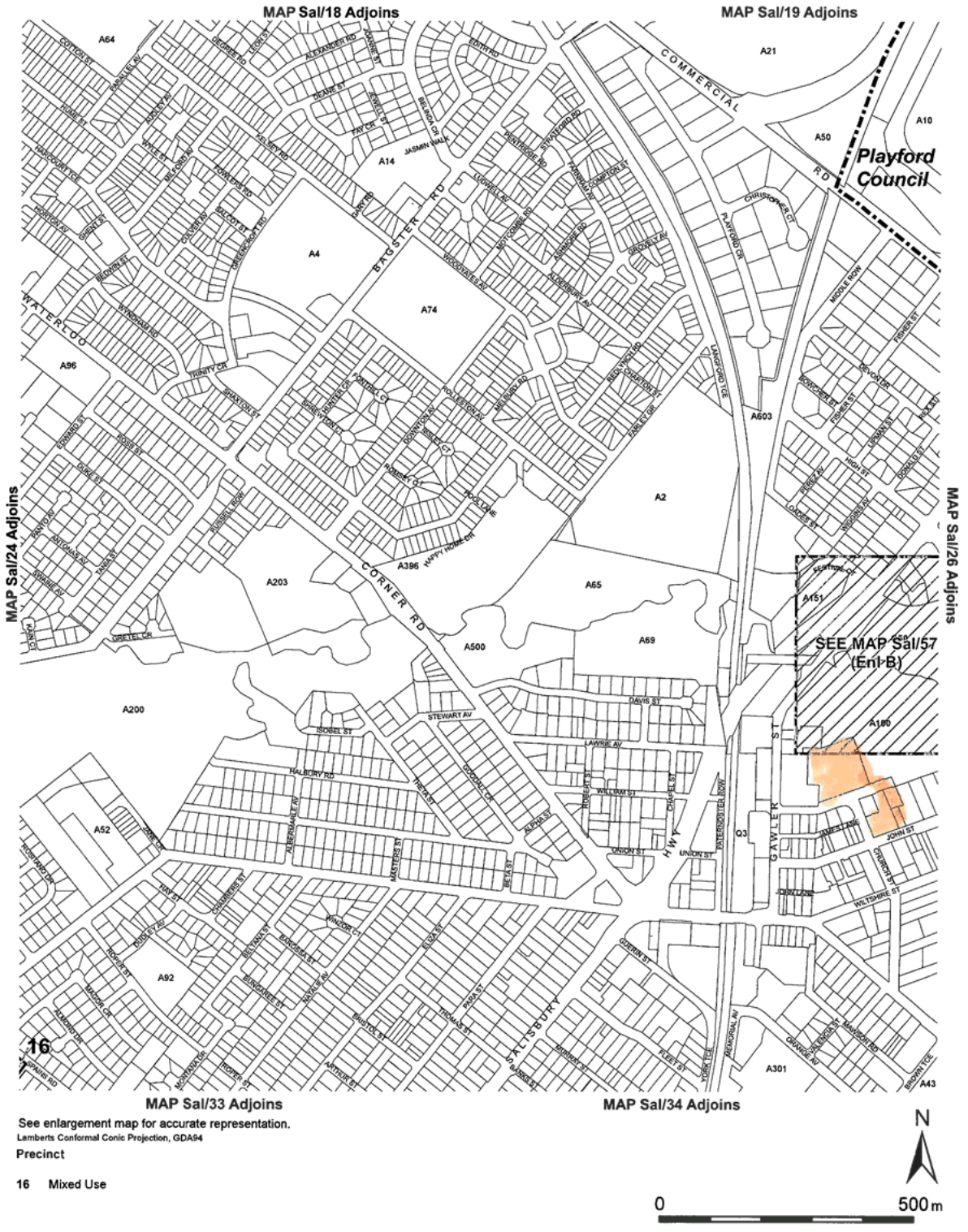
Item 5.1.1 - Attachment 2 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



