

Nielsen Architects

Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft car parking and landscaping.

198-200 Main Road, Blackwood

080/E017/17

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OVERVIEW

Application No	080/E017/17
Unique ID/KNET ID	2017/20117/01
Applicant	Nielsen Architects
Proposal	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft car parking and landscaping.
Subject Land	198-200 Main Road, Blackwood
Zone/Policy Area	Commercial Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	4 September 2017
Council	City of Mitcham
Development Plan	Mitcham (City) Development Plan Consolidated 21 April 2016
Type of Development	Merit
Public Notification	Category 2
Representations	205, of which 13 valid. 9 wishing to be heard
Referral Agencies	Commissioner of Highways, City of Mitcham
Report Author	Will Gormly, Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The proposal seeks to redevelop an existing shop and commercial building for the purposes of establishing a new ALDI supermarket, along with two shops located in existing built form.

The proposal was determined Category 2 for the purposes of public notification. A total of 205 representations were received during the notification process, with 13 of these considered as valid representations. A number of similar issues were raised in these representations, which include inappropriate land use, the increase in traffic volumes, an undersupply of on-site car parking, noise generated from operational and vehicular means, pedestrian movement across Main Road, the visual appearance including building setbacks, interface amenity (including overshadowing and tree removal), and issues arising during construction including noise, dust and security.

As a result of the concerns raised through the public notification process, the applicant has provided amended plans which seek to address the concerns of those who made representations. The building setbacks have been increased to the north which provide visual and landscaping setback to the proposed built form, acoustic measures have been included which mitigate vehicle and operational noise generation, the bin area has been relocated and is fully enclosed, and the northern and western elevations have been amended to provide improved visual appearance.

The Commissioner of Highways was mandatorily referred, in accordance with Schedule 8 of *Development Regulations 2008*. They offer in-principle support for the proposal, and have recommended a number of conditions be imposed to any approval. A number of these are included in the recommendation.

This assessment considers the Zone-specific policies at a finer nature, as well as those of Council Wide at a broader nature, in determining the suitability of the proposal against the Mitcham (City) Development Plan. It is acknowledged that the proposal does not meet a number of objectives and principles in both the Zone and Council Wide sections,

however does move to fulfil the intent of them. The departure from these shortfalls is not considered to have a great detriment to the Zone, nor that of neighbouring Zones, and the assessment concludes with a recommendation to grant Development Plan Consent.

ASSESSMENT REPORT

1. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The proposal is for the construction of a supermarket, together with advertising, at grade and undercroft car parking, and landscaping. The application includes the full demolition of the existing western building to accommodate the undercroft car parking and supermarket building above it, with the partial demolition of the existing eastern building to accommodate the conversion into two shop tenancies.

The built form comprises:

ALDI Supermarket

The 1570m² building is located towards the western and northern edges of the site, in a north-south orientation. It has a retail floor area of 1116m². The supermarket building has a setback to its western boundary of 2.005 metres, and 2.0 metres to its northern boundary, approximately 16 metres to the Chapman Street (south) boundary and at least 28 metres to its Main Road (east) boundary, as measured from the lift core which connects the ground-level car park to the supermarket floor level.

The supermarket building has an overall height of 8.95 metres to the top of its parapet, with the lift core/stair tower extending 2.98 metres above this. It has an underside clearance to its acoustic soffit lining of 2.6 metres, which allows for undercroft car parking.

The building is constructed primarily of pre-cast concrete, which are finished in Dulux 'Fluorescent Fire', a deep red which is synonymous with the ALDI brand. It has a flat roof, which will not be visible from any ground viewing point. The metal clad lift/stair tower is proposed in a dark grey which assists in breaking up the contiguous colour. Sunshade awnings in a lighter grey and perforated copper coloured sheeting, along with shop glazing, assist further in creating a contemporary building with interesting design and appropriate colour and material palette.

Shop Building

The shop building utilises existing built form on the land, which totals approximately 760m² of built floor area. The proposal is to modify this building internally to create two tenancies from eight. As part of this, a new shopfront to its main frontage is proposed, as well as creating a delivery bay area at the eastern end. The eastern tenancy, proposed to be occupied by 'Browse In And Save' – an existing tenant on the site – is approximately 500m². The western tenancy of this building does not have a defined tenant and is approximately 205m² in area.

The shop building has a zero setback to its north boundary, at least 3.5 metres to its Main Road (east) boundary, 41 metres to its Chapman Street (south) boundary, and 30 metres to its western boundary. It should be noted that the western wall of the shop directly adjoins the supermarket building.

The shop building has an overall height of 6.21 metres, of which is the existing parapet of the building. It utilises the full extent of the exterior of the original

building, with new glazing and shopfronts to its main frontage (south). The building is proposed to be repainted in a deep red colour. It retains its original, curved roof.

Although of distinctly different architecture to the proposed building, the altered existing building integrates well with the proposed architecture, and although juxtaposing its style, it blends by nature of the materiality and colours.

The existing access points to both Main Road and Chapman Street are not proposed to be altered. The proposed car parking on the site is generally in the same area as the existing car park, although with the addition of undercroft car parking beneath the proposed supermarket building, bringing the total car parking number to 89. Bicycle parking is accommodated on the site, and is in a convenient and legible location, providing for 8 bicycles.

It is proposed to remove a number of existing trees and associated landscaping located generally towards the centre of the existing car park, as well as those trees located close to the greater northern boundary, and towards the western boundary. Trimming of the large *Corymbia citriodora* (Lemon Scented Gum) located in the south-eastern corner of the neighbouring property to the west is proposed to be trimmed. This tree is exempt from control under the *Development Act 1993*, and the proposed trimming is required to facilitate the development. It is proposed that this tree is protected during this process.

A new landscaping plan is proposed, which proposes new native trees along the Chapman Street and Main Road garden bed areas, which provides a visual buffer to the proposed development. Dwarf eucalyptus trees are proposed along the southern half of the western boundary, which will again provide visual relief and some acoustic measure of the proposed development, particularly when viewed from the neighbouring residential property to the immediate west. A number of shrubs and groundcovers are further proposed to be planted within the central car park, at the northern end of the undercroft car park, and within the beds that frame the site along Chapman Street and Main Road.

Two signs are proposed, which are for the ALDI supermarket. These signs are illuminated, and are each proposed for the eastern elevations of the lift/stair tower, as well as the shop building. The sign on the tower measures 2.4 metres high and 2 metres wide. It is constructed from aluminium and is internally lit with fluorescent tubes. The sign on the shop measures 1.4 metres high and 1.2 metres high. It matches the larger sign in each other aspect. The signage is considered appropriate, as they use suitable colours, are of a scale which relate to the architecture and do not dominate in the locality, and are used sparingly to identify the tenant. The existing pylon sign at the south-east corner of the site is proposed to be retained, with a future application to replace this and to provide a site-wide signage scheme for the remaining tenancies.

A summary of the proposal is as follows:

Land Use Description	Supermarket and shops.
Building Height	Single storey, with undercroft car parking to supermarket building. Supermarket building – 8.95m to top of parapet, 11.93m to top of tower. Shop building – 6.21m to top of parapet.
Description of levels	Ground – shops and undercroft car parking. Upper – supermarket.
Building floor area	Supermarket building – 1570 square metres. Shop building – 760 square metres.
Site Access	Maintains existing crossovers on Main Road and Chapman Street. No new crossovers or access points proposed.

Car and Bicycle Parking	89 car parking spaces provided. 8 bicycle parking spaces provided.
Staging	The application is not proposed to be staged.

2. SITE AND LOCALITY

2.1 Site Description

The site consists of a single, irregular shaped allotment, legally defined as:

Lot No	Street	Suburb	Hundred	Title Reference
102	Main Road	Blackwood	Adelaide	CT 6126/685

The subject site is located at 198-200 Main Road, Blackwood, some 500 metres from the Main Road and Shepherds Hill Road round-about intersection. The site is bound by Chapman Street to its south, Main Road to its east, residential group dwellings to its west and portion of north, and a commercial property to the balance of its north boundaries.

The site currently comprises a single level building with a number of commercial land uses and retail shops, including a women-only gymnasium, hearing clinic, beauty spa, chicken shop, and real estate office.

The site is generally flat, with a slight fall across the site to the south-west. A number of mature trees exist on the site, with the landscaping providing a contiguous buffer to the existing development, which is congruous with that in the locality. The site is landmarked by a tall signage structure about its south-eastern corner which identifies the tenants of the site.

2.2 Locality

The locality is characterised by commercial development to its south, east, and greater north, with the immediate north-west and west defined by residential flat dwellings, generally of a single-storey nature.

In its main street setting, the existing development in the locality has clearly grown as that which services a greater community, with development generally taking place in an orderly fashion – separating commercial and retail uses from residential uses. Towards the town centre to the south, this development has a stronger reinforcement, with the presence of commercial and retail development existing interspersed with residential development generally to the north, and further away from the town centre.

The immediate locality is characterised by a number of commercial uses, including a service station, gymnasium, medical centre, pharmacy, veterinary clinic, and hardware store, and physiotherapist.



Figure 1 – Location Map

3. COUNCIL COMMENTS or TECHNICAL ADVICE

3.1 City of Mitcham

Whilst the City of Mitcham acknowledge that the development does not satisfy all of the provisions of the Mitcham (City) Development Plan, they consider the proposal an acceptable one when balanced against the existing site and locality conditions.

Their response generally raises considerations with respect to land use, traffic management and car parking, and residential land use interface.

Land Use

The proposal is not entirely consistent with the provisions in the Zone with respect to land use, however the proposal is unlikely to undermine the functionality of the Zone, and will complement those uses already present. Acknowledged that shopping and retail uses should be located within the core retail precinct of District Centre Zone, however there are limited opportunities to achieve this.

Traffic Management and Car Parking

The current car parking supply is in the order of 4.5 spaces per 100m², with the proposed car parking supply of 4.2 spaces per 100m² of retail space. The proposal increases the current car parking numbers by 17, overall. The Council consider this increase, notwithstanding a Development Plan shortfall of 40 spaces, as sufficient to meet car parking demands. They note that the proposed development does not propose any additional access points on to Chapman Street or Main Road.

The Council note that other shopping developments within the Council area have been approved with a car parking rate significantly under the rate set out in the Development Plan.

Residential Land Use Interface

The western boundary of the subject land borders the Residential (Hills) Zone to the west. The Council consider the proposed built form setbacks as satisfactory, and that the noise emissions will comply with EPA noise standards for developments adjoining residential areas, with respect to plant noise and delivery of goods to the site.

The City of Mitcham do not propose any conditions in their recommendation, and provide in-principle support for the proposal subject to addressing delivery movements only entering and exiting the site in a forward direction, management of construction process with respect to the northern and western boundaries, and consideration of the residential uses to the north and west of the site.

4. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

The Commissioner of Highways is a mandatory referral body in accordance with Schedule 8 of the Development Regulations 2008. The Commission must have regard to this advice.

4.1 Commissioner of Highways

Department of Planning, Transport and Infrastructure, Safety and Service Division, do not have any objections to the proposed development. They provide a number of conditions, which are not under direction, for the consideration of the Commission.

A copy of this referral is included in the attachments of this report.

5. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to Principle of Development Control 15 of the Mitcham (City) Development Plan, which states that all forms development not listed as Category 1 are Category 2 development. Accordingly, the proposed development is not a Category 1 listed form, and is therefore a Category 2 form of development.

Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) and a total of 205 representations were received. Of these, 192 were deemed to be invalid as they were excluded from making a submission pursuant to Section 38 (4) and (17) of the *Development Act 1993*, which includes notification only to owners or occupiers of each piece of adjacent land and those of a prescribed class.

The following 13 representors made valid submissions.

Rep. ID	Issue	Applicant's Response
R1	<ul style="list-style-type: none"> Cars parking over driveway 	On-street parking is the responsibility of Council and not related to the proposed development.
R2	<ul style="list-style-type: none"> Overshadowing Building scale Vehicle odours and noise Plant noise 	<p>Revised shadow diagrams prepared to reflect amended plans with respect to fence height and setback.</p> <p>Increased setback to northern boundary.</p> <p>Acoustic treatment to underside of undercroft car park and acoustic wall to western boundary fence proposed.</p> <p>Acoustic screening to roof top plant.</p>

Rep. ID	Issue	Applicant's Response
R3	<ul style="list-style-type: none"> Increased noise and pollution Loss of morning sunlight Increase in traffic on Chapman Street Property devaluation 	<p>Traffic assessment considers that queueing and delays on Chapman Street are very little.</p> <p>Revised shadow diagrams prepared to reflect amended plans with respect to fence height and setback.</p>
R4	<ul style="list-style-type: none"> Noise issues Traffic and parking Visual impact and overshadowing Property devaluation Construction work Over-development of site Detriment to over-all good of local community Building design Waste management Tree removal and landscaping 	<p>Acoustic treatment to underside of undercroft car park and acoustic wall to western boundary fence proposed.</p> <p>Acoustic screening to roof top plant.</p> <p>Bin store relocated south to adjacent existing solid wall on boundary and is now fully enclosed. Food is not prepared on the site.</p> <p>Shortfall of car parking at adjacent existing development are not relevant to the proposed development. Proposed 89 spaces exceeds predicted car parking demand based on existing ALDI stores in South Australia.</p> <p>Pre-cast façade on northern and western elevations amended to incorporate alternating grey-green panels to provide visual interest to these walls.</p> <p>Bin store relocated to sit against adjacent neighbour's solid wall, and now fully enclosed. No food prepared on site.</p>
R5	<ul style="list-style-type: none"> Inappropriate development in Zone Traffic congestion Waste management Overshadowing Visual privacy Noise Construction work 	<p>Loading dock located to separate heavy and light vehicle movements.</p> <p>Traffic assessment based on data from ALDI stores in SA and Victoria.</p> <p>Environment Protection (Noise) Policy 2007 requirements are met.</p> <p>Setback increased to 2 metres to northern boundary.</p>
R6	<ul style="list-style-type: none"> Overshadowing Noise and air pollution Traffic congestion Tree removal 	<p>Traffic assessment finds that there will be little queueing and delays on Chapman Street.</p>
R7	<ul style="list-style-type: none"> Noise and dust during construction Setback insufficient to north Operational noise 	<p>Setback increased to 2 metres to northern boundary.</p> <p>Environment Protection (Noise) Policy 2007 requirements are met.</p>
R8	<ul style="list-style-type: none"> No need for another supermarket Setback to north Plant noise 	<p>Setback increased to 2 metres to northern boundary.</p> <p>Environment Protection (Noise) Policy 2007 requirements are met.</p>
R9	<ul style="list-style-type: none"> Building height and visual impact Setback to north Landscaping Noise from car park Light pollution Waste management Hours of operation 	<p>Setback increased to 2 metres to northern boundary.</p> <p>Acoustic treatment to underside of undercroft car park and fencing along western boundary.</p> <p>Proposed 89 car parking spaces exceeds predicted car parking demand based on existing ALDI stores in SA and Victoria.</p>
R10	<ul style="list-style-type: none"> Car parking data out of date 	<p>Proposed 89 car parking spaces exceeds</p>

Rep. ID	Issue	Applicant's Response
	<ul style="list-style-type: none"> No large car park to manage overflow from provided on site Increased traffic generation 	<p>predicted car parking demand based on existing ALDI stores in SA and Victoria.</p> <p>Traffic assessment considers that queueing and delays on Chapman Street are very little.</p> <p>Proposed development will have very little impact on existing traffic volumes on Main Road.</p>
R11	<ul style="list-style-type: none"> Pedestrian crossing on Main Road Traffic congestion 	<p>Pedestrian crossing a matter for Council and DPTI to consider, separate to the development assessment process.</p> <p>DPTI recommends a raised median be installed on Main Road opposite existing driveway to subject site to prevent right turns at Main Road access point.</p>
R12	<ul style="list-style-type: none"> Closure of small business Traffic congestion 	<p>Traffic assessment considers that queueing and delays on Chapman Street are very little.</p>
R13	<ul style="list-style-type: none"> Parking provisions Traffic congestion 	<p>Car park does not have pre-existing problems. Existing car park has 72 spaces with peak demand of 44 spaces. The proposed 89 spaces will accommodate parking demand, estimated using existing ALDI developments in SA and Victoria.</p> <p>Traffic assessment considers that queueing and delays on Chapman Street are very little.</p>



Figure 2 – Representation Map

Of the thirteen representors, nine wish to be heard by the Commission.

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

6. POLICY OVERVIEW

The subject site is within the Commercial (Main Road) Zone as described within the Mitcham (City) Development Plan, consolidated 21 April 2016.

Relevant planning policies are contained in Appendix One and summarised below.

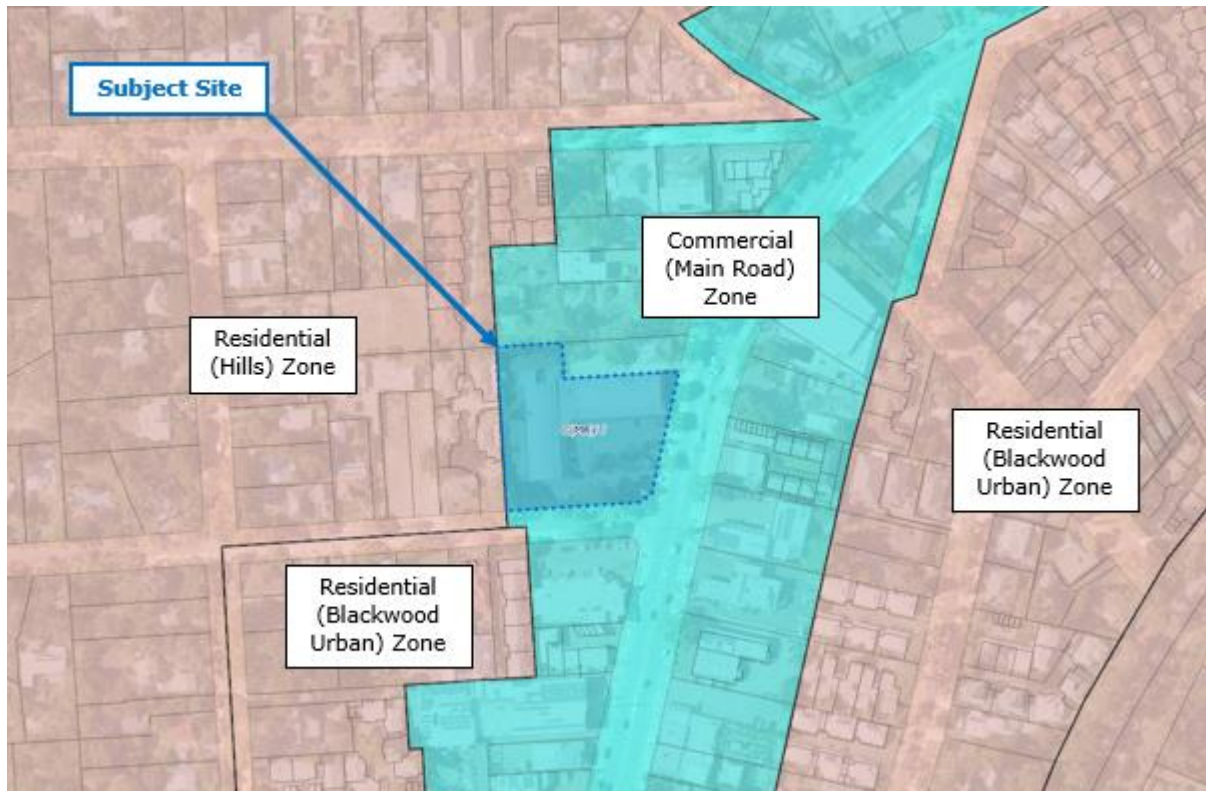


Figure 3 – Zoning Map

6.1 Commercial (Main Road) Zone

The Commercial (Main Road) Zone will accommodate primarily residential land uses, with minor servicing, commercial, community and office related activities which generate low traffic volumes, and in a manner which will enhance the appearance of the zone and maintain the free flow of traffic on Main Road, and in which landscaping and residential building form enhances the local environment and forms an attractive gateway to the Blackwood Centre.

Building development should provide a high standard of design and construction, be in keeping with the scale of adjacent development and be enhanced by substantial landscaping between the building and street frontage. Development adjacent to residential zones should provide a two metre wide landscaped strip to screen such development from adjoining residential activities.

Developments should provide sufficient on-site car parking and loading areas to avoid the need for vehicle parking or loading on Main Road. Vehicle parking should be provided in accordance with rates set out in Table Mit/9, where applicable.

6.2 Council Wide

Development should be orderly and economic. Non-residential development adjacent to residential development and/or zones should, where appropriate, be designed, sited, constructed, landscaped and operated in a manner which will minimise the impact of such activities on adjacent residential development and occupants.

Centre type development located outside centre zones should be of a size and type which would not hinder the development or function of any business, centre or shopping zone and be in accordance with the objectives for centres and shops and the objectives for the appropriate zones, and, confirm to the access, car parking, and design principles for centre zones.

The appearance of buildings and objects shall not impair the amenity of the locality in which they are situated. Development should incorporate landscaping as an integral part of the design of the development. Existing substantial landscaping should be retained in conjunction with development wherever practicable. Planting species utilised within landscaped areas in association with development should be of a type which require minimal maintenance.

Advertisements should complement and enhance the predominant character of the locality and not obscure the view of attractive landscapes, streetscapes or significant buildings. They should be simple, easily recognisable, utilise symbols where appropriate, not dominate or obscure other advertisements, and relate to the activity carried out upon the site on which it is to be located.

7. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Mitcham (City) Development Plan, which are contained in Appendix One.

7.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Gross Leasable Floor Area	In the order of 250 square metres	Supermarket – 1480m ² Tenancy A – 500m ² Tenancy B – 205 m ²	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Tenancy B meets the guideline, however Tenancy A and the Supermarket do not.
Land Use	Residential, community, commercial, office, minor service activities	Supermarket Shop	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Whilst not strictly listed, proposed land uses meet the intent of servicing the community.
Car Parking	7 spaces per 100m ² of retail floor area	4.2 spaces per 100m ² of retail floor area (89 spaces)	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Although Development Plan requirements not met, empirical data provided determines supply appropriate.
Bicycle Parking	1 per 300m ² shop (customer) 1 per 500m ² shop (employee)	8 spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Meets minimum provision.

7.2 Land Use and Character

The Commercial (Main Road) Zone seeks residential, minor servicing, commercial, community and office related activities and land uses which generate low traffic volumes, and in a manner which will enhance the appearance of the zone and maintain the free flow of traffic on Main Road.

Whilst it is acknowledged that the proposal challenges this objective, there is very little opportunity to locate such a shop – which considerably departs from the Development Plan ‘in the order of’ gross leasable floor area measure – within the District Centre Zone, where it would be an envisaged form of land use, given the standing development and limited land parcel opportunity.

The proposed land use, whilst not meeting its quantitative requirement of gross floor area in both the supermarket and Tenancy A, is not deemed to have a detrimental impact on the locality by land use alone.

7.3 Design and Appearance

The Zone seeks that building development should provide a high standard of design and construction, be in keeping with the scale of adjacent development, and be enhanced by substantial landscaping between the building and street frontage. The proposal maintains one of the two existing buildings on the land. It modifies its front (south) elevation by way of new glazing and shopfront entries, which improves its appearance, in addition to a new painted finish to integrate with the proposed supermarket building. The supermarket building is constructed of precast concrete with perforated and solid metal sheeting, glazing, and render finishes. It is of a contemporary design with its rectilinear form, and is well articulated.

The two-storey nature of the supermarket, being a single shop level above an undercroft carpark, is considered to be in keeping with the scale of adjacent development. Whilst there is no two-storey development directly adjoining the subject site, the nearest two-storey building exists approximately 75 metres from the site. Whilst the building does not typically read as a two-storey building, its height will allude to this when viewed from a distance. The adjacent Residential (Hills) Zone allows for two-storey built form, and as such the height of the building is not considered inappropriate in this location. The setback of 2.05 metres to the western boundary – the Residential (Hills) Zone, and 2.0 metres to the northern boundary help reduce the perceived height when viewed from these residential properties.

Following public notification, the plans have been amended to propose the use of alternating colours on the supermarket building to the west and north elevations. This breaks up the previously single colour which will provide visual interest to these elevations where the built form is at its highest. In addition to this, the setback has been increased from zero to 2.0 metres at its northern boundary which further provides built form separation, and allows for the landscaping pockets at the northern end of the undercroft car park to better flourish as it will be provided light and ventilation to the ground.

The layout of the built form on the site follows a logical order and sites the buildings in appropriate locations with respect to access points, car parking locations, the integration of existing built form, the location of loading areas with respect to noise sensitive receivers, and the materials and colours used in a manner which is not incongruous to the locality, nor detracts from the amenity of the locality.

The proposal accords with the policies of the Development Plan which relate to building appearance and design, both in Commercial (Main Road) Zone, and those in Council Wide sections.

7.4 Traffic Impact, Access and Parking

Perhaps one of the more sensitive aspects to the proposal is the car parking and associated traffic impacts of the proposal. It is widely understood that the pre-existing conditions of car parking demand in Blackwood is at a premium. With this said, the GTA Consultant’s transport impact assessment has studied the parking

situation of the subject site and its surrounds, and finds that the proposed development both satisfies its on-site provision of parking spaces, and also does not amplify or intensify the existing conditions outside of the site.

The transport impact assessment bases this on empirical data collected from a number of ALDI stores in South Australia and Victoria, as well as retail centre traffic generation statistics. The Development Plan seeks 7 spaces per 100 square metres of lettable area, which would require the site to provide 162 spaces overall. 89 spaces are proposed. The transport impact assessment determines the shortfall of 73 spaces appropriate given the actual traffic generation based on the empirical data collected from other comparable shops, and that of data collected from the site itself which studied peak demands on a Thursday evening and a Saturday. Their calculations indicate a peak parking demand of 87 spaces, with the 89 spaces provided are considered appropriate given this methodology and approach used in other approved developments.

The queueing – both within the development site and at Chapman Street – are also studied as part of the transport impact assessment. It considers the increase in traffic impact of the proposed development as relatively minor.

The existing crossover point on Main Road (Access 1) and on Chapman Street (Access 2) are maintained. Access 1 is a two-way access point which allows for left-in and left-out turns and is typically used for customer vehicles. There will be, however, occasional deliveries using this access point for the delivery bay associated with Tenancy A. A condition to any consent will be included which restricts the hours this is to be used, which will mitigate any customer/delivery vehicle issues. Access 2 is a two-way access point, and will provide access for customer vehicles to the site and delivery vehicles to the supermarket. It provides for all turning movements. Delivery (and customer) vehicles will enter and exit the site in a forward direction at all times. A condition to any consent will be included which reflects this requirement.

The transport impact assessment concludes that:

- The proposed supply of 89 spaces is considered appropriate having consideration to the existing and anticipated peak parking demands for ALDI and the two shop tenancies.
- The proposed parking layout is consistent with the dimensional requirements as set out in AS/NZ2890.1:2004 and AS/NZ2890.6:2009.
- Access is proposed to be retained on Main Road with left turn entry and exit movements only at the existing crossover (with minor modifications for the new layout).
- Bicycle rails provided to meet the anticipated bicycle parking demand.
- The supermarket loading dock located on the western boundary of the site, which is designed to accommodate a 14.0m semi-trailer entering and exiting the site in a forward direction from Chapman Street.
- The on-street parking on the southern side of Chapman Street will need to be removed to enable safe and efficient movement of delivery vehicles between the site and Main Road.
- The two shop tenancies serviced by a loading area in the north-east corner of the site designed for vehicles up to 10m in length which will enter the site from the Chapman Street access point.
- There is very little change in traffic operation from existing conditions of the Main Road and Chapman Street intersection.
- There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

The transport impact assessment and other application documentation has been referred to the Safety and Services Division of the Department of Planning, Transport and

Infrastructure (SSD), a mandatory referral body pursuant to Schedule 8 of *Development Regulations 2008*. SSD have subsequently met with Ekistics and GTA Consultants with respect to the proposal, and the final plans and report are given in-principle support; as stated in the SSD referral response.

It is considered that the proposed traffic management and car parking design of the development are acceptable and generally accord with the provisions of the Development Plan in this regard.

7.5 Environmental Factors

7.5.1 Crime Prevention

The heavily glazed supermarket and shops provide for good passive surveillance opportunity. The undercroft car park is proposed to be on a sensor-based switch, and will illuminate upon human movement. This is considered an acceptable approach to providing security and assist in the prevention of crime in an area which would require a greater degree of security than, say, an open-air car parking area.

The overall layout of the site and design of buildings (including the locations of dense/tall landscaping) also minimise the opportunities for crime to occur outside of the view from other public places.

7.5.2 Noise Emissions

The subject land adjoins the Residential (Hills) Zone to its immediate west. There are residential land uses to the sites immediate north. With these noise sensitive receivers considered, it is appropriate to apply a greater degree of measures to minimise the levels of noise received at these locations. Accordingly, the applicant proposes a 3.0 metre high, acoustic fence along the entire length of its western boundary, which tapers down to 2.4 metres to the southern boundary. This fence will assist in minimising the noise from delivery trucks along this boundary, as well as from noise associated with vehicle movements in the undercroft car park below the supermarket.

The underside of the undercroft is also proposed to have an acoustic soffit lining covering the western and northern portion, as well as the wall adjacent the loading bay area of the supermarket.

The noise emissions are also further proposed to be minimised by:

- Restricting the hours of trade to between 7am and 10pm
- Restricting the hours of deliveries to between 7am and 10pm
- The switching off of refrigeration and reversing beepers on trucks
- The use of low-level exhaust systems on trucks – an ALDI-wide approach.

An Environmental Noise Assessment prepared by Sonus considers that the proposed development will not cause excessive or disturbing noise at neighbouring properties, will not cause a nuisance or hazard arising from excessive noise, will not impair the amenity of the residential area, and will not create nuisance to occupiers of adjacent properties by way of noise.

The noise outputs detailed in the Sonus assessment achieves the policy criteria for acceptable noise levels, and further meets noise and design principle policies of the Development Plan.

7.5.3 Waste Management

A bin store located against the solid wall portion of the neighbouring residential property is proposed for the western boundary of the site, located within the loading bay area. This bin store is fully enclosed, and is not anticipated to generate offensive odour given that no food is prepared in the supermarket. This waste bin area is proposed to be serviced once per week by a 10.5 metre waste collection vehicle. The vehicle will utilise the loading bay area.

The acoustic treatment to this area, as per the loading bay, is considered acceptable.

7.5.4 Stormwater Management

A preliminary stormwater management plan has been prepared by Wallbridge Gilbert Aztec. The report assesses the current management of stormwater on the site and the proposed method of water runoff from the developed site.

As the site is already completely impervious, the proposed development will not increase the peak flow rate of water runoff from the subject site, and therefore, following advice of Council, on-site water detention is not required.

In the advice from Council, minimum site and building floor level have been established to accommodate 1 in 100 year flows and stormwater quality improvement measures will be incorporated to improve the quality of runoff from the site. Runoff from the car parking area and other hard paved areas will be treated by a gross pollutant trap or other filtration method before being discharged to existing street drainage system.

In the context of the site characteristics and available stormwater infrastructure, the proposed stormwater management satisfies the relevant provisions of the Development Plan.

7.6 Signage

The application proposes two signs – one illuminated sign towards the top of the eastern elevation of the lift/stair tower, and one on the eastern elevation of the shop building. Each sign is restrained in size, is directed towards a pedestrian audience, is compatible with the broader design and streetscape of the area, clearly identify the tenant, and accordingly satisfy the relevant provisions of the Development Plan:

- The tower sign measures 2.4 metres tall and 2.0 metres wide.
- The shop sign measures 1.44 metres tall and 1.2 metres wide.
- Each sign is illuminated internally with fluorescent lighting, and the lightboxes have a thickness of 292 millimetres and 260 millimetres respectively.

The scale of the signage is considered appropriate in its context, as well as to the architecture in which they are ancillary to. It accords with the Council Wide provisions of the Development Plan with respect to signage.

8. CONCLUSION

The proposal to demolish part of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft parking and landscaping is considered appropriate in its location, notwithstanding the departures from a number of areas of the Development Plan; particularly the supermarket and shop size, and quantitative requirements of car parking spaces.

This assessment considers the appropriateness of recommending consent to such development, balancing it against information provided by the applicant with respect to traffic impacts, as well as an understanding of land tenure and zoning where a supermarket might be better suited.

Whilst a supermarket, and indeed a shop over 250 square metres in gross floor area is not strictly envisaged in the Zone, the proposed development is unlikely to have a detrimental impact on the locality. The overall gross floor area of the existing uses on the site is in the order of 1600 square metres, with the proposed gross floor area in the order of 2200 square metres – a net increase of approximately 600 square metres. Offsetting this with an increase of 17 on-site vehicle spaces, the proposed development is not considered to be detrimentally impacted by the increase in gross floor area.

The management of interface to the residential uses to the north and west of the site by way of a 2 metre setback to each boundary, in addition to the acoustic treatment measures also provide an acceptable relationship between the standing residential uses and the proposed development.

The retention of existing vegetation (where possible) and addition of suitable species through the landscaping plan will provide for an attractive buffer between the public spaces and the built form, and will help to soften the impact the new, taller building may have.

The colours and materials used in the proposed supermarket building, and upgrade of the existing building, are not incongruous with the locality, and will harmonise well with the existing built form – particular to that of a more commercial nature to the immediate south and east of the site.

Considering the above aspects of this report, the proposed development warrants Development Plan Consent. A number of conditions are included in this recommendation, which further seek to minimise impacts of the proposed development, and are generally from an operational perspective.

9. RECOMMENDATION

It is recommended that the Development Assessment Commission:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Mitcham (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Nielsen Architects for Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft car parking

and landscaping, at 198-200 Main Road, Blackwood, subject to the following reserved matters and conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 080/E017/17:

Plans by Nielsen Architects – Project No. 2090

Title	Drawing No.	Rev.	Date
Existing Site Plan	DA01		31/03/17
Demolition Plan	DA01.2	A	31/03/17
Development Site Plan	DA02.1	B	31/03/17
Development Level 1 Plan	DA02.2	B	31/03/17
Existing External Elevations	DA03.1		31/03/17
Proposed Elevations	DA03.2	B	31/03/17
Sections	DA04	B	31/03/17
Signage Plan	DA05.1	B	31/03/17
Signage Details	DA05.2		31/03/17
3D Renders Sheet 1	DA08.1		31/03/17
3D Renders Sheet 2	DA08.2		31/03/17
Proposed Roof Plan	DA09	B	31/03/17
Proposed Shadow Diagram – Winter Solstice	DA10.1	A	31/03/17
Proposed Shadow Diagram – Summer Solstice	DA10.2	A	31/03/17
Existing Shadow Diagram – Winter Solstice	DA10.3	A	31/03/17
Existing Shadow Diagram – Summer Solstice	DA10.4	A	31/03/17

Outerspace, Draft Landscape Plan, Dwg OS592_CP01, dated 29/06/17.

Reports and Correspondence

- Ekistics, Planning Statement, dated 2 August 2017
 - Ekistics, Response to Representations, dated 12 December 2017
 - Sonus, Environmental Noise Assessment S4217.15C3, dated June 2017
 - Sonus, Response to Representations, dated 4 December 2017
 - GTA Consultants, Transport Impact Assessment, dated 13 July 2017
 - GTA Consultants, Response to Representations, dated 4 December 2017
2. All acoustic treatment recommendations set out in the Sonus Environmental Noise Assessment (S4217.15C3 – dated June 2017 and S4217.15C4 – dated 4 December 2017) be constructed prior to the occupation and operation of the supermarket store – including but not limited to the barrier applied to the plant, undercroft soffit, loading bay area, and boundary fencing.
 3. Waste collection on the site shall only occur between the hours of:
7:00am and 7:00pm on any Monday through Saturday
9:00am and 7:00pm on any Sunday or public holiday.
 4. Deliveries on the site shall only occur between the hours of 7:00am and 10:00pm.
 5. The hours of operation for the supermarket and shops shall be in accordance with the *Shop Trading Hours Act 1977* and *Shop Trading Hours Regulations 2003*.

6. Landscaping shown on the approved plans shall comprise a mixture of semi-mature trees and other plantings and be established prior to the operation of the development. Plantings shall be irrigated, maintained and nurtured at all times with any diseased or dying plants being replaced.
7. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications “Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition” and, where applicable, “Environmental Management of On-site Remediation” – to minimise environmental harm and disturbance during construction.
8. The development and the site shall be maintained in a serviceable condition and operated in an orderly and tidy manner at all times.
9. All external lighting on the site shall be designed and constructed to conform to Australian Standard AS4282-1997.
10. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.
11. A final detailed Stormwater Management Plan shall be submitted, in consultation with the Mitcham Council to the satisfaction of the State Commission Assessment Panel. The details of the plan shall be incorporated within the Building Rules Consent documentation, submitted for Development Approval, and be implemented prior to occupation or use of the development.
12. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.
13. All bicycle parks shall be designed and constructed in accordance with Australian Standard AS2890.3-2015.

DPTI – SAFETY AND SERVICES DIVISION CONDITIONS

14. The access points to Main Road and Chapman Street shall be constructed in general accordance with GTA plan 16A1283200-AT01-01P1 (received 16/10/17).
15. A section of raised median shall be installed on Main Road in order to physically restrict right turn movements to/from the Main Road access point.
16. A flush median shall be installed within Chapman Street at the Main Road/Chapman Street intersection in order to delineate traffic movements to/from Main Road.
17. All road works required to maximise the safety of access to the development shall be designed and constructed in accordance with Austroads Guides/Australian Standards and to DPTI's satisfaction prior to operation of the development. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant. The applicant shall contact DPTI, Traffic Operations, Network Integrity Engineer Mrs Christina Canatselis on telephone (08) 8226 8262, mobile 0401 120 490 or via email christina.canatselis@sa.gov.au to obtain approval and discuss any technical issues regarding the required works.

18. The road and access upgrades shall be completed prior to operation of the development.
19. All service vehicles shall enter the site via the Chapman Street access only.
20. The largest vehicle permitted to access the western loading dock shall be restricted to a 14.0 metres semi-trailer. The largest vehicle permitted to access the eastern loading dock (adjacent the Main Road access) shall be limited to a 10.0 metres rigid truck.
21. The deliveries to the supermarket and shops shall be undertaken outside of the peak traffic periods on Main Road.

ADVISORY NOTES

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



WILL GORMLY
PLANNING OFFICER – DEVELOPMENT ASSESSMENT
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

PROPOSED ALDI BLACKWOOD

198-200 MAIN ROAD
BLACKWOOD SA 5051

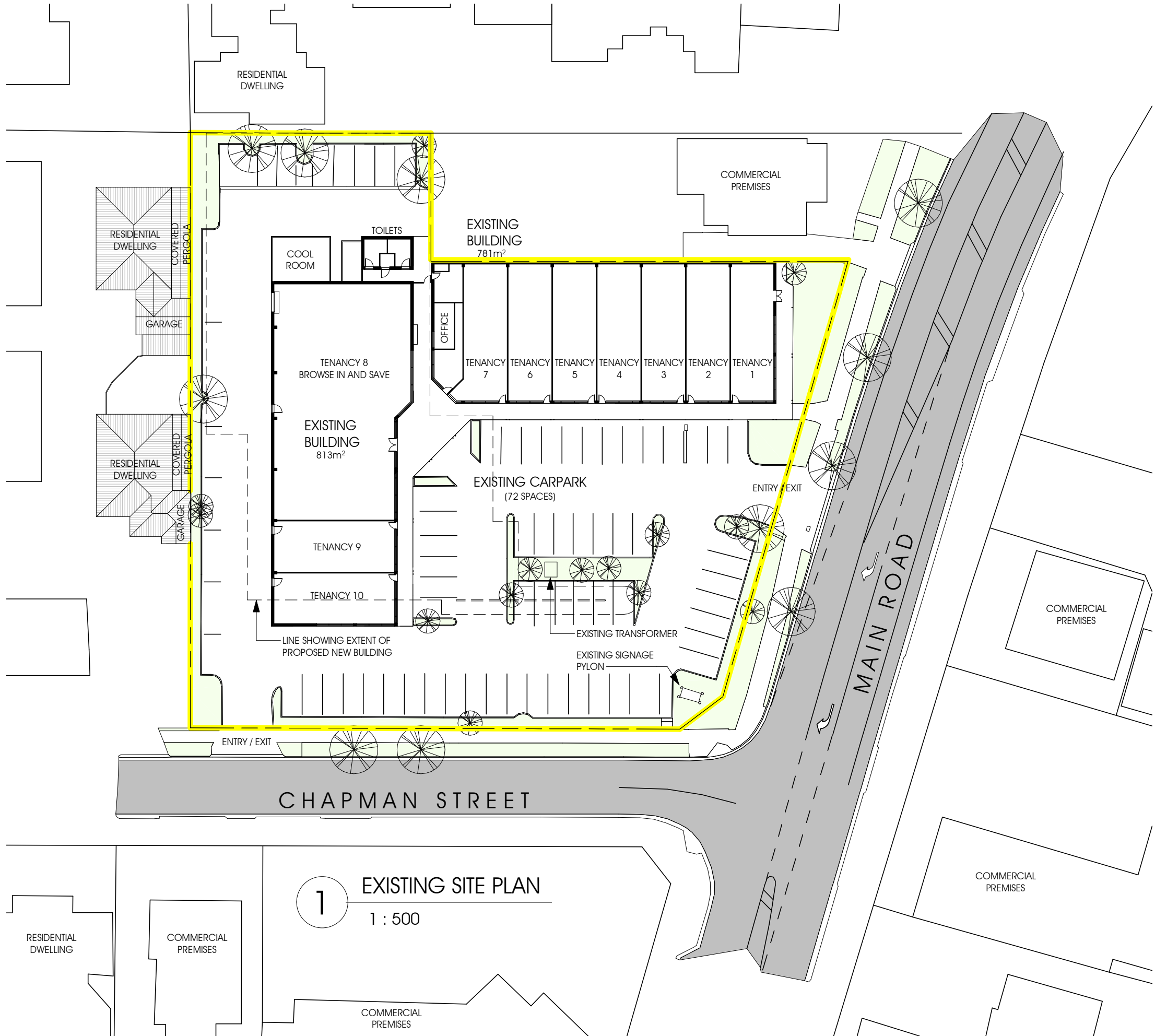


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PROPOSED ALDI BLACKWOOD

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1 EXISTING SITE PLAN
1 : 500

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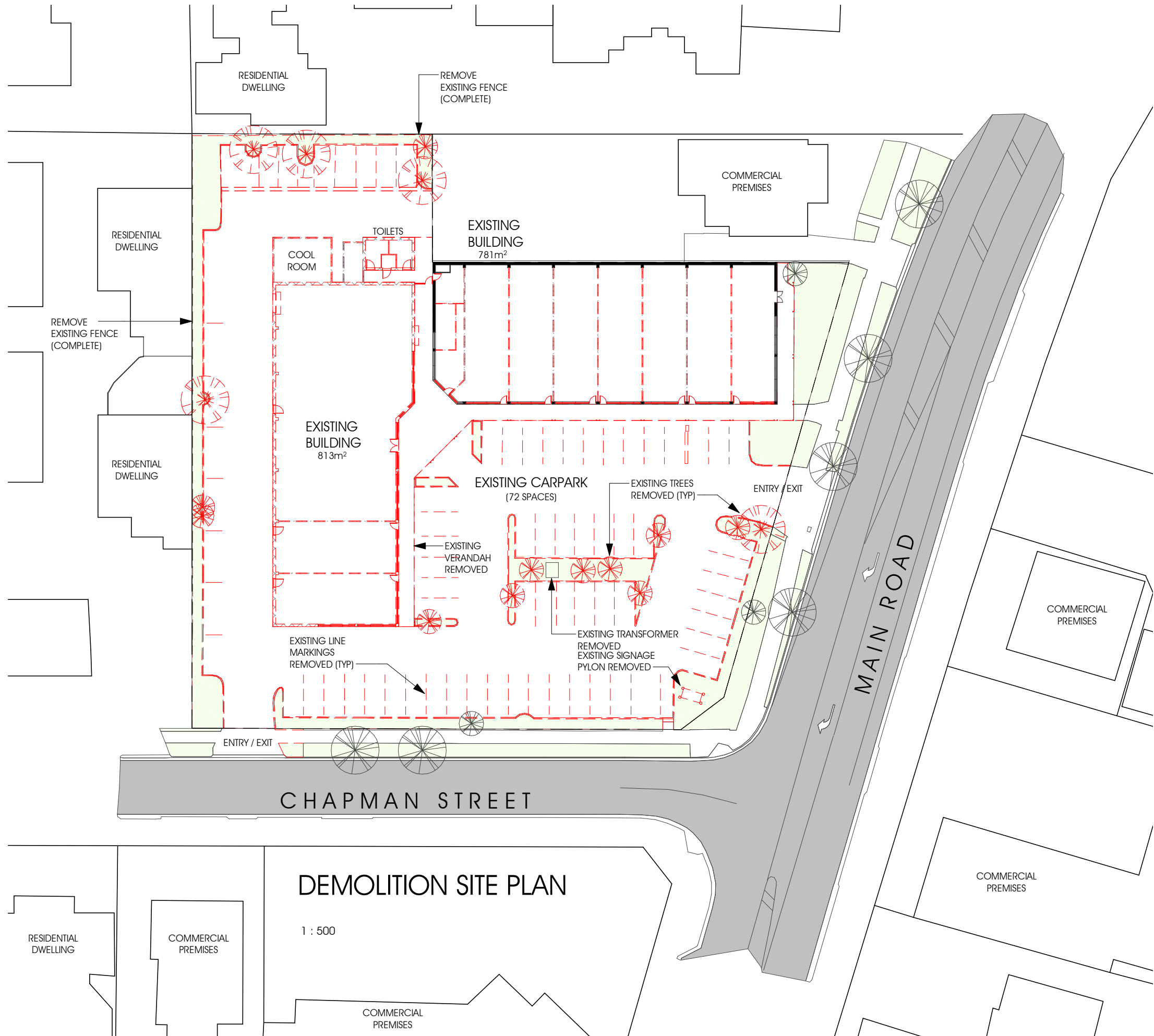
PROJECT
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DRAWING
EXISTING SITE PLAN