# Policy Area Map Sal/25

Policy Area Boundary  
 Development Plan Boundary

**SALISBURY COUNCIL**  
 Consolidated - 15 December 2016



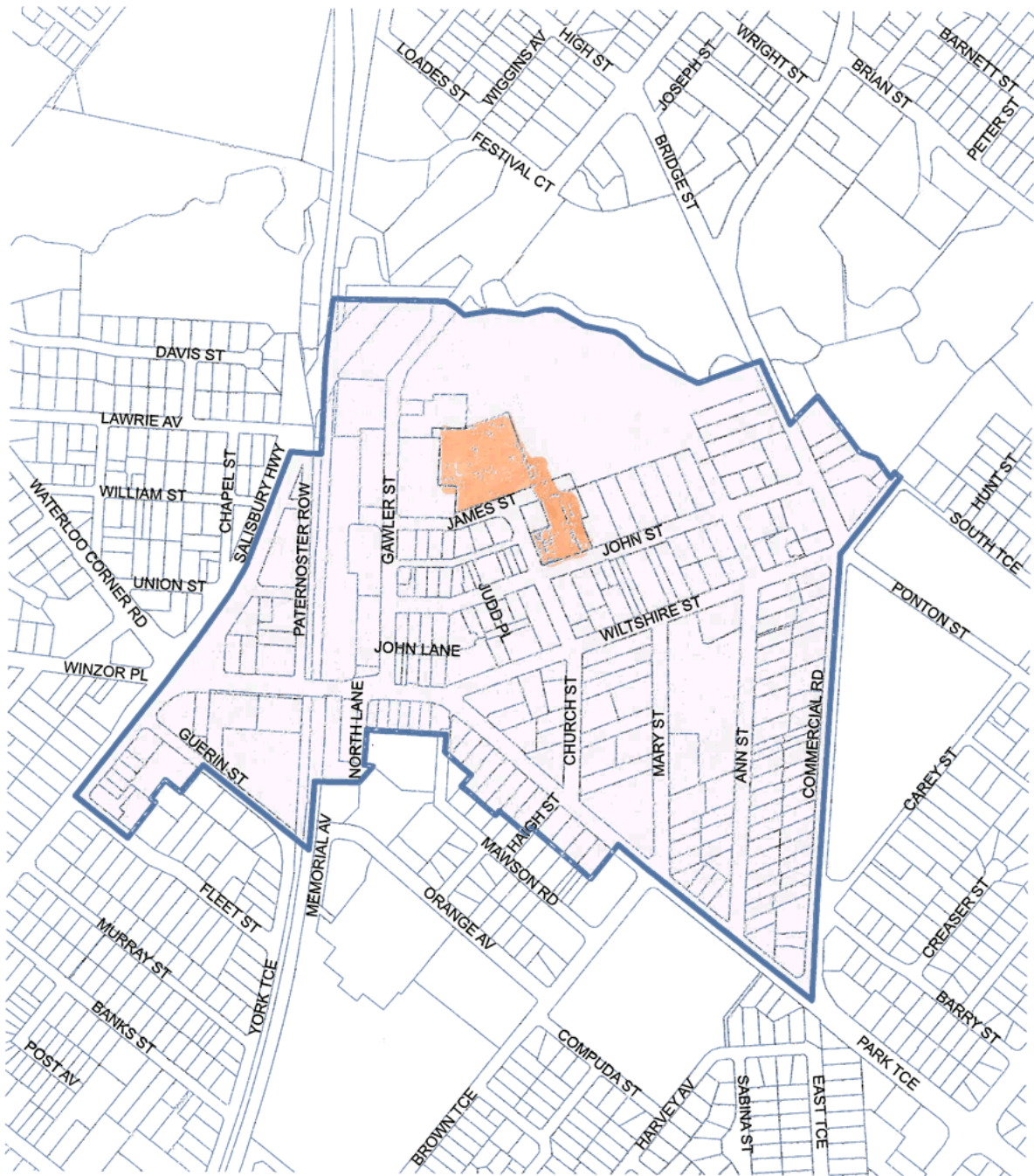
See enlargement map for accurate representation.  
 Lamberts Conformal Conic Projection, GDA94  
 Precinct  
 16 Mixed Use