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DEMOLITION SITE PLAN

1 : 500

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NOTE:
ALL ITEMS SHOWN RED/DASHED TO
BE DEMOLISHED

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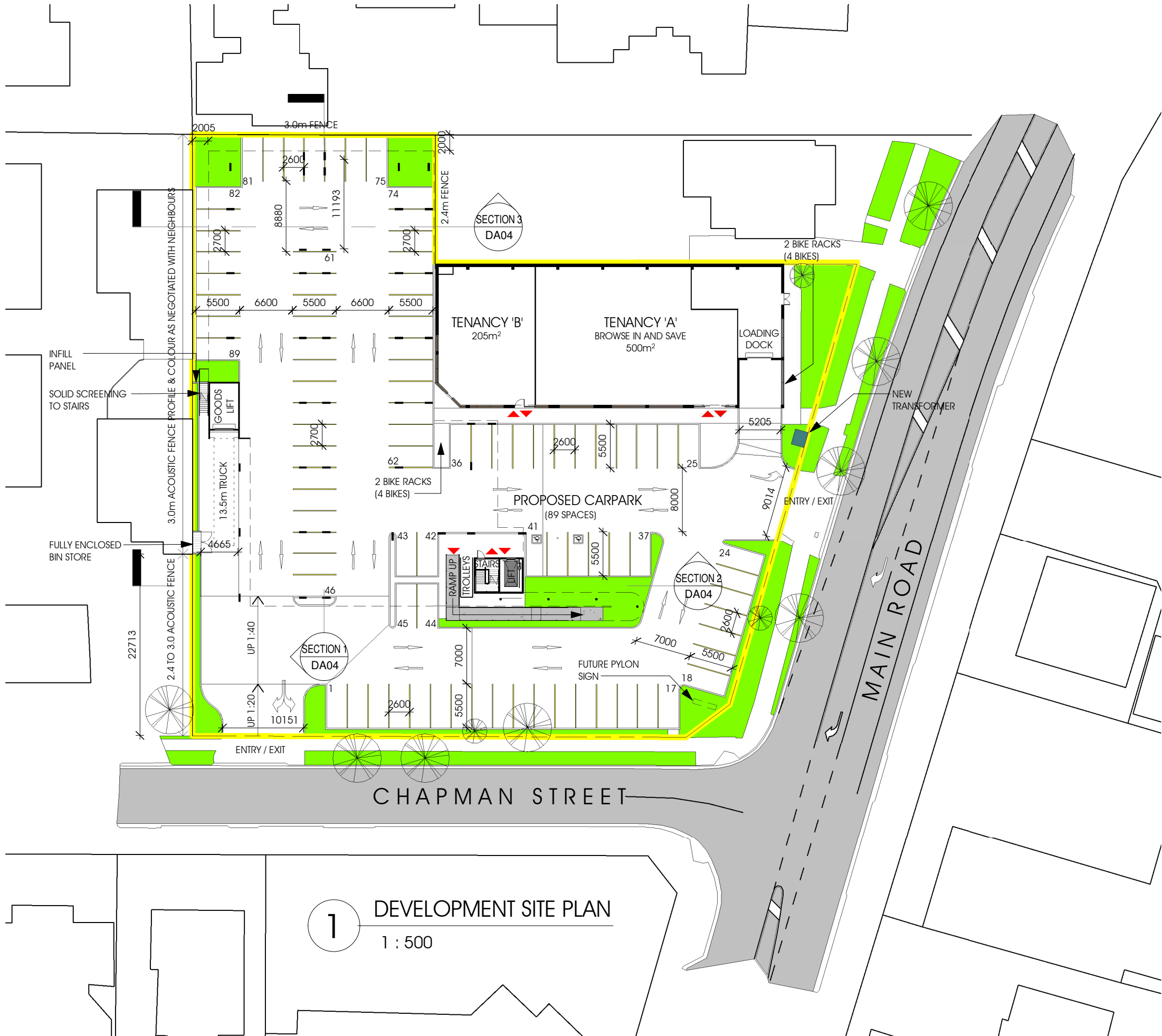
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1 DEVELOPMENT SITE PLAN
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A	17/11/17	PLANNING	RP	TB
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PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1580m ²
ALDI NETT AREA	1530m ²
ALDI RETAIL NETT AREA	1116m ²
ALDI BOH NETT AREA	341m ²
ALDI AMENITIES NETT AREA	68m ²
NUMBER OF CARS	89
SIZE OF TRUCK	13.5m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	

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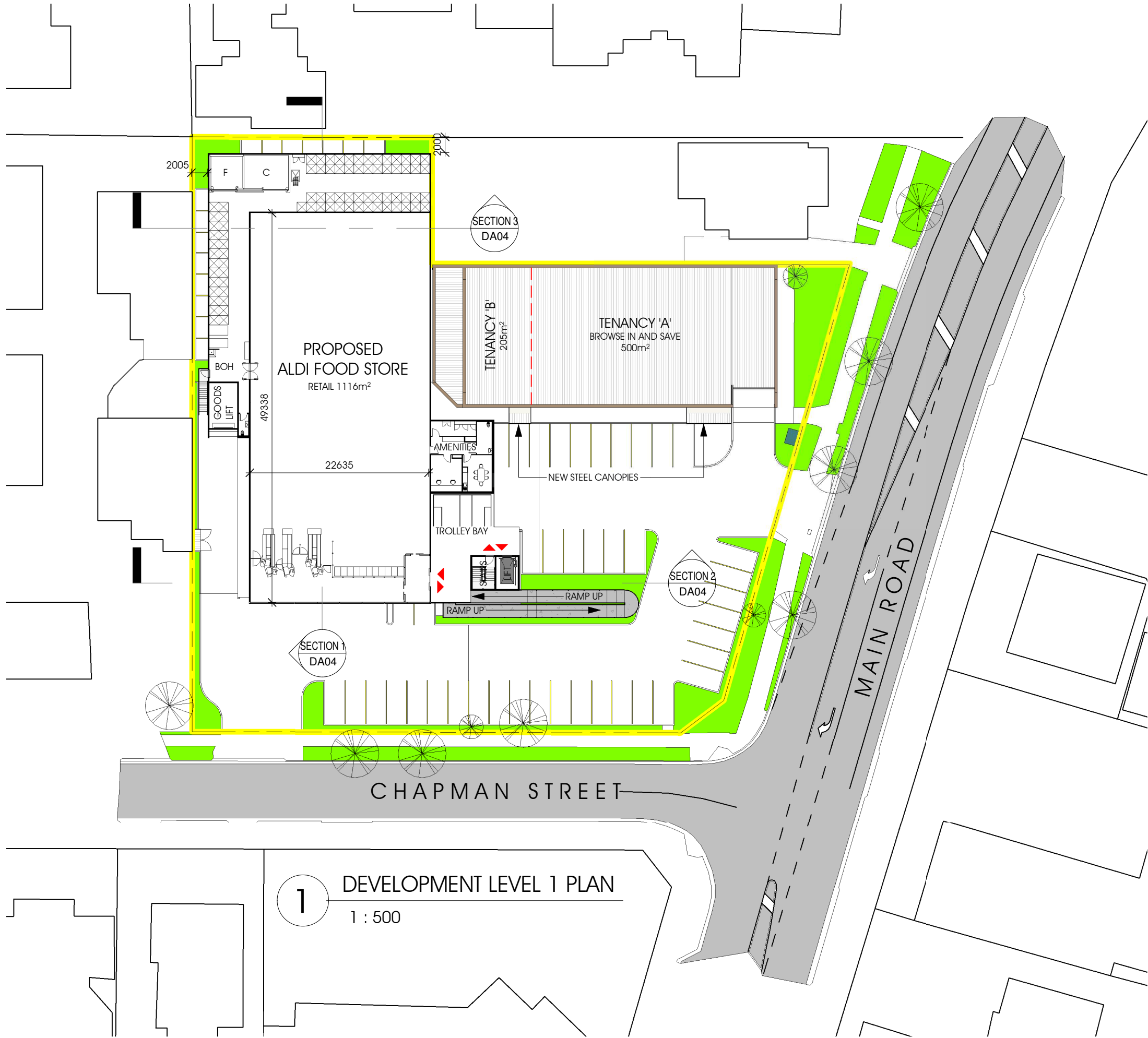
PROJECT
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DEVELOPMENT SITE PLAN

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1 DEVELOPMENT LEVEL 1 PLAN
1 : 500

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TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	

CLIENT



PROJECT
ALDI BLACKWOOD

DRAWING
DEVELOPMENT LEVEL 1 PLAN

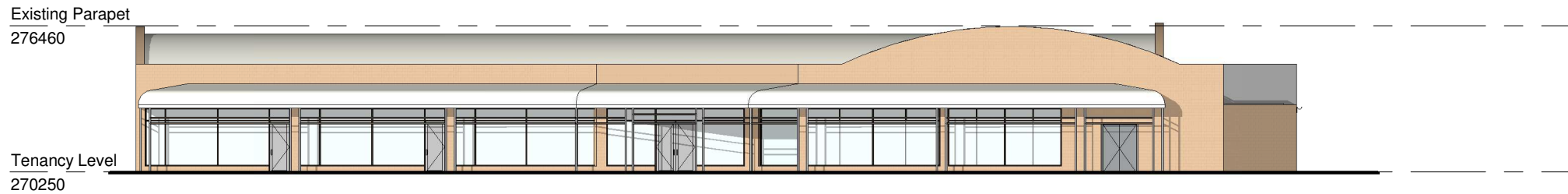
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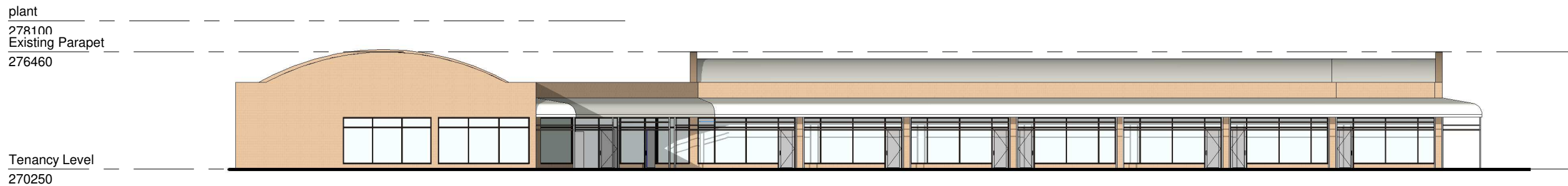
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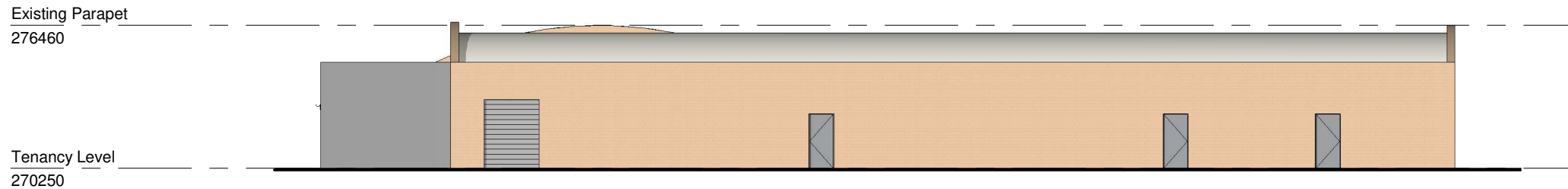
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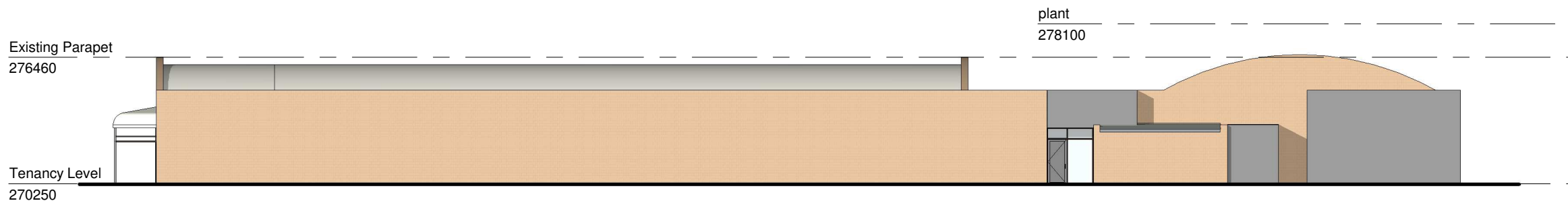
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3

EXISTING WEST ELEVATION

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4

EXISTING NORTH ELEVATION

1 : 250

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PROJECT

ALDI BLACKWOOD

DRAWING

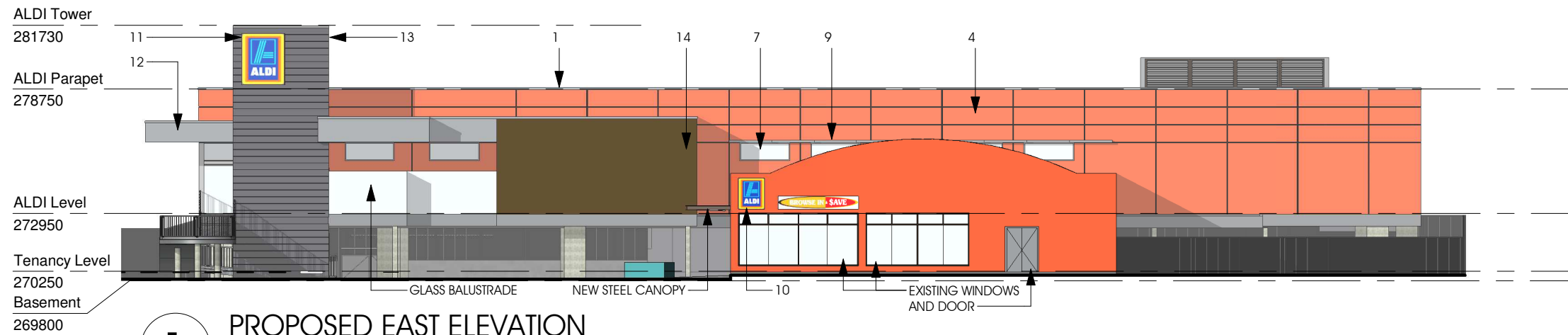
EXISTING EXTERNAL ELEVATIONS

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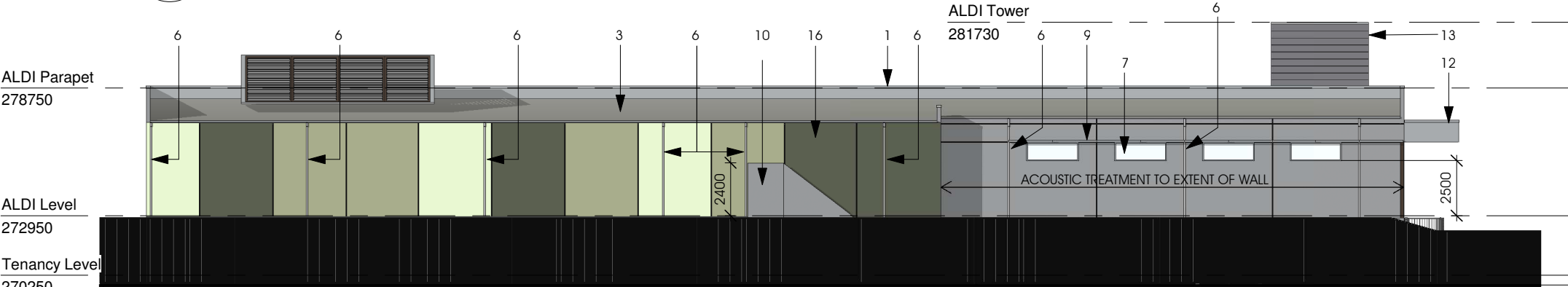
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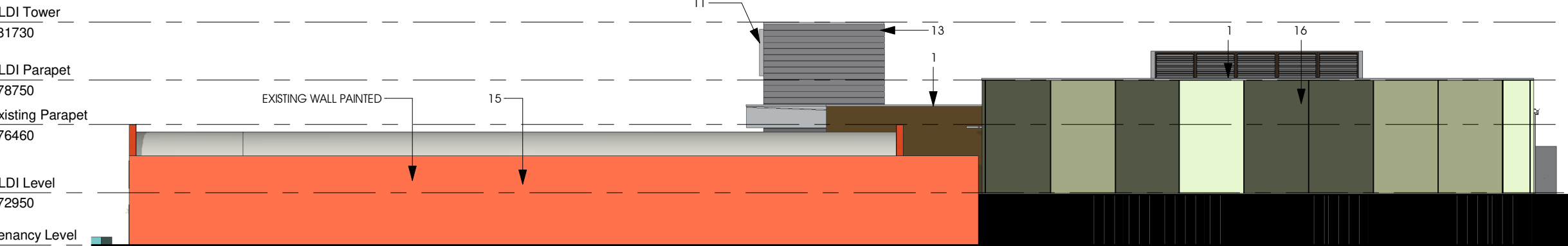
PROPOSED SOUTH ELEVATION

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PROPOSED WEST ELEVATION

1 : 250



PROPOSED NORTH ELEVATION

1 : 250

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A	17/11/17	PLANNING	RP	TB
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MATERIAL SCHEDULE

	METAL PROFILED CLADDING - DULUX 'DRIVETIME'
	PRECAST RC PANEL, PAINT FINISH - DULUX 'OLD PEWTER'
	PRECAST RC PANEL, PAINT FINISH - DULUX 'FLUORESCENT FIRE'
	FIBRE CEMENT FASCIA, DULUX 'OLD PEWTER'
	PERFORATED METAL CLADDING, DULUX 'COPPER KINETIC'
1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH	
2 - PANEL LIFT DOOR 'OLD PEWTER'	
3 - COLORBOND ROOF SHEETING 'SURFMIST'	
4 - PRECAST RC PANEL, DULUX 'FLUORESCENT FIRE'	
5 - PRECAST RC PANEL, DULUX 'OLD PEWTER'	
6 - GUTTER AND DOWNPIPES, 'BASALT GREY'	
7 - WINDOWS, ANODISED ALUMINIUM FRAMES, NATURAL FINISH	
8 - SHOPFRONT, ANODISED ALUMINIUM FRAMES, NATURAL FINISH	
9 - SUNSCREEN, POWDER COATED ALUMINIUM FRAME, COLORBOND BASALT GREY	
10 - SCREENING, DOOR & FRAME, DULUX 'OLDE PEWTER'/COLORBOND BASALT GREY	
11 - ALDI ILLUMINATED SIGNS	
12 - FIBRE CEMENT FASCIA, DULUX 'DRIVETIME'	
13 - METAL PROFILE CLADDING, DULUX 'DRIVETIME'	
14 - PERFORATED METAL SHEETING, POWDERCOATED DULUX 'COPPER KINETIC'	
15 - RENDER AND PAINT FINISH	
16 - VARIED COLOUR PRECAST TREATMENT	

CLIENT

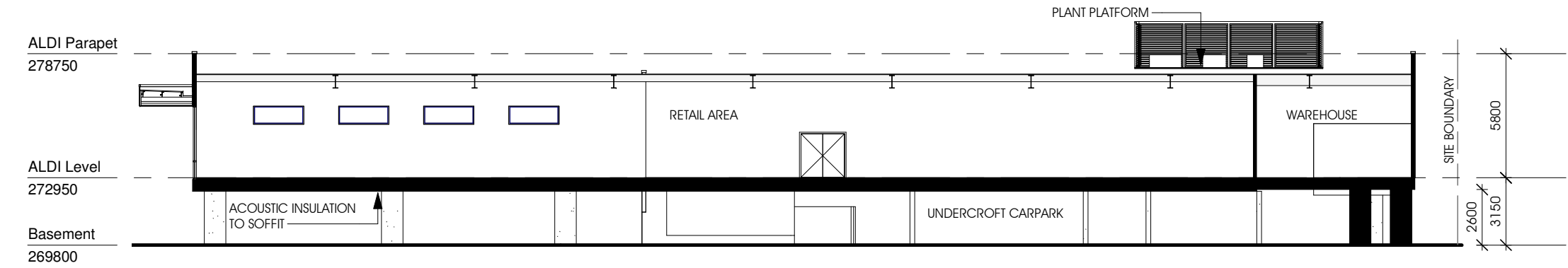
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED ELEVATIONS

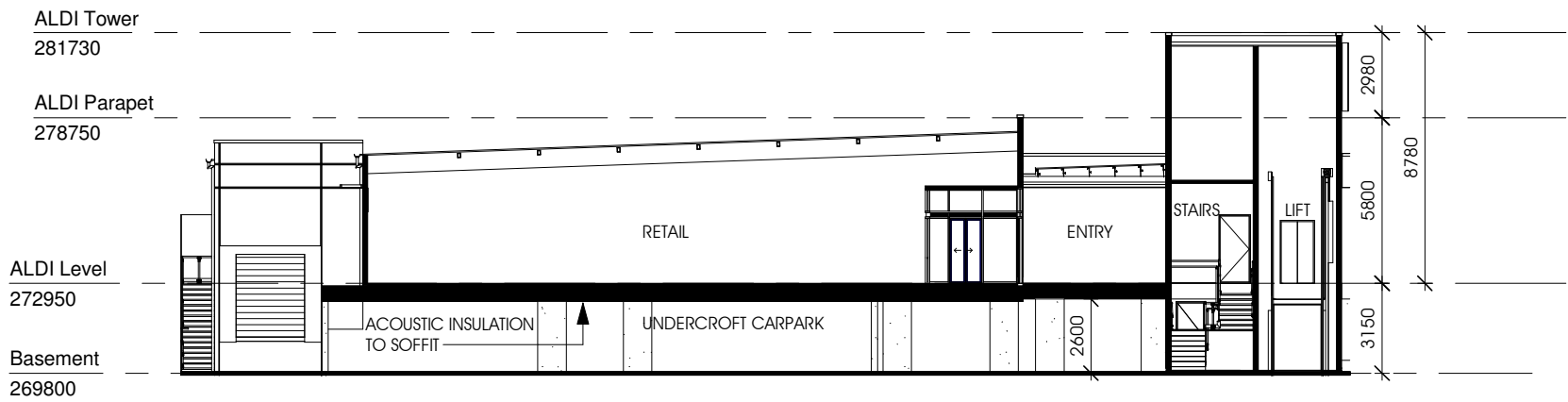
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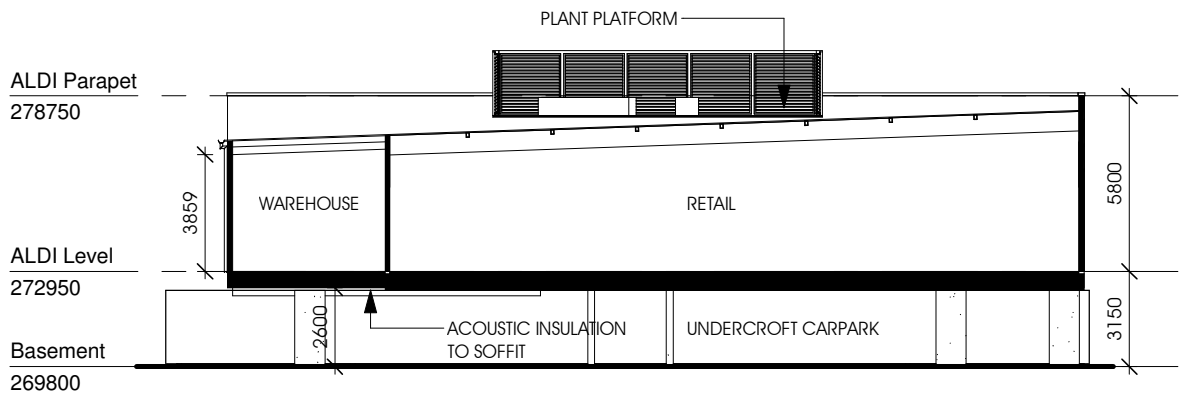
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2090	DA03.2		B



1 SECTION 1
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2 SECTION 2
1 : 250



3 SECTION 3
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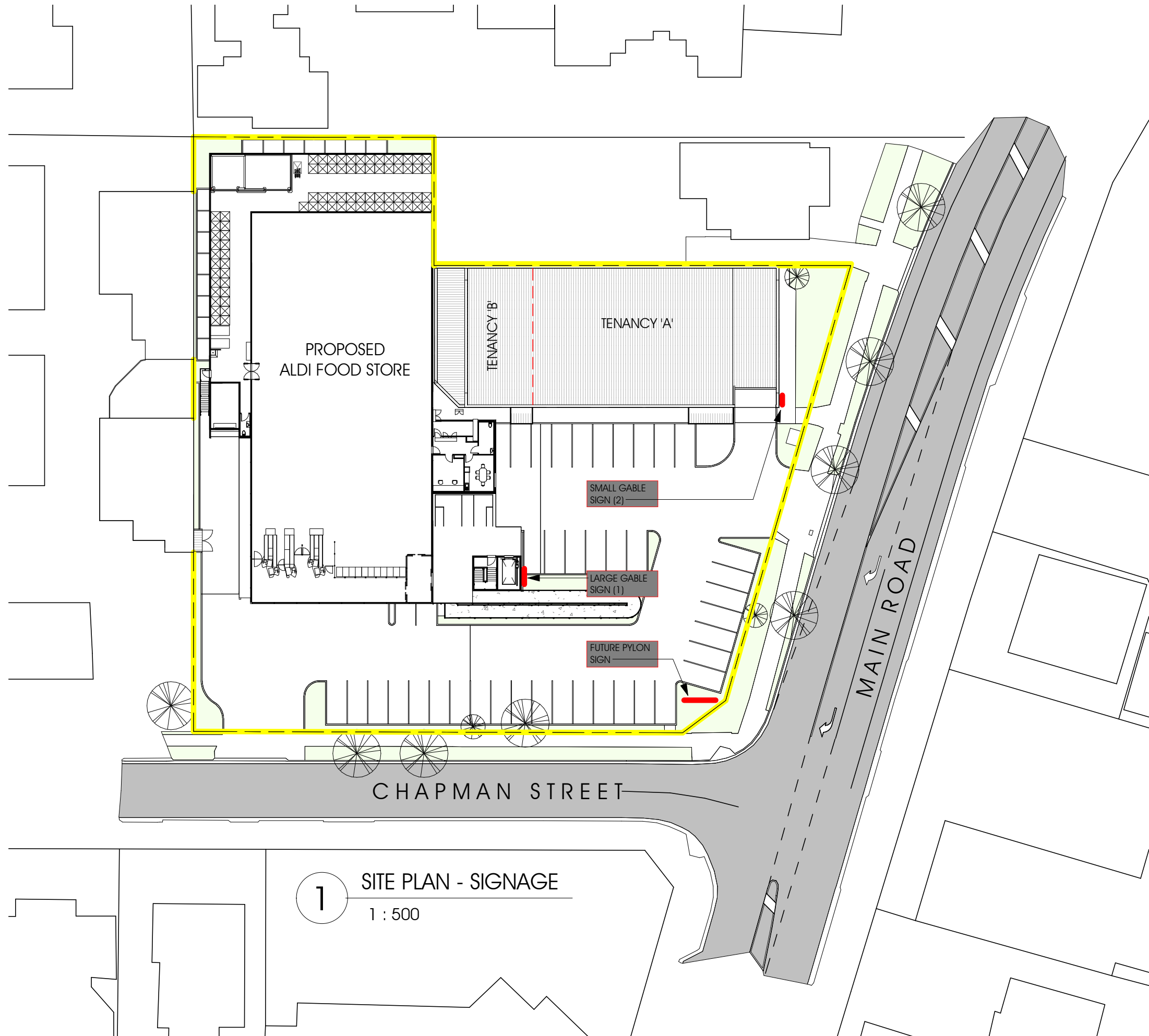
PROJECT
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SECTIONS

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CLIENT

PROJECT

ALDI BLACKWOOD

DRAWING

SIGNAGE PLAN

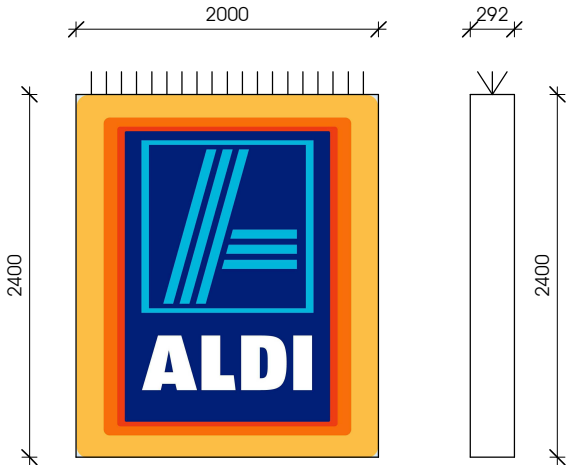
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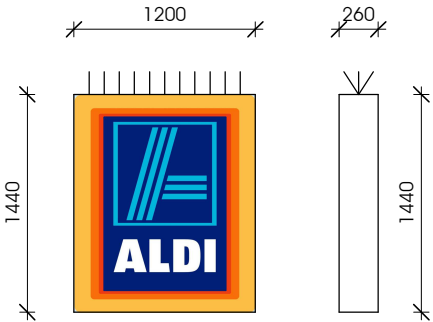
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REV	DATE	DESCRIPTION	DRN	CHKD
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LARGE GABLE SIGN
LIGHTBOX
2000w x 2400h x 292d mm SINGLE SIDED
FLEXFACE WALL SIGN
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUMCLADDING
TO BACK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



SMALL GABLE SIGN
LIGHTBOX
1200w x 1440h x 260d mm SINGLE SIDED
FLEXFACE WALL SIGN
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUMCLADDING
TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT'
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000
LUMENS 16,500

1

SIGNAGE DETAILS

1 : 50



PROJECT
ALDI BLACKWOOD

DRAWING
SIGNAGE DETAILS



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PROJECT

ALDI BLACKWOOD

DRAWING

3D RENDERS SHEET 1


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PROJECT

ALDI BLACKWOOD

DRAWING

3D RENDERS SHEET 2

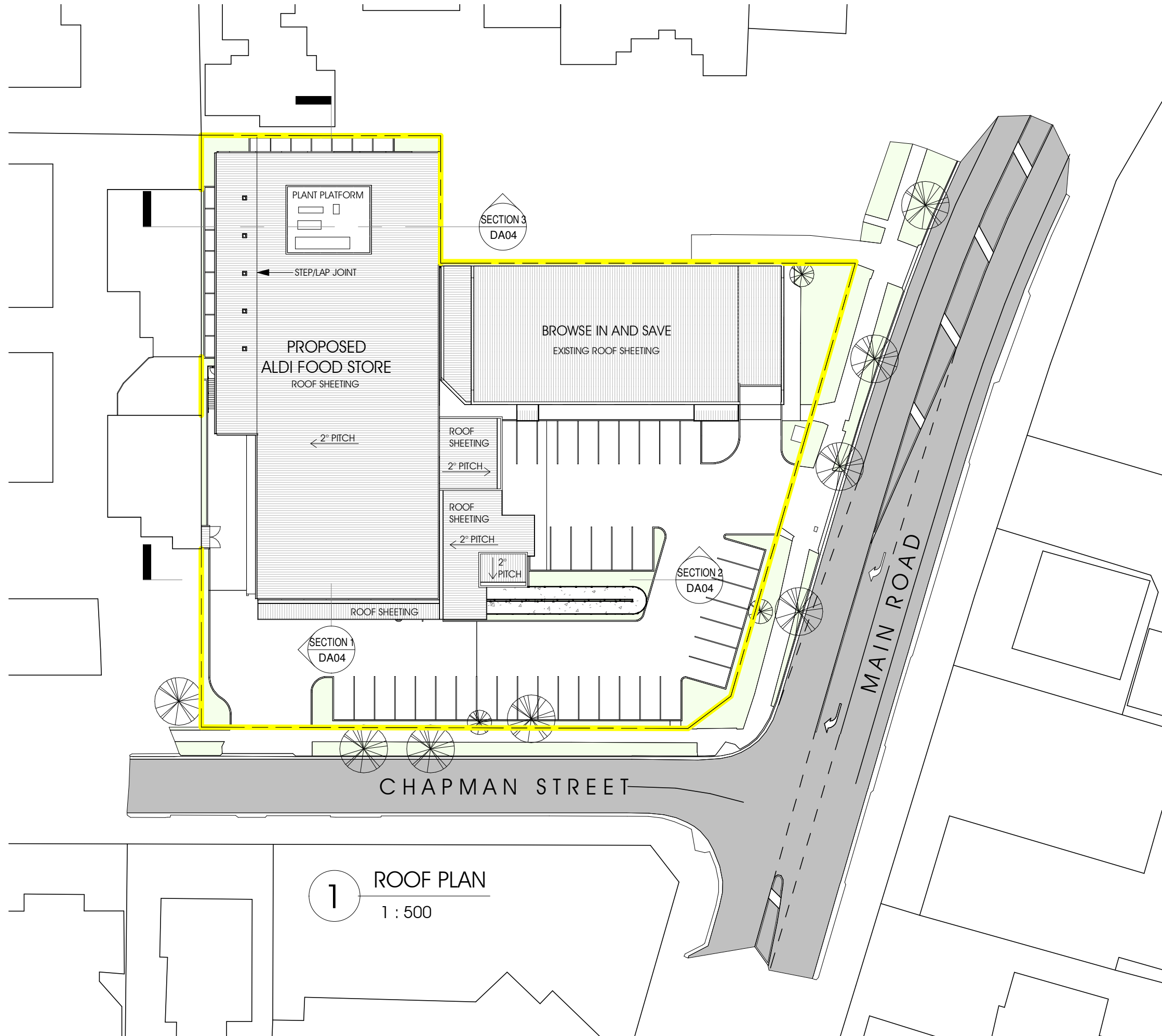


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A	17/11/17	PLANNING	RP	TB
B	28/11/17	PLANNING	LE	TB



PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED ROOF PLAN



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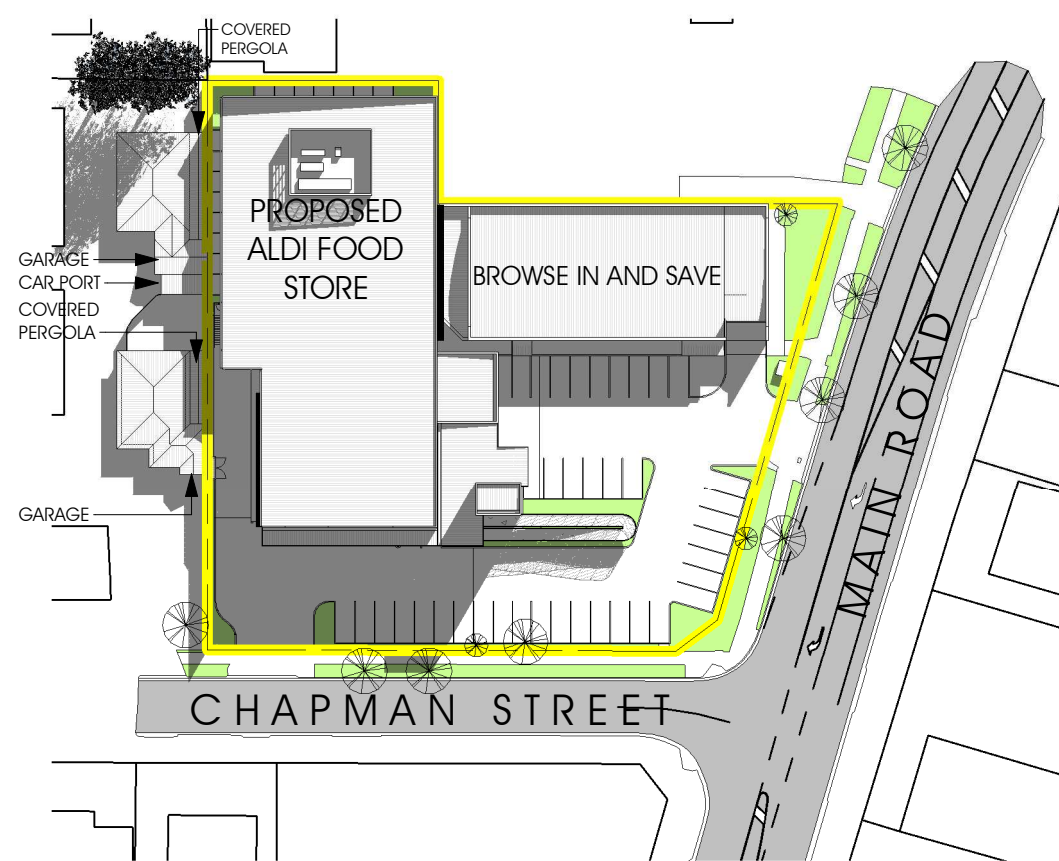
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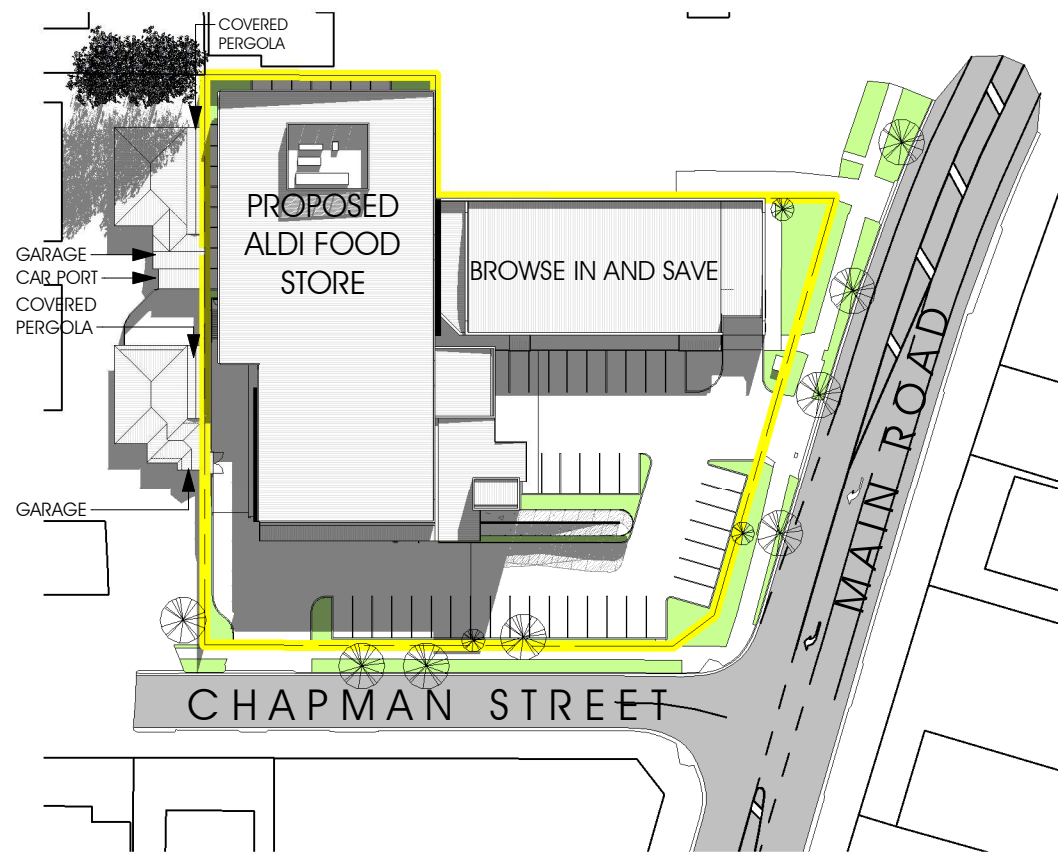
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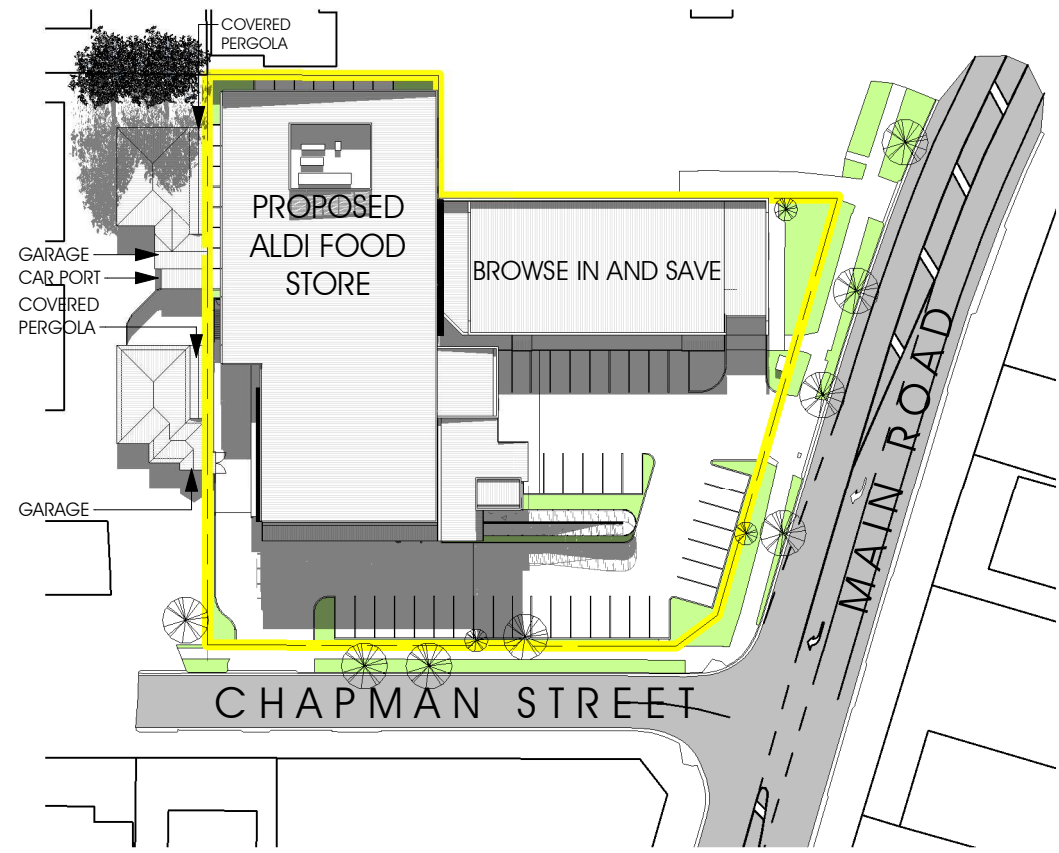
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SHADOW DIAGRAM - WINTER SOLSTICE 11am

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SHADOW DIAGRAM - WINTER SOLSTICE 12pm