— Precinct Boundary  
 - - - - - Development Plan Boundary

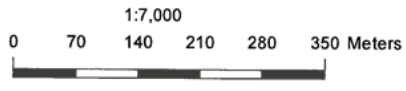
# Precinct Map Sal/25

SALISBURY COUNCIL  
 Consolidated - 15 December 2016

Item 5.1.1 - Attachment 2 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



 Car Park Fund Area

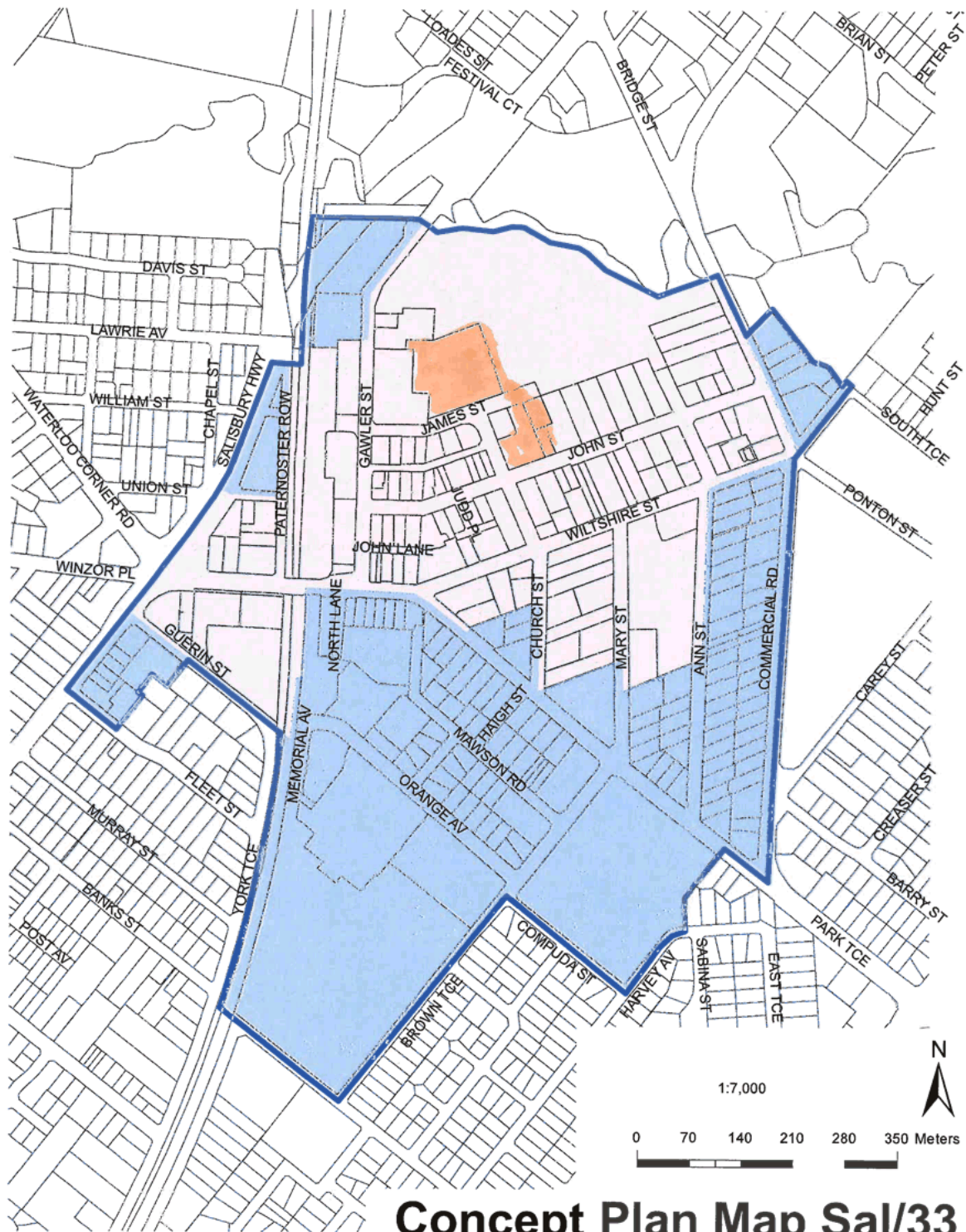


# Concept Plan Map Sal/28

## SALISBURY DISTRICT CENTRE

### CAR PARK FUND AREA

SALISBURY COUNCIL  