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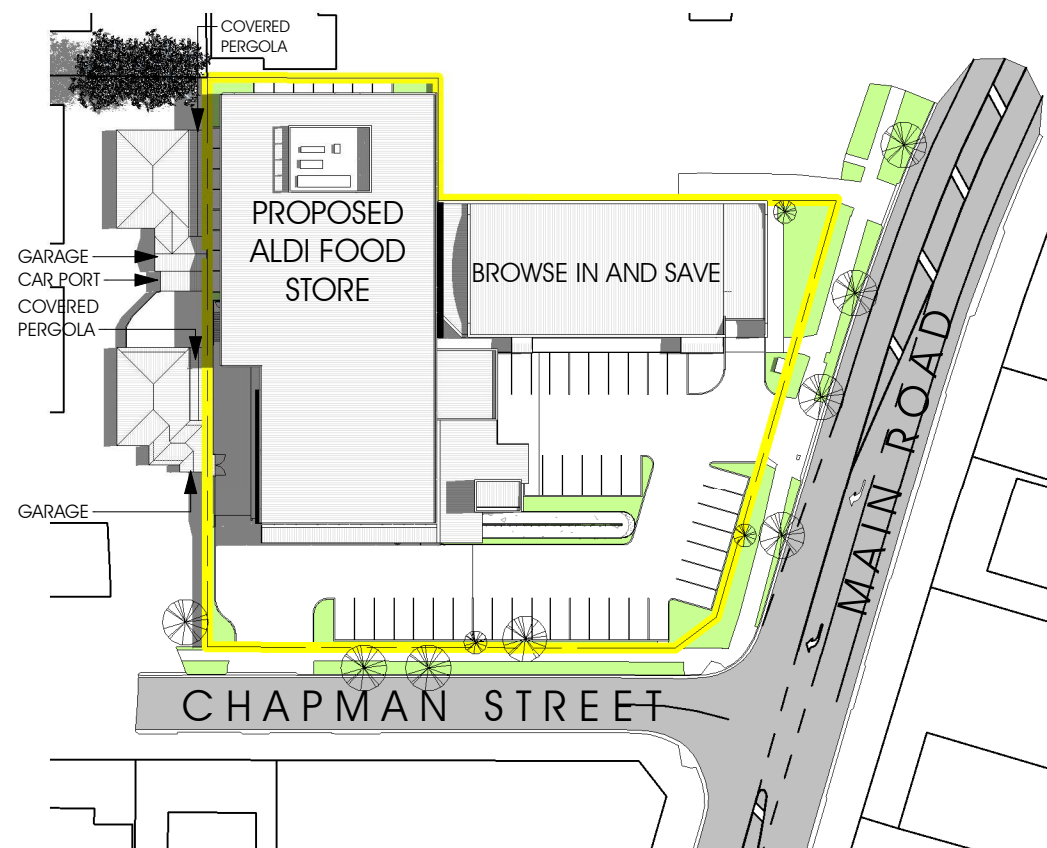
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED SHADOW DIAGRAM - WINTER SOLSTICE

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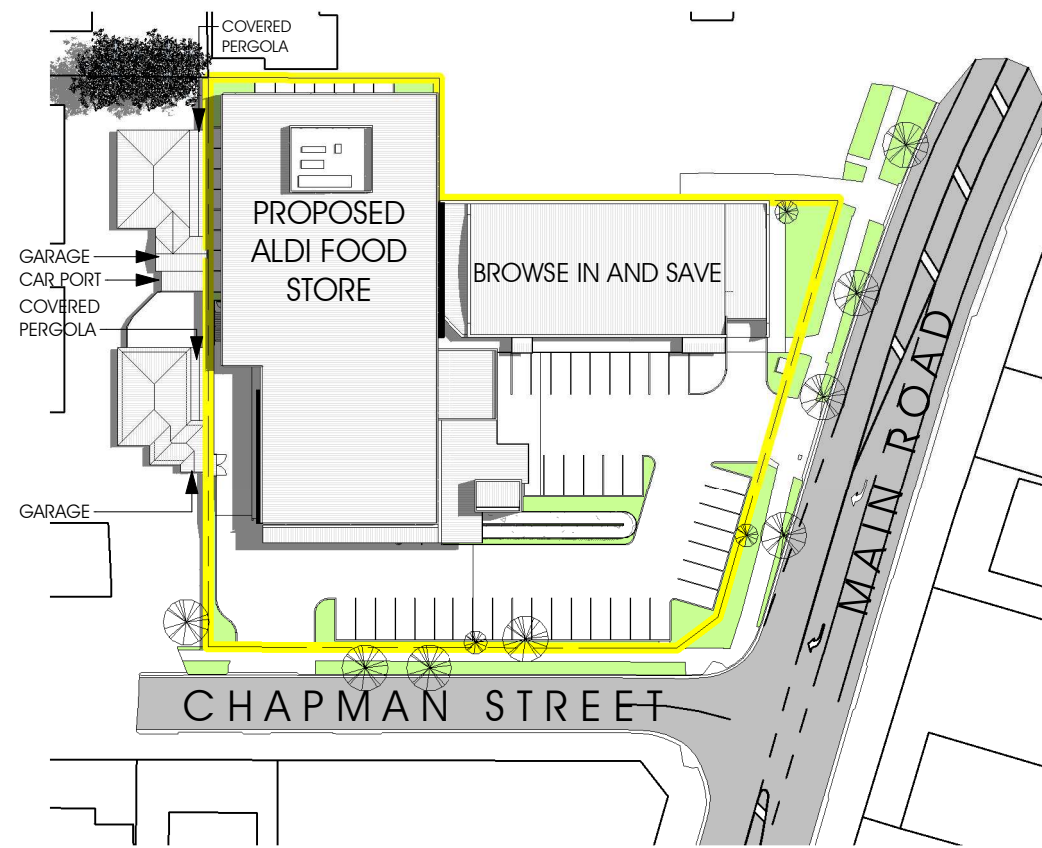
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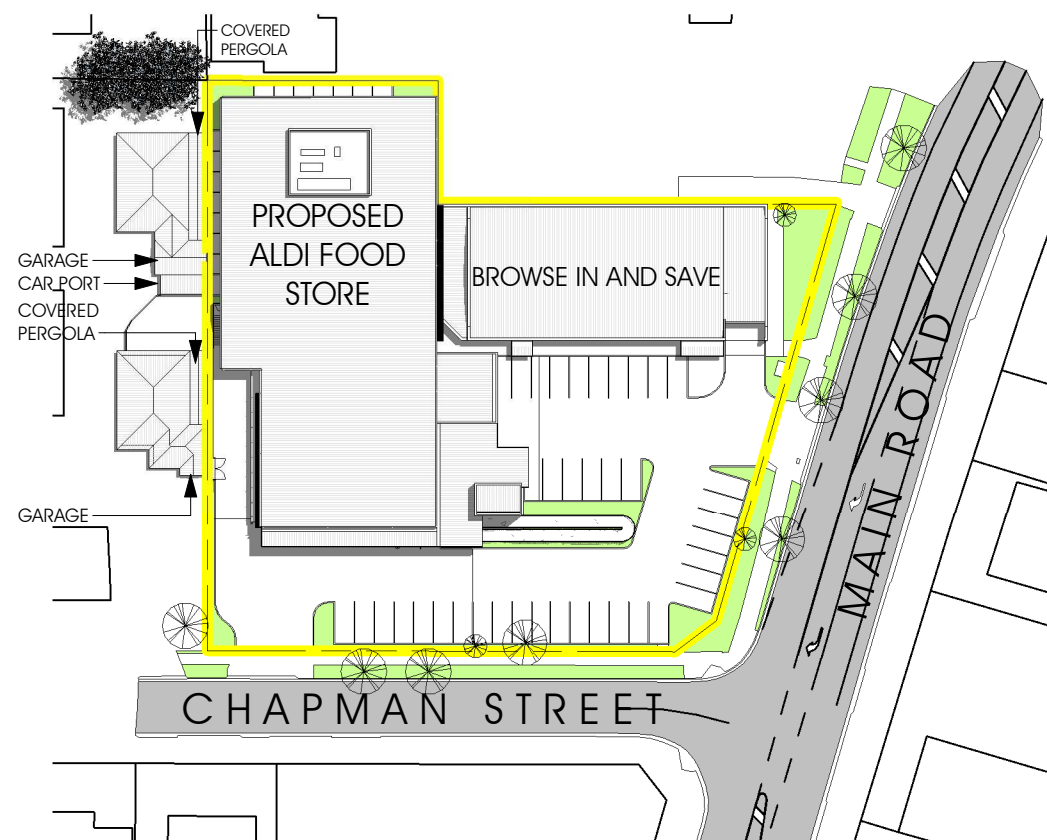
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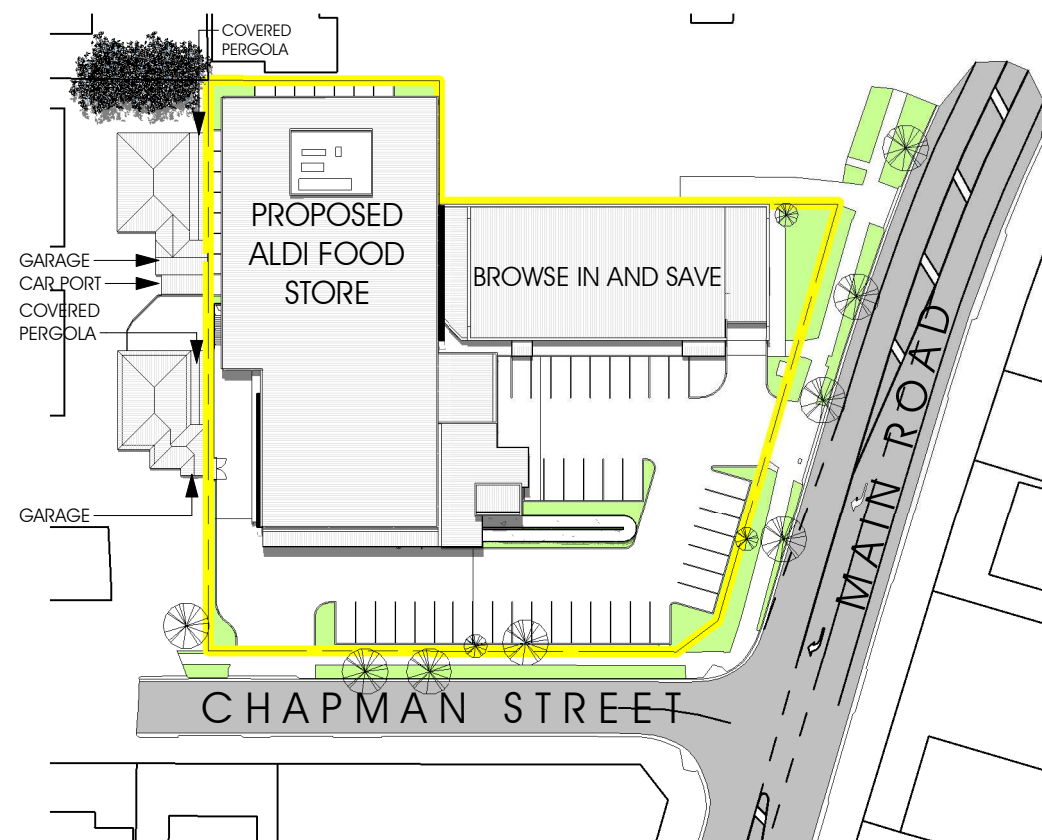
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10am

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SHADOW DIAGRAM - SUMMER SOLSTICE
11am

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SHADOW DIAGRAM - SUMMER SOLSTICE
12pm

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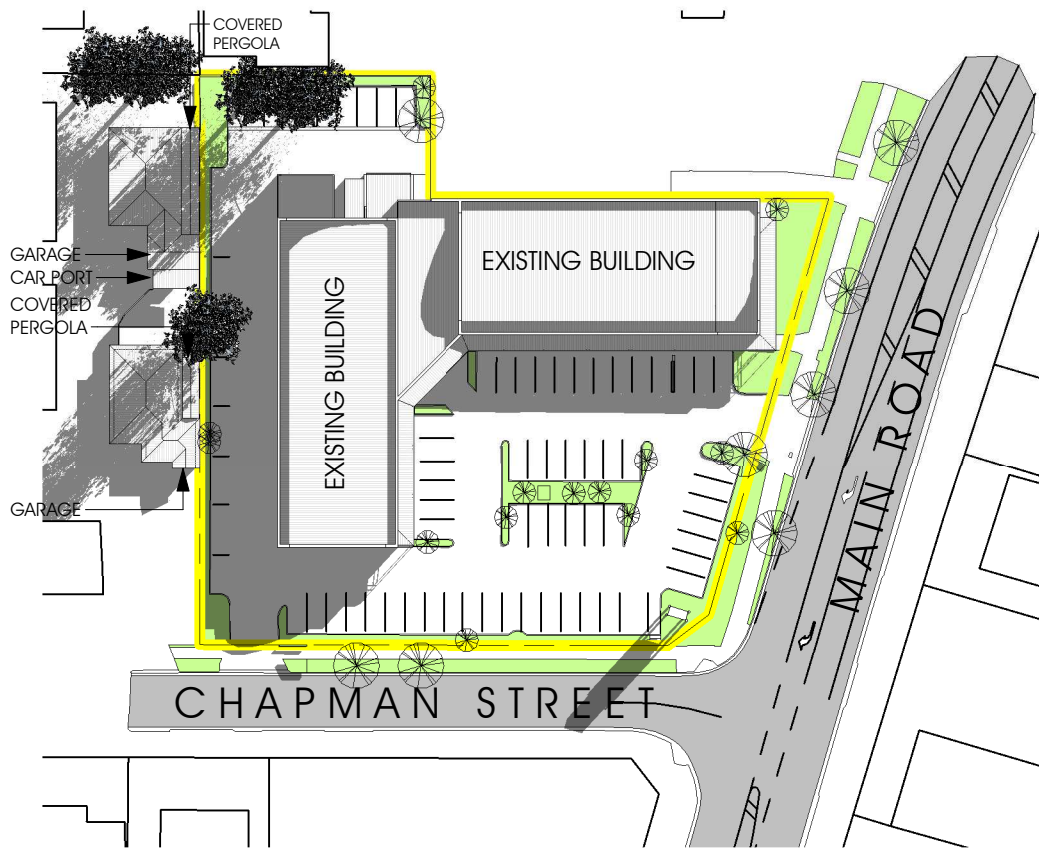
PROJECT
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DRAWING
PROPOSED SHADOW DIAGRAM -
SUMMER SOLSTICE

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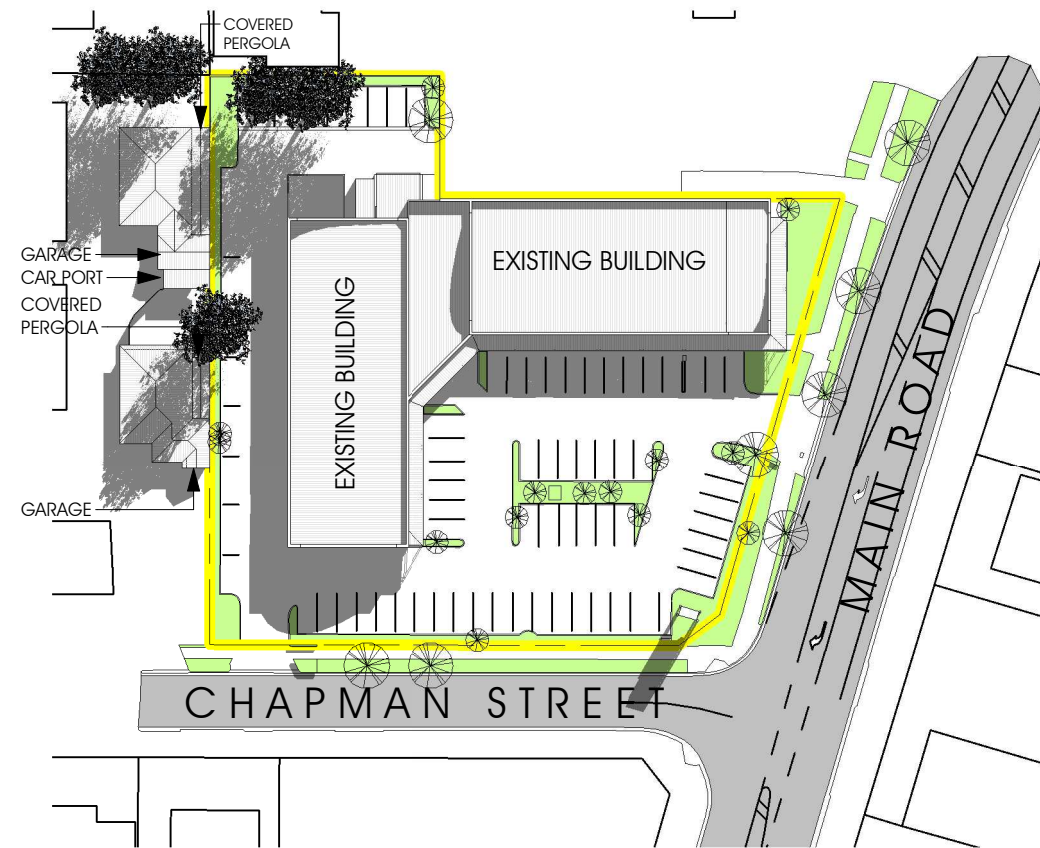
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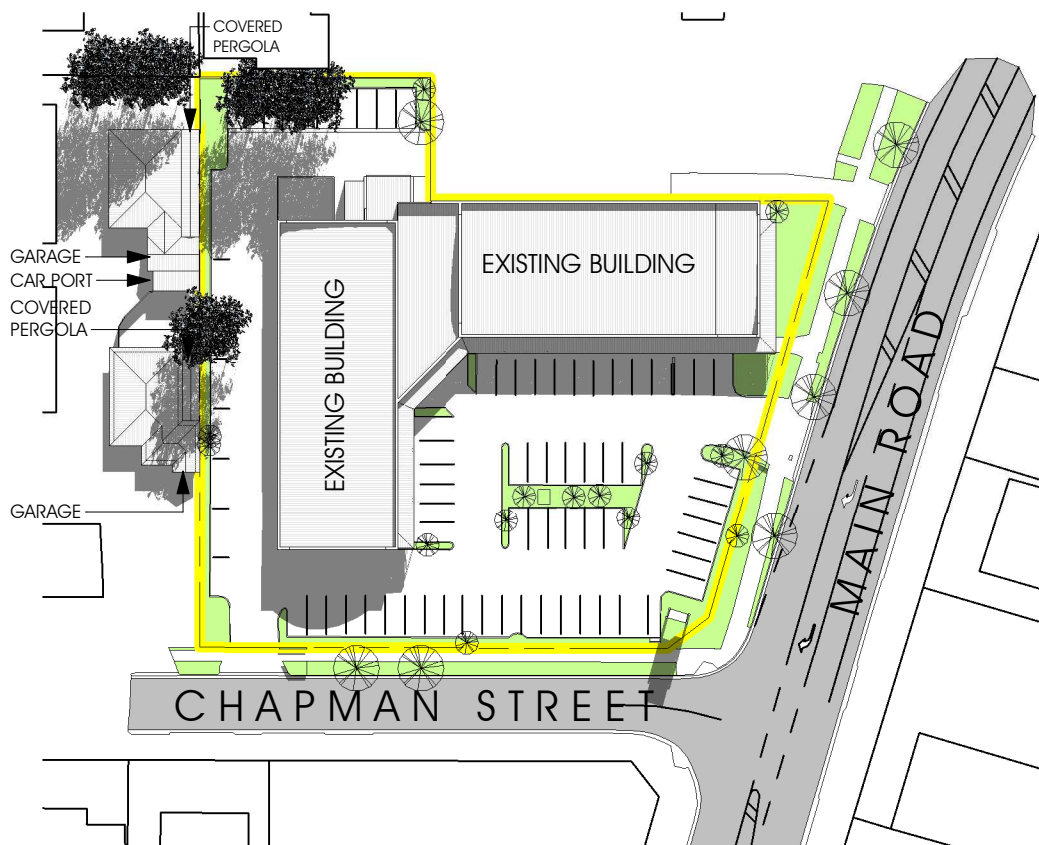
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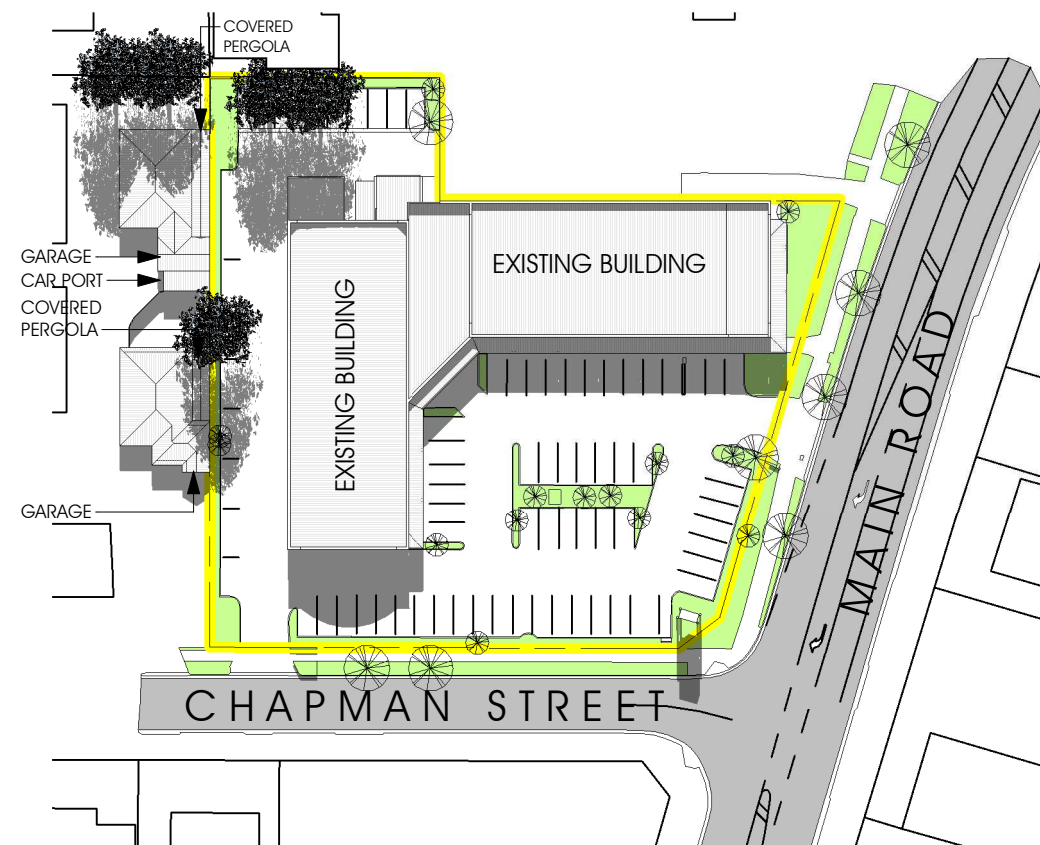
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SHADOW DIAGRAM - EXISTING WINTER SOLSTICE 11am

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SHADOW DIAGRAM - EXISTING WINTER SOLSTICE 12pm

1 : 1000

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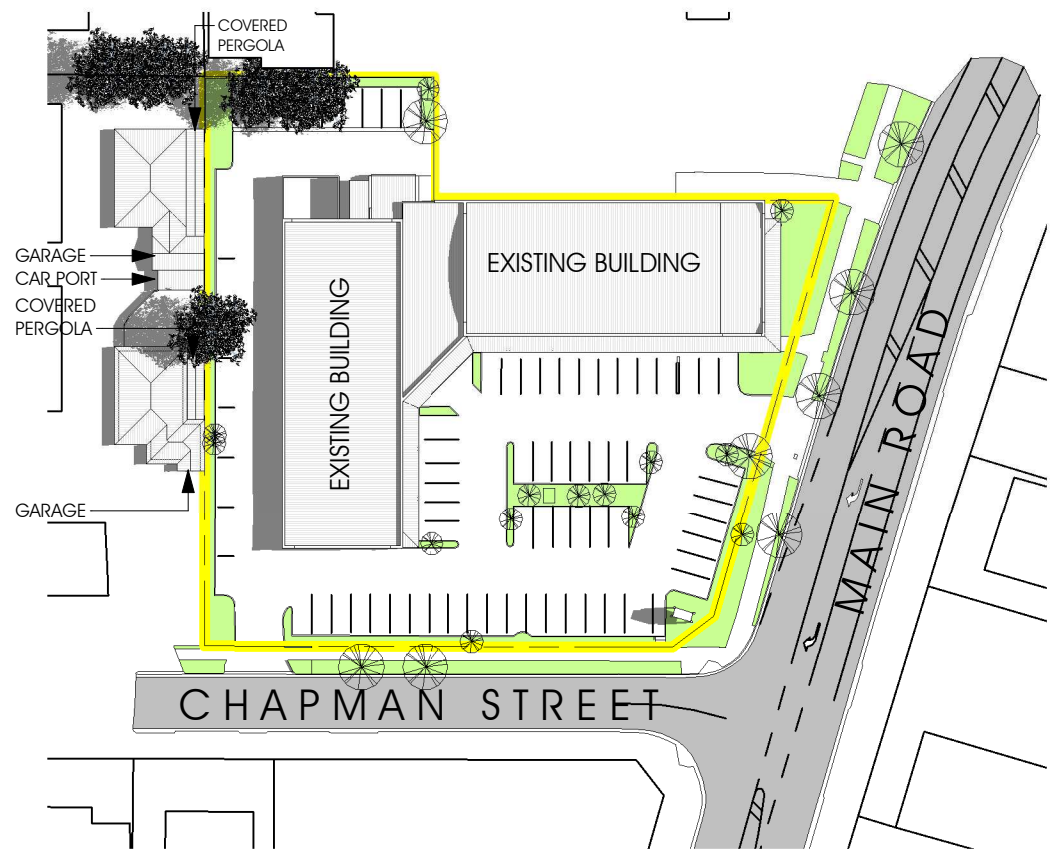
PROJECT
ALDI BLACKWOOD

DRAWING
EXISTING SHADOW DIAGRAM -
WINTER SOLSTICE

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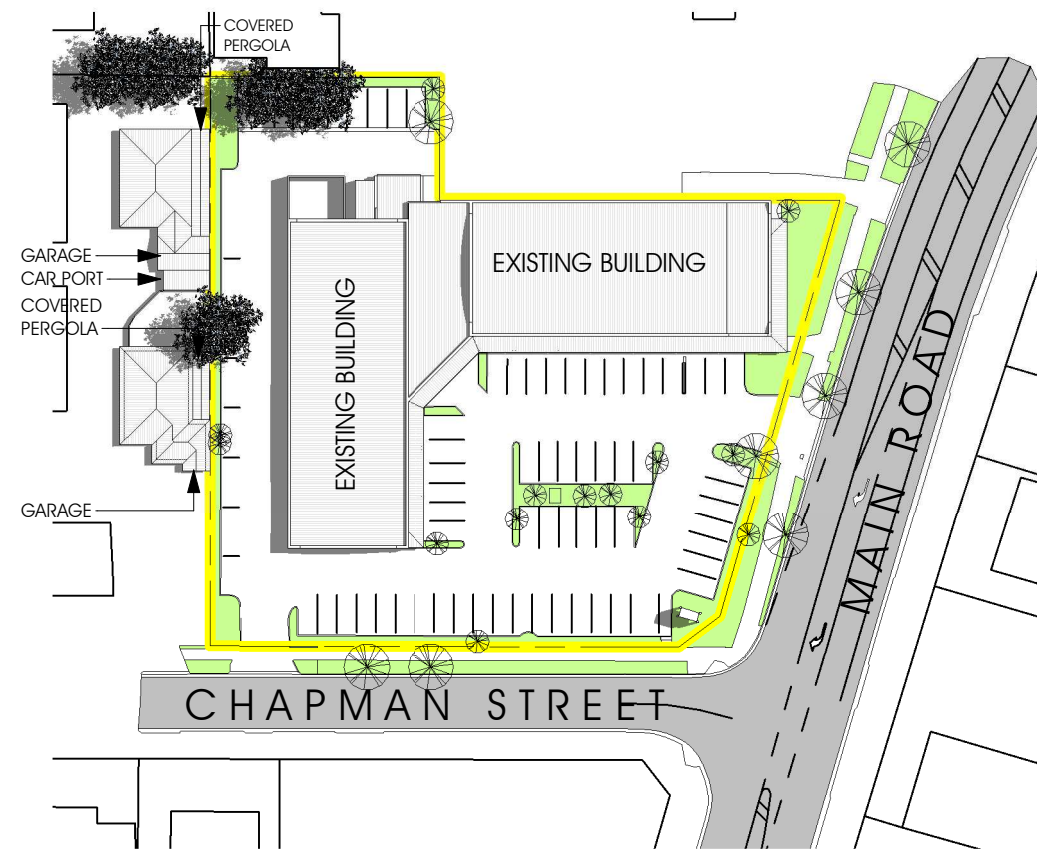
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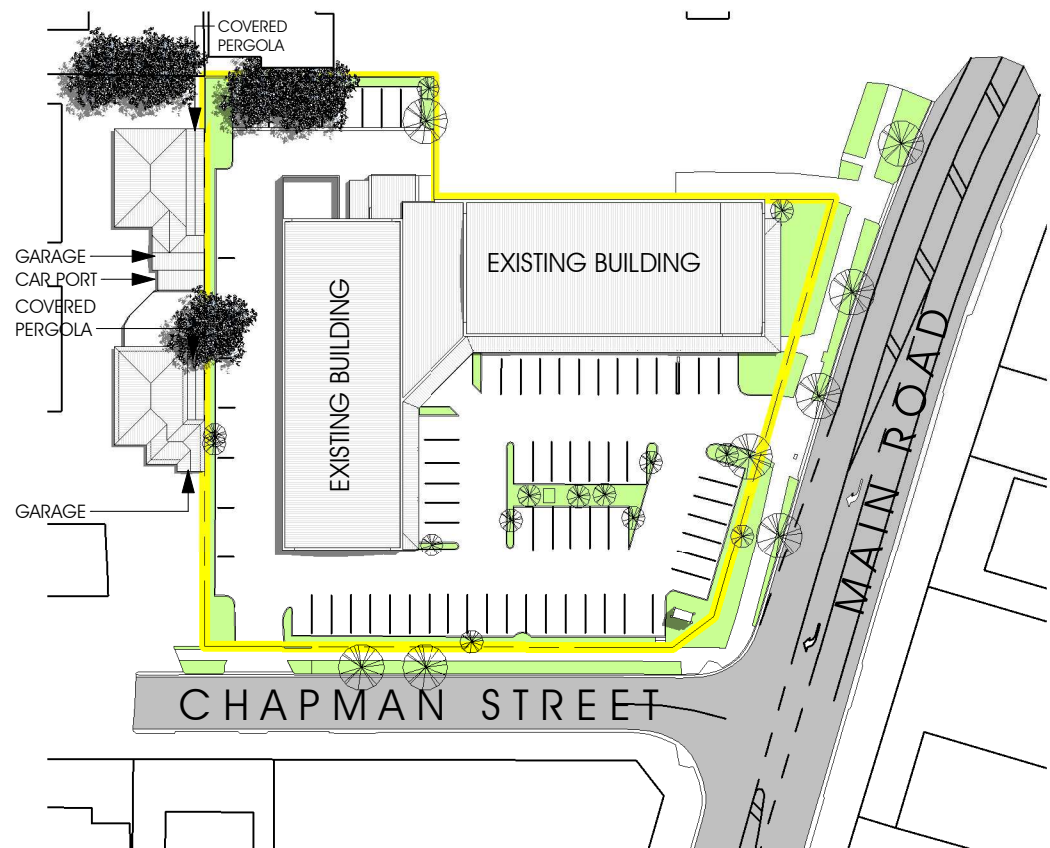
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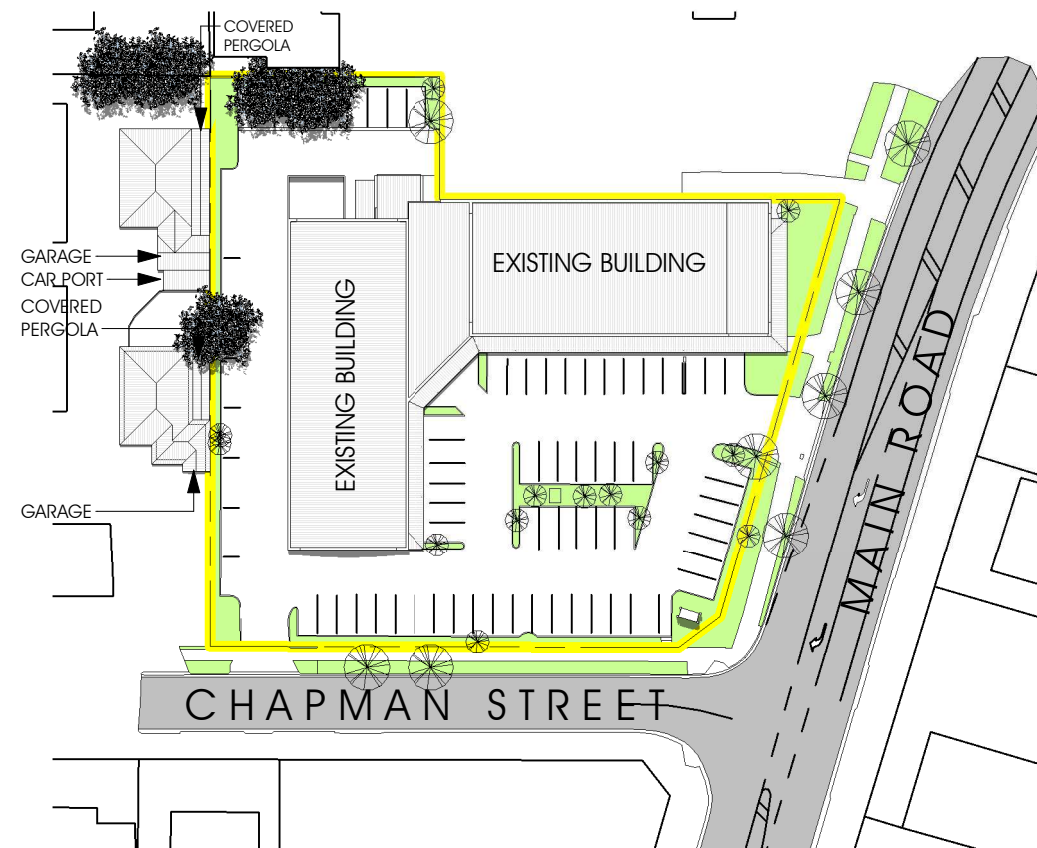
SHADOW DIAGRAM - EXISTING SUMMER SOLSTICE 10am

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SHADOW DIAGRAM - EXISTING SUMMER SOLSTICE 11am

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SHADOW DIAGRAM - EXISTING SUMMER SOLSTICE 12pm

1 : 1000

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PROJECT
ALDI BLACKWOOD

DRAWING
EXISTING SHADOW DIAGRAM -
SUMMER SOLSTICE

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PROJECT No	DRAWING No	STATUS	REV
2090	DA10.4		A



198-200 MAIN ROAD,
BLACKWOOD
RETAIL REDEVELOPMENT

PLANNING STATEMENT

Proposed Development of a
Supermarket and Associated Shops

Prepared for:
ALDI Stores

Date:
2 August 2017



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Document Control

Revision	Description	Author	Date
V1	Draft Planning Statement	HK	17/06/17
V2	Draft Planning Statement	RT	14/07/17
V3	Final Planning Statement	RT	2/08/17

Approved by: 

Senior Associate

Date: 2/08/2017

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1. Executive Summary

Category	Details
PROJECT	198-200 Main Road Retail Redevelopment
ADDRESS OF SITE	198 - 200 Main Road, Blackwood, SA 5051
CERTIFICATE OF TITLE	Certificate of Title Volume 6126 Folio 685
SITE AREA	4,911m ²
FRONTAGES (Main Rd & Chapman St)	60m each (approx.)
LOCAL GOVERNMENT	City of Mitcham
RELEVANT AUTHORITY	Development Assessment Commission (DAC) – Coordinator General Application.
DEVELOPMENT PLAN	Mitcham Council Development Plan (consolidated 21 April 2016)
ZONING	Commercial Zone
POLICY AREA/PRECINCT	N/A
EXISTING USE	Various Specialty Shops (Retail) – Approx. GFA 1,600m ²
PROPOSAL DESCRIPTION	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft car parking and landscaping
REFERRALS/CONCURRENCES	<ul style="list-style-type: none"> • DPTI (Traffic) • Mitcham City
PUBLIC NOTIFICATION	Category 2
APPLICANT	Nielsen Architects
CONTACT PERSON	Rebecca Thomas – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00287-001

2. Introduction/Background

This planning statement has been prepared in support of an application to construct a supermarket with associated shops, car parking and landscaping at 198 - 200 Main Road, Blackwood.

This planning statement provides information about the subject site and proposed development and addresses the merits of the development application against the relevant provisions of the Commercial Zone of the Mitcham Council Development Plan (Consolidated 21 April 2016), as well as the most relevant 'Council Wide' provisions.

For the purposes of this statement, the Mitcham Council Development Plan (Consolidated 21 April 2016) will be referred to as the 'Development Plan', the 'Development Act', 1993 will be referred to as the 'Act' and the 'Development Regulations', 2008 will be referred to as the 'Regulations'.

This planning statement has been prepared on the basis of the plans and elevations for the development prepared by Select Architects as identified in Table 2.1 *Drawing Schedule* on the following page.

Table 2.1 *Drawing Schedule*

Drawing #	Drawing Title
DA01	Existing Site Plan
DA01.2	Demolition Plan
DA02.1	Development Site Plan
DA02.2	Development Level 1 Plan
DA03.1	Existing External Elevations
DA03.2	Proposed Elevations
DA04	Sections
DA05.1	Signage Plan
DA05.2	Signage Details
DA08.1	3D Render
DA08.2	3D Render
DA09	Proposed Roof Plan
DA10.1	Proposed Shadow Diagram – Winter Solstice
DA10.2	Proposed Shadow Diagram – Summer Solstice
DA10.3	Existing Shadow Diagram – Winter Solstice
DA10.4	Existing Shadow Diagram – Summer Solstice

3. The Site and Locality

3.1 The Site

The subject land is located at 198 - 200 Main Road, Blackwood and is more particularly described as Certificate of Title Volume 6126 Folio 685 (refer to **Appendix 1**). It is noted that there is one (1) electrical infrastructure easement affecting the subject land.

The irregular shaped land parcel measures 4,911m² and has two frontages, approximately 60 metres each to Main Road and Chapman Street.

The subject site contains an 'L' shaped building referred to as 'Blackwood Village' comprising ten (10) commercial (predominately retail) tenancies over approximately 1,600m² of gross leasable floor area with 72 at-grade car parking spaces (refer to Figure 3.1 for images). The various speciality stores include such activities as a real estate agent (formerly a café), fast food take away, beautician, hairdresser, fitness gym, consulting room and a large discount store with ground level car parking and landscaping which is primarily along the perimeter of the site.

The asphalt car park is sealed and the landscaping comprises low to medium trees, shrubs and bushes. Two (2) trees within the site have been identified as Regulated (and are to be retained) and five (5) street trees are located around the perimeter of the site (also to be retained).

Figure 3.1 Site Photos



Figure 3.1 Site Photos (cont.)



The topography of the land is generally flat, with a minor rise in elevation towards the northern portion of the site. The site is currently accessed via two double crossovers, one from Main Road and the other from Chapman Street.

The subject site is located within the Commercial (Main Road) Zone. Figure 3.2 is an aerial photograph which outlines the subject site.

Figure 3.2 Subject Site



3.2 The Locality and Surrounding Development

The subject site has a variety of adjacent land uses which include:

- North – single storey residential group dwellings and a physiotherapy business (*consulting room*) which operates out of converted former dwelling (all located within the Commercial Zone);
- East (separated by Main Road) – Vet/Pet Day Care (*consulting room*), Hardware Store (*shop*), Printing Business (*shop*); single storey residential units and a Service Station/shop;
- South (separated by Chapman Street) – Medical Centre and Pharmacy (*shop*); and
- West – single storey residential group dwellings (located in the Residential Zone)

A number of other retail and commercial land uses are also situated in the locality surrounding the subject land which are discussed further in section 6.2.1 and illustrated in the attached Land Use Survey (*Appendix 2*).

As mentioned, the site has an access point on Main Road (egress and ingress) allowing for left turns in and left turns out. Another access is present on Chapman Street (egress and ingress in all directions) near the western boundary of the site.

Main Road is two-way, 50km/h road which carries over 20,000 vehicles a day and is the primary road link through the township of Blackwood, connecting the area to Shepherds Hill Road (west) and Belair/Old Belair Road (north the city). The balance of Main Road (south/east) and Coromandel Parade feed vehicles into Main Road, Blackwood from the south. We understand that the existing round-a-bout south of the site where these roads converge is proposed to undergo a significant upgrade in the near future in recognition of the notable traffic volume increases experienced in recent years as areas such as Craighburn Farm develop. Main Road is under the care and control of the Department of Planning, Transport and Infrastructure (DPTI) who has confirmed that the section of road adjacent the site is not subject to road widening.

Chapman Street is a two-way road aligned in an east to west direction and is under the care and control of Council. With a single vehicle lane in each direction, Chapman Street is subject to a posted speed limit of 40km/h and kerbside parking is permitted on each side of the road, excluding Saturdays and Sundays between 8am to 6pm on the northern side. Chapman Street carries approximately 600 vehicles per day.

Pedestrian footpaths are located on either side of Main Road and Chapman Street adjacent the site. Kerb ramps are provided near the intersection of Main Road and Chapman Street for pedestrians crossing Chapman Street heading north towards the site.

4. Proposed Development

The proposal is to partially demolish an existing building ('Blackwood Village shops) and undertake modification of remaining building (tenancies 1-7 on the existing site plan) to convert to two shop tenancies, construct a new supermarket building on the western portion of the site and install associated facade advertising displays, at-grade and undercroft car parking and feature landscaping.

4.1 Land Use

The proposed development involves the construction of an ALDI supermarket and two additional tenancies (*group of shops*) with associated signage, car parking and landscaping on a 4,911m² site.

The proposed supermarket covers approximately one third of the site and comprises a net floor area of 1,596m², of which 1,170m² is retail and the remaining 419m² is for 'back of house' storage/amenities.

Two separate retail tenancies are created through modifications to the eastern end of the existing building on the site. Tenancy 'A' will be occupied by the current 'Browse 'n' Save' discount store (to be relocated) with a floor area of 500m². Between the proposed ALDI and 'Browse 'n' Save', Tenancy B will comprise a 205m² net area and 'Can Do Hearing' are to remain and either expand into the remaining space or the additional space will be divided and leased to a new, small-format retail shop.

4.1.1 Operational Aspects - ALDI

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

- Predominately exclusive ALDI label branded products;
- 'Hard discount' food and grocery model;
- Simplified, consistent supply chain, building development, internal layout, merchandising, store operations and marketing;
- All delivery and logistics undertaken by ALDI employees, with only two 14 metre truck deliveries per 24 hours and one daily bakery delivery via a small rigid vehicle;
- Low swept exhaust delivery vehicles (ALDI trucks are to European standards with the exhaust discharge at wheel level on the Prime Mover, i.e. there is no exhaust discharge above the vehicle cabin);
- Limited 'night fill' or store replenishment occurring outside of store operating hours, with staff leaving shortly after store closure;
- Regulated product range of approximately 1,300 items (compared with typical full-line supermarkets which offer between 20,000-30,000 items); and
- Considerably smaller retail floor plate of approximately 1,600m² (compared with full-line supermarkets which are typically between 3,000m² to 4,000m²).

Of particular note is that ALDI Stores, of which there are in excess of 400 across Australia in Victoria, NSW, ACT and QLD (including 19 stores now open in Adelaide), successfully operate in close proximity to other major supermarket chains (i.e. Coles and Woolworths), with direct competition in approximately 80% of the existing locations.

Unlike most supermarket operations, ALDI own, operate and control all of its supply and logistics via its purpose-built distribution centre located in Regency Park. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors. Accordingly, a recessed loading bay will be situated on the western side of the building which will provide for ALDI's dedicated delivery by 14-metre-long semi-trailers.

A typical ALDI Store employs 25 full-time equivalent (FTE) employees with 6-10 employees present on site at any one time.

The hours of operation for the supermarket will be established and potentially varied in response to customer demands, however will be in accordance with any limitations set out by the Shop Trading Hours Act, 1977. The store is not proposed to operate over extended hours, with likely opening times no earlier than 7am and closing times no later than 9pm, other than in limited seasonal peaks such as Christmas and Easter.

4.2 Built Form

The proposed built form is best illustrated in the 3-D render images provided in *Appendix 3* (Drawings 08.1 and 08.2). An extract of one of these images is reproduced in the following figure. A full set of plans, sections, elevations is provided in *Appendix 3*.