Consolidated - 15 December 2016

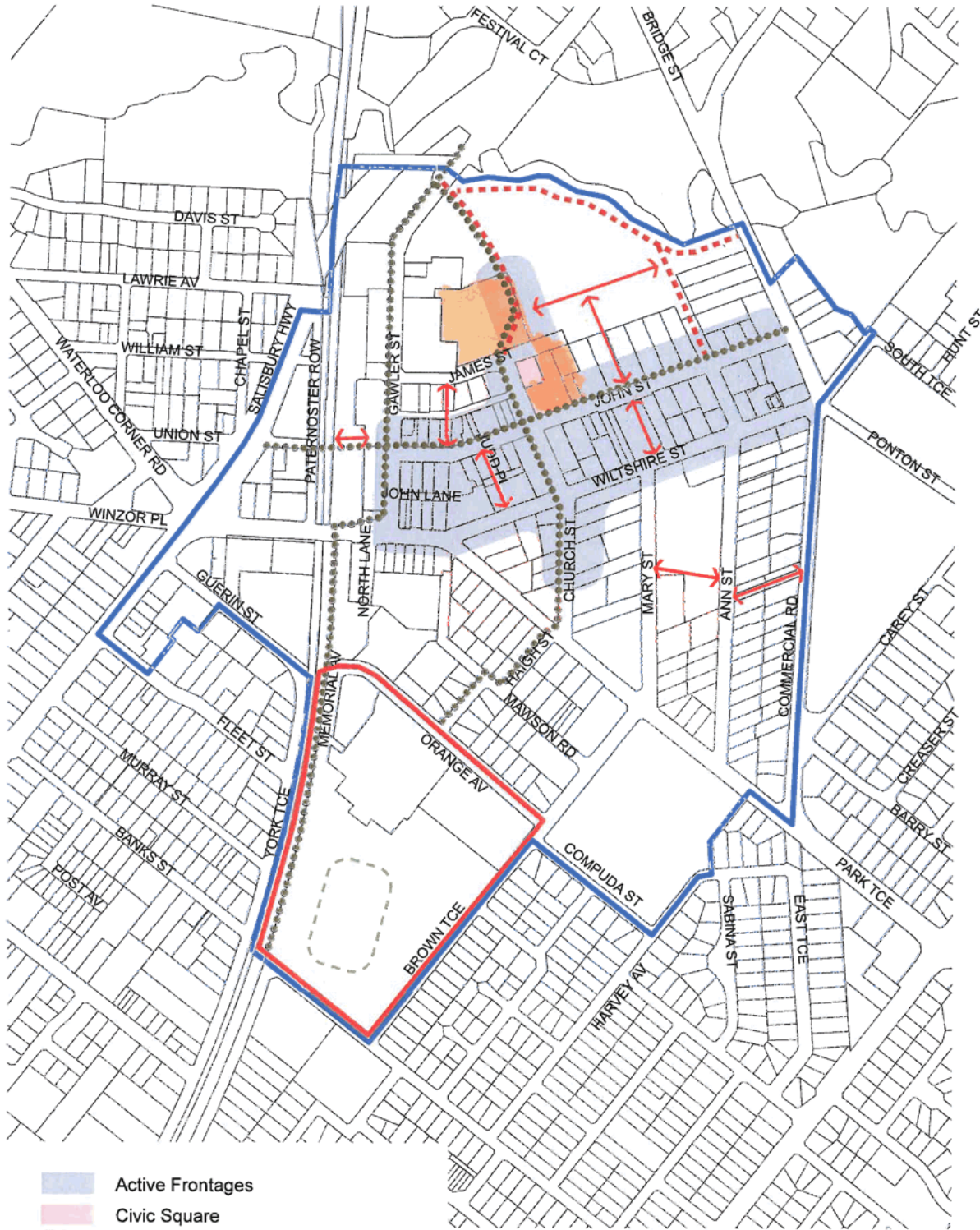


- Core Area
- Transition Area
- Concept Plan Boundary

## Concept Plan Map Sal/33

### SALISBURY CITY CENTRE CORE AND TRANSITION AREAS

SALISBURY COUNCIL  
Consolidated - 15 December 2016



# Concept Plan Map Sal/34

## SALISBURY CITY CENTRE

SALISBURY COUNCIL  
Consolidated - 15 December 2016