ALDI Stores typically present a relatively uniform appearance and regular design layout which is an essential component of the ALDI brand and more importantly is a functional necessity due to particular operational arrangements ALDI have as previously outlined.

The proposed built form for the Blackwood site seeks to adopt key ALDI design features in the form of a contemporary, flat roofed supermarket building which sits above an at-grade undercroft car park, glazed shop front and feature 'tower' element. The adjacent two shop tenancies will occupy portion of the existing building at ground level, along with the balance of the site car parking.

Figure 4.1 Artist Impression (3D render) C/- Nielsen Architects



The building setback from Main Road remains unchanged at 8.75m – 3.75m (due to angled front boundary) with the new ALDI setback beyond at 29m (to 'tower' element which contains the foyer and lift). From Chapman Street the building is setback 11.5m to the glazed ALDI façade. The building is to be sited on the northern boundary, that being, the boundary wall of the existing building remains unchanged and the ALDI store wall is to be built up to its northern boundary. To the west, the building is setback two (2) metres from the boundary for a length of 37 metres (other than an external stair extrusion allowing staff to access the ground level loading area and the upper level store). The balance of the building (side of the loading dock) is inset 6m from the western boundary.

The building height measures 11.93 metres to the top of the 'tower' element and 8.95 metres to the top of the upper level parapet. The existing shop building to be retained measures 6.2 metres to the top of its parapet. A switch back ramp provides pedestrian access from the ground level carpark up to the upper level ALDI store. A lift and stair access is also provided.

Glazed shop fronts with projecting canopies are incorporated into the south elevations and high level windows also inserted at various locations for natural light, while protecting privacy. The existing glazing within the existing building fronting Main Road (now Tenancy A) is to be retained, albeit frosted (as a loading dock is behind).

The main walls of the building will be clad in a coloured precast panel (an orange/red tone and a grey) while metal profile cladding will be used on the 'tower' element. Colorbond® roof sheeting is proposed. Material, colours and finishes are outlined in detail on Drawing DA03.2 in *Appendix 3*.

The external plant area is set in away from all boundaries and will be screened from view by an acoustically treated parapet walls on a centrally located rooftop platform. The setback of this plant area from the site boundaries and the angle of view will ensure it is not overly visible from these locations.

The variation in height, together with feature windows and colour and material variation provide articulation to the building façade.

4.3 Transport, Parking and Access

GTA Consultants have undertaken a detailed traffic and parking assessment to confirm that the proposed access/egress, vehicle manoeuvring and parking arrangements are feasible, safe and achieve the relevant Australian Standards (refer to *Appendix 4*). This report sets out an assessment of the anticipated transport implications of the proposed development, including:

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

4.3.1 Access/Egress

The existing two-way crossover to Main Road is to be utilised (with minor modifications) and provides for left in and left out vehicle movements (excluding delivery vehicles).

Figure 4.2 Existing Main Road Crossover (looking north)



The existing crossover on Chapman Street will also be utilised and widened, providing for two-way movements in all directions (right and left). As well as customer vehicles, this crossover will service the all delivery and refuse vehicles.

Figure 4.3 Existing Chapman Street Crossover (looking north)



4.3.2 Parking

A total of 89 carparks are provided on the subject site at grade, with approximately half under-cover below the ALDI Store, and the remaining parks in a similar configuration to those already on the site.

The Development Plan suggests a rate of 7 spaces per 100m² of retail floor area should be provided, which would equate to the provision of 162 spaces. It is well accepted that this rate is excessive and out dated.

GTA's parking surveys, including those undertaken at the recently opened Hawthorn Store on Belair Road, indicate that a rate closer to 4 spaces per 100m² is more realistic for current retail trading and ALDI Stores in particular. The other retail tenancies are anticipated to generate demand of between 1.9 and 3.1 spaces per 100m² of retail floor area.

Based on this empirical evidence, the proposed development is anticipated to generate a peak parking demand of 87 spaces. Accordingly, the 89 spaces provided will sufficiently service the development.

The parking layout, space dimensions and grades within the parking area have been designed in accordance with AS/NZS2890.1. Within the undercroft area, particular attention has been paid to column layout within the structural columns sited outside the vehicle design envelope and sufficient clearance provided. The parking spaces are suitable for User Class 3A: short term, high turnover parking.

Parking for people with disabilities (adjacent the lift), as well as parking facilities for eight (8) bicycles will be provided. The overall parking layout has been reviewed by GTA who have confirmed that it has been designed in accordance with the relevant Australian Standards and will function in a safe and convenient manner.

4.3.3 Deliveries and Waste Collection

ALDI Store

A loading area is proposed to be located adjacent the western site boundary with access to and from Chapman Street. A bin store will also be located in the loading dock area. It is understood that ALDI deliveries will be via 14.0 metre semi-trailers, which will deliver to the site two (2) times per day, directly from the proposed ALDI distribution centre. Other than a small van delivery for fresh bread (8.8 metre MRV or less), there will be no other third party deliveries to the site (unlike other supermarkets, which have multiple deliveries by various companies throughout the day). A 10.5 metre waste collection vehicle will attend the site once per week. All these delivery/waste vehicles will access and park within the loading dock when on site.

Swept path assessments show a 14.0 metre semi-trailer entering the site in a forward direction, under taking a two-stage reversing movement into the loading bay and exiting the site in a forward direction. The swept path shows that the 14.0 metre semi-trailer can negotiate the access arrangement without encroaching on the electrical transformer adjacent the entrance.

The upper floor for the ALDI Store will not be over the proposed heavy vehicle turning area to ensure there is no restriction on height clearance for a semi-trailer.

It is recognised that the location of the loading dock could result in heavy and light vehicles to mix at times however, the design allows for customer vehicles to enter the undercroft area to avoid the reversing truck. This arrangement is similar to the Hawthorn Store.

We note that parking controls will be required on Chapman Street (on at least one side) to accommodate the required truck entry and exit movements. This will be subject to further discussions with Mitcham Council.

As per the standard ALDI loading and delivery procedures, there will only be a maximum of two deliveries per 24 hour period by large trucks and deliveries are managed outside of peak operating hours (and only between 7am to 10pm to achieve acoustic requirements). As mentioned, ALDI oversees and undertakes all its own deliveries and therefore has full control of the operations and logistics, which enables the business to minimise the impact of deliveries on customers and nearby residents.

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

Tenancy A & B

Tenancy A is proposed to accommodate the relocated Browse and Save Discount store. A dedicated loading dock is incorporated to the side of this tenancy, designed for a 10m rigid vehicle (small truck). These delivery vehicles will access and leave the site via Chapman Street. GTA has confirmed they are able to safely manoeuvre within the carpark area, reverse into the loading dock and exit the site in a forward direction. Deliveries within this loading dock are anticipated to be a maximum of 1 delivery a day, Monday to Friday and are restricted to between 7:00am and 9:00am (as per EPA Noise Policy and lease requirements).

At this stage, Tenancy B is not anticipated to have any loading requirements, outside of the occasional standard vehicle delivery, which can be accommodated within a car park space.

4.3.4 Pedestrian Accessibility

The proposed development will provide pedestrian connections to Main Road, with a pathway commencing in the carpark adjacent the ALDI entrance and running along the front of the two shop tenancies to the existing street footpath.

Pedestrian footpaths are located on either side of Main Road and Chapman Street adjacent the site. A bicycle lane is provided on Main Road to the north of Chapman Street on both sides of the road. A bus service is located 90 metres south of the site and the more frequented Blackwood Train Station is located approximately 600 metres east of the site.

A median refuge is located on Main Road approximately 160 metres south.

4.4 Landscaping and Trees

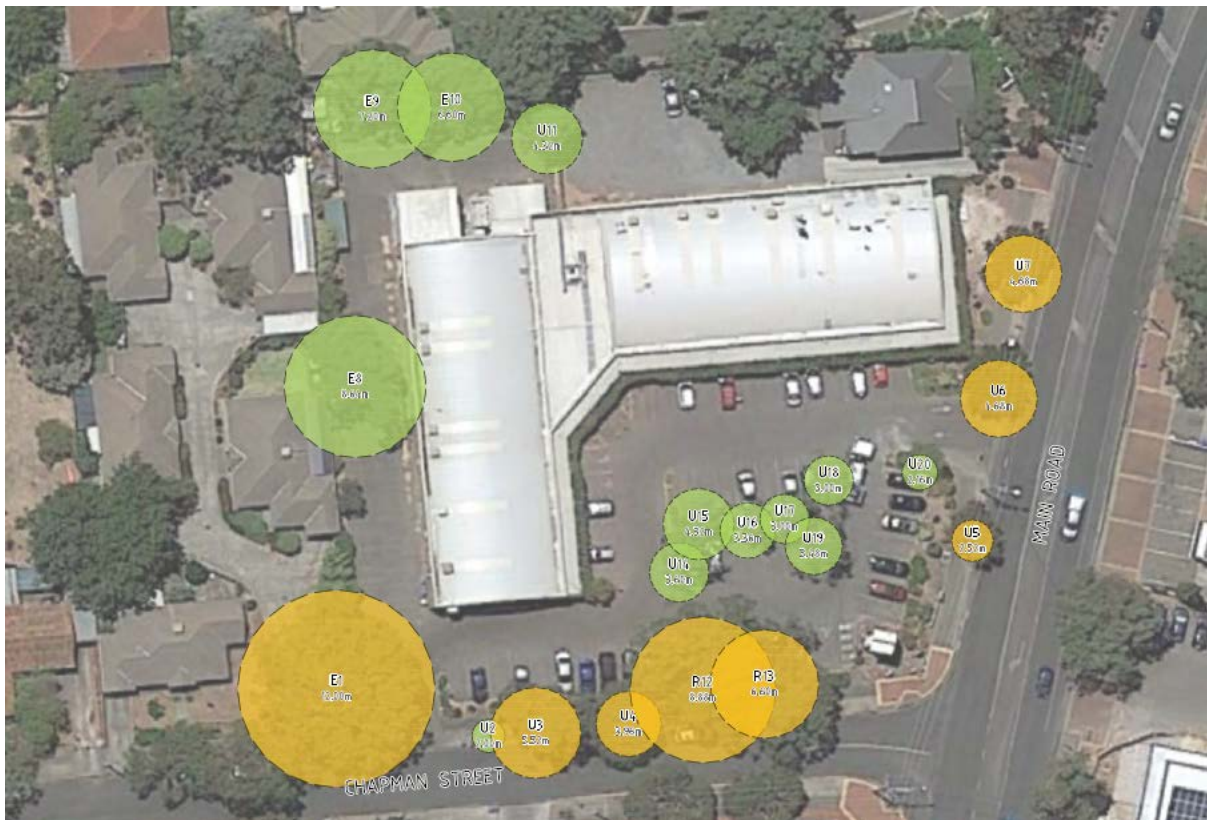
A landscaping plan prepared by Outerspace has been prepared for the proposal (refer *Appendix 5*). In addition, Arborman Tree Solutions has prepared a Preliminary Tree Assessment Report and subsequent correspondence (letter dated 4 July 2017) which provides details of all trees over 5 metres in height on the site, trees in adjoining properties that are in proximity to the development and the Council road reserve trees (refer *Appendix 6*).

In summary:

- There are no trees on the site with a 'high' or 'important' assessment retention rating;
- Two (2) Grey Box trees within the site (with a 'moderate' retention rating) have been identified as 'Regulated' as defined by the tree protection legislation and are to be retained;
- Five (5) Council street trees (3 Blue Gums and 2 Raywood) are located around the perimeter of the site and are not proposed to be removed;
- One (1) Lemon scented gum tree (with a 'moderate' retention rating) located on a neighbouring property (8 Chapman Street) is to be protected (notwithstanding it is technically exempt from tree protection legislation) and its long-term health has been considered in the design of the site;
- Three (3) Grey Box trees within the site, which have trunk circumferences over 2m but are also exempt from protection, are proposed to be removed to accommodate the development; and
- The remaining trees are unregulated, have a low retention rating and are proposed for removal to accommodate the development.

The trees to be retained are illustrated in the following image as 'yellow' while those to be removed are identified as 'green'.

Figure 4.4 Tree Assessment – Extract from Arborman Report (Appendix 6)



The recommendations within the Arborman report to ensure protection of the trees to be retained will be adopted and such measures include:

- Create of a Tree Protection Plan for the site nominating the Tree Protection Zones (TPZ) within which any development work but be carefully monitored and managed during construction;
- Protection of the structural root zone of Tree 1 (located in the neighbouring property adjacent the Chapman Street crossover) during construction with excavation to occur by hand or similar un-invasive method. A garden bed is also proposed adjacent this tree which will assist to protect the roots;
- Protection of the structural root zone of the two Regulated trees with excavation to occur by hand or similar un-invasive method and modifying the carpark kerb location adjacent these trees if roots are encountered (i.e. two spaces reduced to small carparks at 5m long if required); and
- Engagement of the project arborist to assist in the design around the trees during construction and monitor excavation in proximity to the protected trees.

New landscaping to complement and enhance the development is proposed around the site perimeter. Tree species have been selected to contribute to the streetscape of both Main Road and Chapman Street, defined the site edges and identify key access points and provide boundary screening to the west.

A selection of low shrubs and grasses will fill the landscaping beds between the larger trees. Areas of shaded landscaping will also feature shade tolerant plants within the under-croft carpark and below the pedestrian ramp.

4.5 Signage

A site wide signage scheme will be lodged as a separate application once final tenancy requirements are confirmed however two (2) illuminated facade signs are included in this application as illustrated in Drawings DA05.1 and DA05.2 (*Appendix 2*). These two signs are to be located on the eastern façade facing Main Road. The Browse and Save sign indicated on the elevation replicates their existing façade sign and is shown for illustrative purposes only. Consent for this and other signage including a new freestanding pylon sign in the south-east corner of the site will be lodged separately. The existing 6.6m pylon sign (illustrated below) would be removed from the site following approval of the future site signage application.

Figure 4.5 Existing pylon sign (to be replaced via a separate application)



4.6 Stormwater Management

Wallbridge Gilbert Aztec have been engaged to prepare a preliminary stormwater management plan for the proposed development (refer to *Appendix 7*). These reports assess the current management of stormwater on the site and identify the preferred method of water runoff from the redeveloped site.

Key aspects of the proposed management of stormwater for the site are as follows:

- The site current drains predominately to Chapman Street and an existing Side Entry Pit (SEP) and this will continue to be used;
- As the proposed development will not increase the level of water runoff from the subject site (which is already impervious) no on-site water detention is required;
- Three (3) drainage zones are identified, those being the:
 - » east/south-east open carpark zone, which will drain to Chapman Street via a Gross Pollutant Trap (GPT) or similar;
 - » south-west carpark zone, which will drain to a south and west boundary kerb and gutter with water treated in infiltration zones with the boundary landscaped areas before being drained to Chapman Street;
 - » the undercover carpark zone, which will utilise kerb and gutter to direct water to the landscaped corner pockets (northern boundary) and as required, along the western boundary, connecting to the south-west carpark zone, out to Chapman Street;
- Building downpipes will connect to the underground stormwater drainage system and discharge to the street water table via box drains or to the SEP; and
- Grated strip drains or similar will collect surface water at driveway exit points.

The preliminary stormwater management plan will be refined in conjunction with construction documentation following the granting of a Planning Consent.

5. Procedural Requirements

5.1 Relevant Authority

The relevant authority to determine the development application is the **Development Assessment Commission** (DAC), with referral being made to the City of Mitcham. A request made under Schedule 10, Part 20 of the *Development Regulations*, 2008 has been accepted by the State Coordinator-General, Department of Premier and Cabinet for the proposed ALDI supermarket.

5.2 Nature of Development

The proposal comprises partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at-grade and undercroft car parking and landscaping.

It is considered that the land use is best described as a group of shops (noting that supermarket is a form of a 'shop').

A 'shop', as defined in Schedule 1 of the *Development Regulations, 2008*:

shop means—

- (a) *premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or*
- (b) *a restaurant; or*
- (c) *a bulky goods outlet or a retail showroom; or*
- (d) *a personal service establishment,*

but does not include—

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

An application for the construction of shops with the Commercial (Main Road) Zone constitute a '**Consent**' application, to be assessed on its merits against the relevant provisions of the Development Plan.

As the exiting site primarily contains a group of shops, there is no change to the existing land use by the proposed ALDI store and 'Browse 'n' Save' tenancy. If Tenancy 'B' is occupied by a different land use, the tenant will seek the appropriate consents separate to this application.

5.3 Public Notification

The proposed development is within the Commercial (Main Road) Zone and adjacent land which is in a different zone (Residential Zone). Therefore, the proposal is a **Category 2** form of development as expressed in Zone Principle (PDC) 15.

5.4 Agency Referrals

Given that the Development Assessment Commission (DAC) is the relevant Planning Authority, it is understood that the proposal will be referred to the **City of Mitcham**.

As the development involves modification (albeit minor) to an existing crossover on an arterial road, it is anticipated that the proposal will be referred to the **Commissioner of Highways** (DPTI – Traffic).

The site is within a 'Medium Bushfire Risk' area and is not a habitable building therefore referral to the SA Country Fire Services is not required.

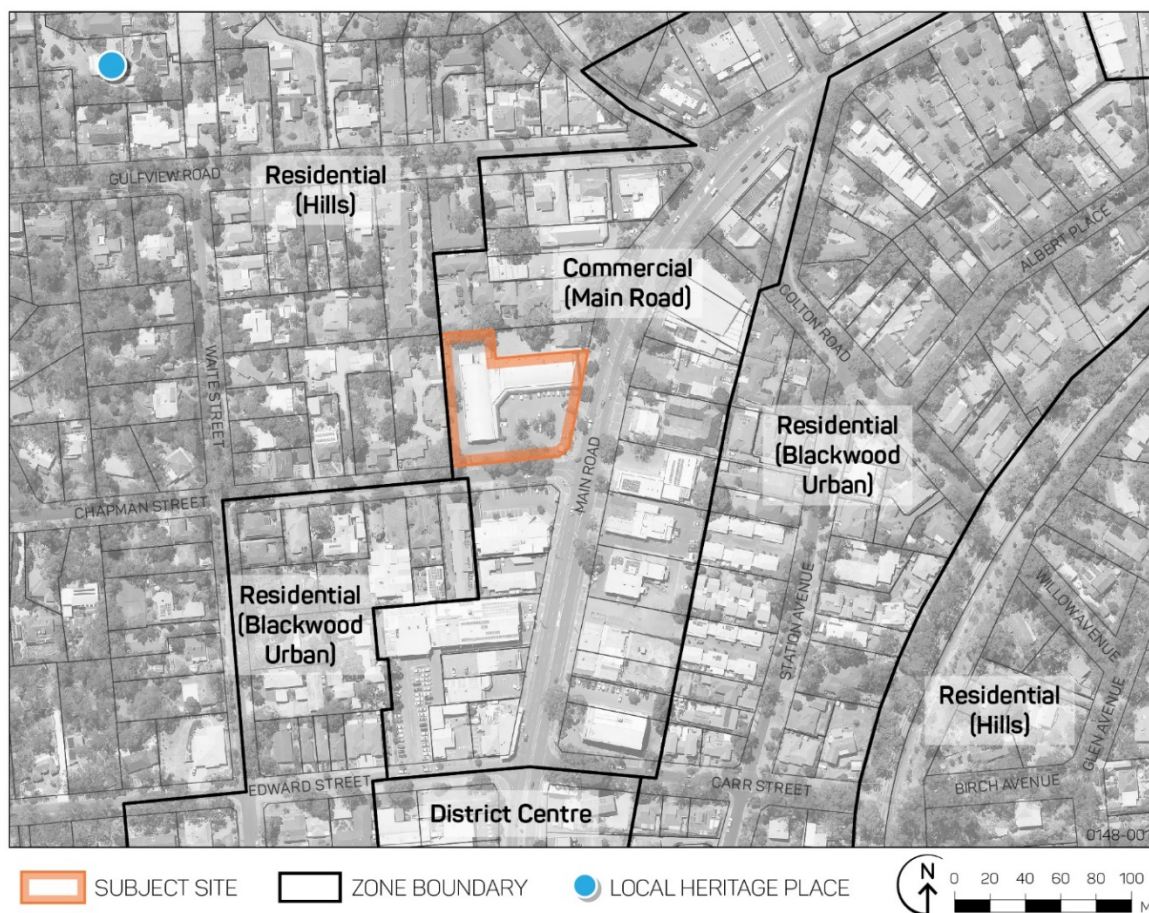
6. Development Plan Assessment

6.1 Overview

The subject land is located within the City of Mitcham and, accordingly, the relevant Development Plan is the Mitcham Council Development Plan – Consolidated 21 April 2016.

The subject land is located within the '**Commercial (Main Road) Zone**' and is not located within any Policy Area or Precinct. The figure on the following page shows the relevant zoning for the site and the surrounding land.

Figure 6.1 Zoning and Policy Areas



6.2 Zone and Council Wide Provisions

The following provides an assessment of the proposal against the relevant Development Plan Objectives and Principles of Development Control. Where there is notable duplication of provision between the Metropolitan and Council Wide provisions, the repeated provisions have not been restated.

6.2.1 Land Use

The following provisions are considered most relevant to the assessment of land use [our emphasis]:

Commercial (Main Road) Zone

- OBJ 1** A zone accommodating primarily residential, minor servicing, commercial, community and office related activities which generate low traffic volumes, and in a manner which will enhance the appearance of the zone and maintain the free flow of traffic on Main Road.
- OBJ 2** A zone accommodating a variety of residential uses, low-intensity community, office, leisure and minor service activities and in which landscaping and residential building form enhances the local environment and forms an attractive 'gateway' to the Blackwood Centre.
- PDC 1** Development undertaken in this zone should be for a range of residential uses and for community, commercial, office and minor service activities which are of low-scale and which generate low traffic volumes.
- PDC 3** Shop development should generally comprise a maximum gross leasable floor area in the order of 250 square metres.

Metropolitan Adelaide

Centres and Shops

- OBJ 19** Retailing not consistent with facilities envisaged in a centre located and operated so as not to adversely affect any designated centre, commercial, business or residential, zones, or areas, and traffic movements on local, primary, and primary arterial roads.

The diversification of locations for retailing providing goods and services not compatible with the grouping of facilities envisaged for regional, district, and neighbourhood, centres may be considered so long as the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality.

Retail development of this kind should be evaluated having regard to:

- (a) its locational and operational compatibility with existing shopping, business, commercial zones, or areas, including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site;
- (b) its effect on adjacent residential development;
- (c) the increased use of local and arterial roads;

- (d) the adequacy of vehicular access and car parking; and
- (e) the maintenance of building and site development standards required for centres.

PDC 17 Shopping development should be located as follows:

- (a) A shop, or group of shops, with a gross leasable area of greater than 250 square metres should be located in a business, centre, or shopping zone, or area...

PDC 18 Development or redevelopment within business, centre, and shopping zones, or areas, should meet the following criteria:

- (a) Their location and assigned role in the centre hierarchy of designated centres and designated centre zones, or areas.
- (b) The need to integrate facilities in the zone, or area.
- (c) Staging of development within the centre and the needs for any future expansion of the zone, or area, as a whole...

PDC 23 Centres should develop on one side of an arterial road, or one quadrant of an arterial road intersection. Where centre facilities, already straddle a primary, or primary arterial, road, or the intersection of two primary, or primary arterials, roads, development within them should:

- (a) concentrate on one side of the primary, or primary arterial, road or one quadrant of the arterial road intersection; and
- (b) minimise the need for pedestrian and vehicular movement across the arterial road, from one part of the centre to another.

Council Wide

Centres and Shops

PDC 65 Centre type development located outside centre zones should:

- (a) be of a size and type which would not hinder the development or function of any business, centre or shopping zone and be in accordance with the objectives for centres and shops and the objectives for the appropriate zones; and
- (b) conform to the access, car parking and design principles for centre zones set out below.

Land Use Planning Assessment

The site is located within a Commercial Zone straddling Main Road within the central area of the Blackwood township. Interestingly, the Zone appears to emphasise residential development as key envisaged use however we note that in practice, there is limited residential development remaining within the Commercial Zone.

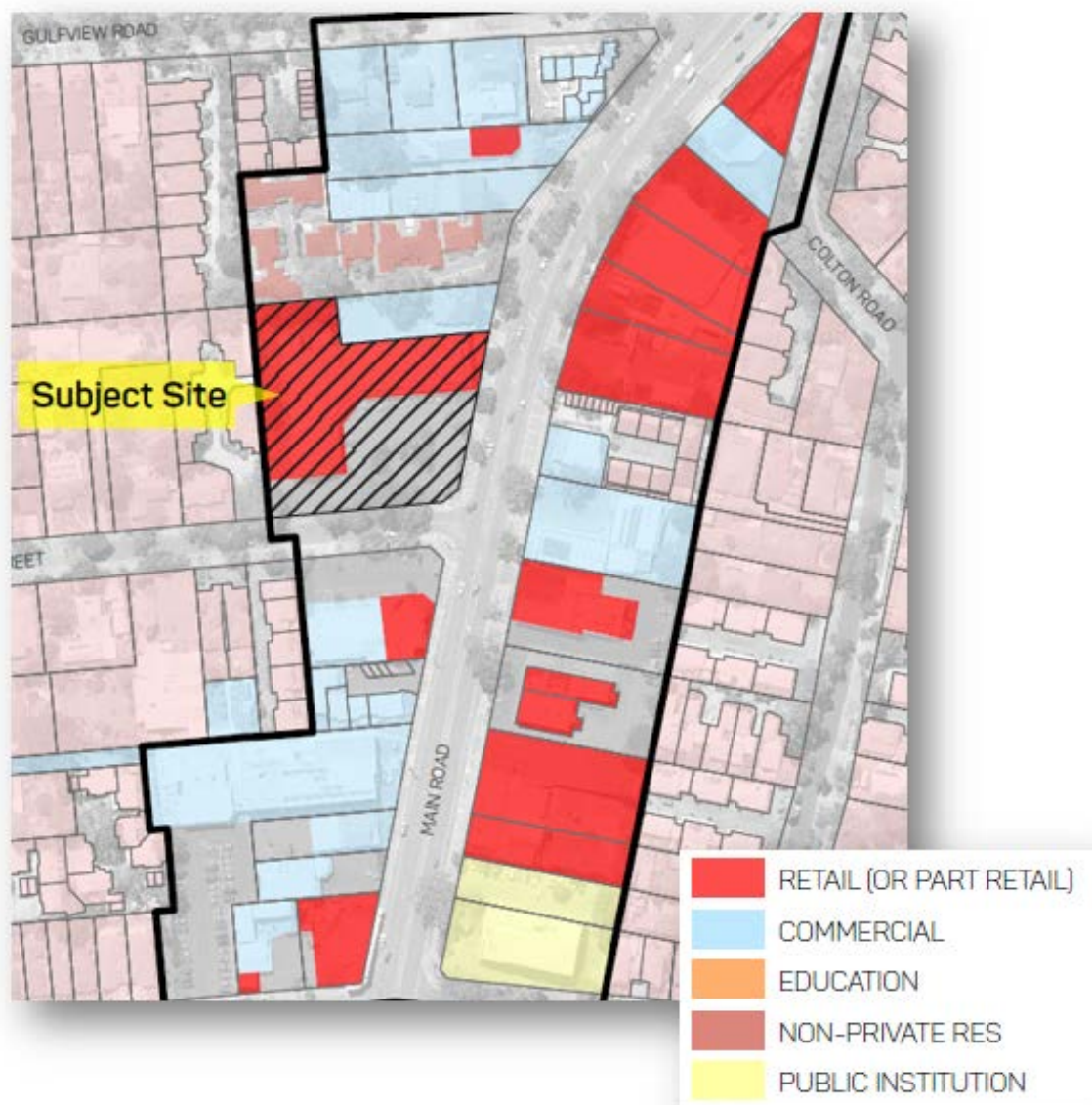
Other commercial activities such as ‘minor servicing, commercial, community and office’ uses are also encouraged.

It is immediately evident on visiting the subject site that the existing Zone overlay and the actual functioning and mix of land uses within the locality are not consistent.

A detailed land use study was undertaken to better understand the arrangement of land uses within the Blackwood area. This is represented in the graphic in *Appendix 2*.

An extract of this map as it relates specifically to the subject site and its immediate locality is reproduced below.

Figure 6.2 Land Use Map (extract from Appendix 2)



While 'low-scale', 'low-traffic' generating uses including shops no greater than 250m² in floor area are sought in the Commercial Zone we note that:

- The subject site currently comprises a total of 1,600m² of retail area with the largest shop over 800m² in floor area;
- Immediately adjacent the site and to the south there are several larger floor plate businesses (all illustrated in Figure 6.2) including:
 - » a hardware store (including timber yard and nursery) accommodating an area in excess of 2,000m²;
 - » a vet and 'doggy-day care' business within a building exceeding 600m²;
 - » a pharmacy and medical clinic within a building exceeding 700m²;
 - » a service station within a building of some 400m²;
 - » a service trade premise and sports store within a combined building footprint in excess of 500m²;
 - » a garden nursery shop within a building in excess of 750m² (with an additional 900m² of associated outdoor plant display); and
 - » a gymnasium and consulting rooms in a combined building measuring in excess of 2,000m²;
- The land use study (**Appendix 2**) demonstrated that there is a similar proportion of 'retail' land uses located within the Commercial Zone as there are in the District Centre Zone;
- A wide range of commercial, retail, service and community land uses extend well north of the existing District Centre with activities concentrated towards Main Road as the primary activity centre thoroughfare within the township; and
- There is no discernible character or land use distribution difference between the District Centre Zone and the Commercial Zone.

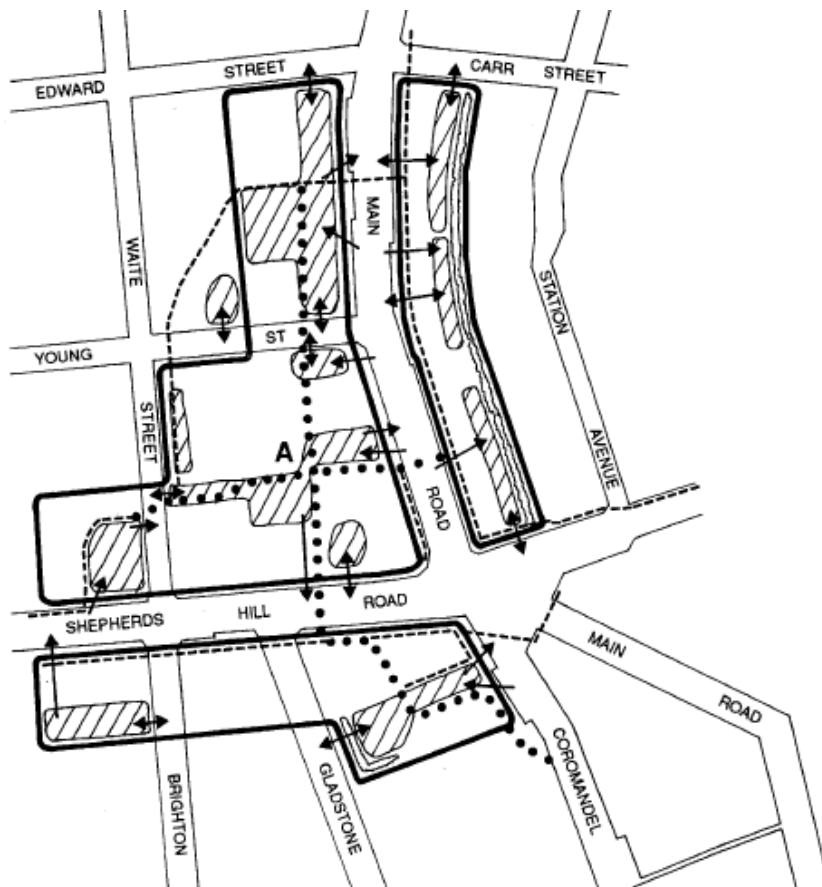
Further, we note the findings of the 'Retail Report' report prepared by Deepend Services (refer to **Appendix 8**) reaffirm our findings, identifying that based on *the 2007 SA Retail Database 'the C(MR) zone... accommodated over one-quarter of all retail tenancies in Blackwood and 21% of the retail floorspace. This is a significant contribution for an area where planning policy discourages single or multiple retail developments exceeding 250 sqm. The reality on the ground is that the C(MR) zone is providing an important supply of retail floorspace which has spilled over from the tightly constrained DCE zone.'* (pg 15).

Further we note that the Mitcham Development Plan encourages the following land uses to establish within a District Centre Zone (refer to OBJ 15 Metropolitan Adelaide), however those underlined are actually already existing within the Commercial (Main Road) Zone:

- Ambulance Station
- Bank
- Child Care Centre
- Church
- Cinema
- Civic Centre
- Club/Meeting Hall
- Commercial Development
- Health Centre
- Consulting Room
- Day Care Centre
- Discount Department Store
- Further Education
- Hospital
- Hotel/Tavern
- Indoor Recreation Centre
- Library
- Offices
- Park
- Personal Service Establishments
- Playing Field
- Police Station
- Pre-school
- Primary School
- Restaurant
- Secondary School
- Service Station
- Special School
- Specialty Shop
- Supermarket
- Swimming Pool

The Development Plan suggests that within Blackwood, 'convenience shopping facilities' should be concentrated in the area marked 'A' in the following figure (extract of Figure DCe/2 within the District Centre Zone of the Mitcham Development Plan).

Figure 6.3 Blackwood Area District Centre Concept Plan (extract)



While it is acknowledged that Supermarkets are an envisaged within Centre Zones, and in the case of Blackwood, primarily within the area marked 'A' on the above figure, it is evident, as illustrated by the finding of the land use study, that Blackwood has significantly outgrown its existing, highly constrained District Centre Zone.

Retail clusters have established themselves along the Main Road frontage (more so than Shepherds Hill Road) and as the area has grown, the functions and activities which typically define a District Centre Zone have diffused into the adjoining Commercial Zone due to the lack of land available within the District Centre Zone.

This is perhaps in part due to the outdated nature of the Mitcham Development Plan which we note has had minimal Centre policy amendment for many years (dating back to the early 1990's as we understand) and as a consequence of the Development Plan not being kept up to date, market forces have sought land outside the District Centre Zone in the adjoining Commercial Zone.

We understand that Mitcham Council commenced investigations to support a Centres DPA a few years ago however this has not progressed.

The planning philosophy associated with 'centre' development has shifted significantly since the original zoning of Blackwood with the approach now recognising that:

- Previous planning strategies which focused on an established 'hierarchy' of centres where any out-of-centre retail activity was prohibited, have been replaced by support for land use diversity and a greater emphasis on 'main streets';
- Mixed use activity centres rather than highly regulated centre zones are preferred where residential, commercial and retail development is integrated and co-located;
- In established built-up areas (such as Blackwood), commercial and retail business should be encouraged to ensure an appropriate level of services are available to growing communities and to encourage competition between and within centres; and
- Retail and other related services should be supported outside of designated centres where development will contribute to accessibility, high-quality design outcomes, employment opportunities, economic growth and competitiveness.

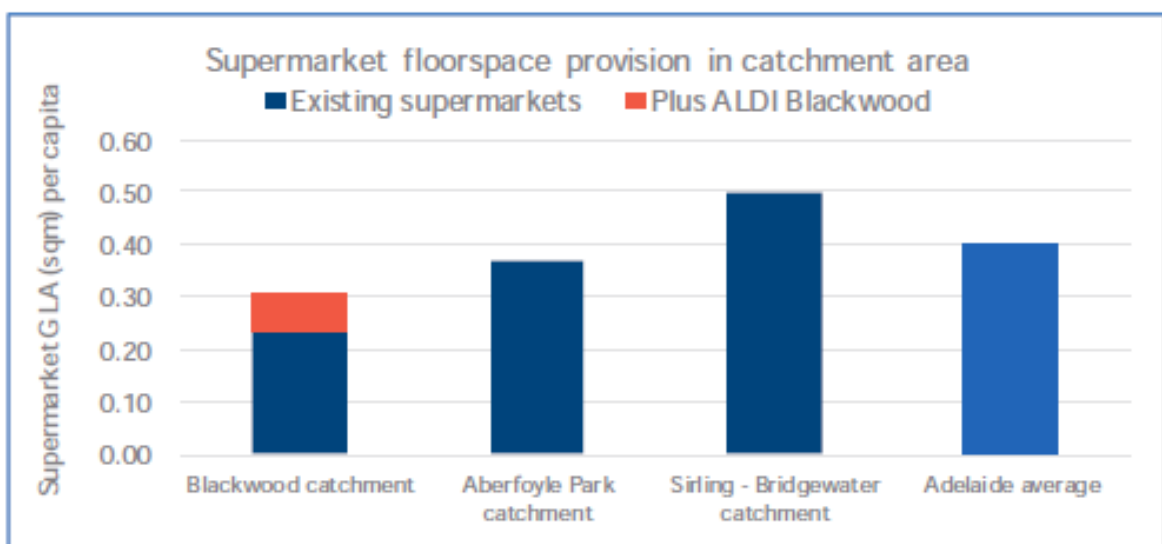
In this context, we note that the Ministerial 'Existing Activity Centres Policy Review DPA' authorised in April 2016 removed the mandatory floor space limit previously imposed in the Commercial Zone whereby retail developments over 250m² were listed as 'non-complying forms of development'.

As Adelaide's population grows, there is recognition that the existing tightly held Centres are no longer able to cater for or accommodate the variety of retail and commercial business opportunities available to service the local and broader community.

In this regard, we note the findings of Deepend's report which identified the following with respect to the Blackwood District:

- The three (3) existing supermarkets within Blackwood are small format stores comprising approx:
 - » 1,950m² (Woolworths);
 - » 1,300m² (Foodland);
 - » 2,400m² (Coles);
- The supermarkets enjoy a highly captive market due to the distance to other centre and the topography of the hills region;
- The main catchment area for Blackwood covers a considerable area including Blackwood, Belair, Glenalta, Hawthorndene, Craighburn Farm, Coromandel Valley and the eastern portion of Bellevue Heights with a population of some 24,313 people;
- This catchment has been steadily growing, primarily due to the Craighburn Farm/Blackwood Park subdivisions, which once complete, will have added about 2,300 people to the catchment;
- The average rate of supermarket floorspace provision in the Adelaide Statistical Division is approx. 0.40m² per capita;
- The average rate of supermarket floorspace provision in the Blackwood catchment is approx. 0.23m² per capita, meaning that Blackwood has a significant under supply of retail floor area given its population catchment; and
- The introduction of an ALDI store in the Blackwood Township would raise the supermarket floor space provision to just 0.30m² per capita which is still below the Adelaide average and the comparable areas of Aberfoyle Park and Adelaide Hills (as illustrated in the graph below):

Table 6.1 Supermarket floor space provision (extract from Deepend's Report Appendix 8)



This data is relevant in so far as the Development Plan is supportive of ‘out-of-centre’ retail development where *‘the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality’* (Metro OBJ 19) and the proposal will *‘not hinder the development or function of any business, centre, or shopping zone, or area’* (Metro PDC 17(c) & Council PDC 65).

We note that the ALDI supermarket will not compromise the viability of the existing District Centre Zone but will expand the total range of retail goods and services available to the local, growing community. ALDI is also a grocery retailer which, unlike other supermarket chains, does not produce or prepare food on site (i.e. no in-store bakery, butcher or deli) and that this model therefore supports and depends on the successful functioning of smaller fresh food retailers such as butcher, bakers and the like, further supporting the existing retail traders in the township.

The Deepend Report also identified the inadequacies with the existing District Centre Zone, concluding that:

- The area zoned District Centre is small by comparison with other outer District Centres in the southern suburbs;
- The extent of the District Centre zone at Blackwood is inadequate for the size of the catchment and is constraining new development in the centre; and
- Notwithstanding Council’s policy, retailing has migrated to the Commercial (Main Road) zone where small ad-hoc developments have grown along Main Road. This has become an extension of the District Centre to ease growth pressures.

Further, Deepend concludes that Blackwood *‘has approximately 9.4 hectares zoned District Centre but only 6.4 hectares once the road reservations are excluded. The potential to assemble a site of any significance is even more difficult given the small fragmented land holdings compared to most other centres’*.

As illustrated in the table below, Blackwood has the smallest ‘usable’ District Centre land (where unrestricted shops can be developed) relative to its catchment size.

Table 6.2 District Centre Zones and Catchments (extract from Deepend's Report Appendix 8)

District Centre	District Centre zone (ha)	Catchment population
Blackwood	9.4 ¹	24,313
Aberfoyle Park	10.8 ²	20,664
Hallett Cove	8.1 ³	23,300
Morphett Vale	28.0 ⁴	27,000
Seaford	20 ⁵	22,000
Aldinga	8.5 ⁶	13,200
Stirling	13.7 ⁷	11,300

¹ Includes roads

² DCe zone over shopping centre only

³ Retail core only

⁴ DCe along Main South Rd & Southgate Plaza

⁵ Retail & Main St precinct only

⁶ DCe retail precinct only

⁷ Stirling core area only

This data is relevant as the Mitcham Development Plan highlights that the size of centres should 'should be related to the size and characteristics of the population it serves' (Metro OBJ 15).

Notwithstanding the shortcomings of the existing Development Plan zoning which inadequately represents the existing pattern of development in Blackwood we note that the proposal does replicate the distribution of retail activity in the township (i.e. supermarkets occupying land on separate town blocks with a main road frontage). and the proposal maintains this pattern on the same side of Main Road (western side) in accordance with Metro PDC 23 which calls for centres to develop on one-side of an arterial road.

In summary, retail development is envisaged in the Commercial Zone and while shops should 'generally comprise' a maximum gross leasable floor area 'in the order' of 250m², the language within the Development Plan clearly anticipates that in certain circumstances, shops of a greater size will be appropriate.

The existing site already contains 1,600m² of retail or similar floor space which is essentially the scale of the proposed ALDI supermarket itself (1,639m² nett FA). The additional 700m² of retail floor area proposed will complement the ALDI and presents an efficient and coordinated commercial retail outcomes for the Blackwood district.

In considering the various issues presented above and the specific characteristics of this site and the locality, the proposal is considered to sufficiently achieve the land use intent of the Mitcham Development Plan, noting that the proposal will:

- Be of a modest size suitable for its function, while providing sufficient on-site car parking facilities;
- Cater for the existing and future population's shopping and community needs (particularly as there is currently a significant shortfall in retail offerings);
- Provide a degree of choice and stimulate competition;
- Be readily accessible to the population to be served;
- Retain the concentration of retail development to the western side of Main Road; and
- Demonstrate the potential to revitalise Blackwood and make effective use of existing investment in public infrastructure, utilities and transport.

6.2.2 Built Form

The following provisions are considered most relevant to the assessment of built form.

Commercial (Main Road) Zone

PDC 4 *Building development should provide a high standard of design and construction, be in keeping with the scale of adjacent development and be enhanced by substantial landscaping between the building and street frontage.*

Metropolitan Adelaide

Appearance of Land and Buildings

OBI 43 *The amenity of localities not impaired by the appearance of land, buildings and objects.*

Centres and Shops

PDC 18 *Development or redevelopment within business, centre, and shopping zones, or areas, should meet the following criteria:*

- (e) *Attractive development, with a unified design of buildings and produce a close relationship between shops in a lively setting.*
- (f) *Materials compatible with the natural features of the site and adjacent buildings.*
- (g) *Acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings, and locating open space and car parking areas.*

Council Wide

PDC 68 *Development within centre zones should conform with the following design principles:*

- (a) *Development should provide for the integration of existing and future facilities so as to promote ease of pedestrian movement and sharing of facilities, while retaining opportunities for future expansion within the zone;*
- (b) *Minimal grade separation should exist between and within development which is to be accessible to the public. Where grade separation does occur, the different levels should be*

connected by ramps with slopes of not more than 1-in-14 and/or alternative facilities for access by disabled persons between the different levels should be provided;

(c) *Development should:*

- (i) *comply with the objectives for the zone or where otherwise appropriate be compatible with the predominant character of other developments in the locality;*
- (ii) *preserve and enhance localities, spaces, buildings, structures, items and sites of architectural, historical, or scientific interest; and localities, spaces and sites of natural beauty;*
- (iii) *preserve buildings of heritage significance listed on Table Mit/3 and encourage the retention and utilization of compatible buildings and land uses around them; and*
- (iv) *utilize and adapt the existing building stock in preference to new buildings where those buildings contribute to the character of the zone...*

Built Form Planning Assessment

The existing building currently presents as a relatively non-descript, single storey brick building with neutral colour tones.

Figure 6.4 Existing building at 198-200 Main Road



The proposed building, which reuses a portion of the existing single storey building along the northern boundary (as sought by Council PDC 68[c]), presents in part as single storey and also two-story with the ALDI Store elevated above an undercroft carparking area. While there is little guidance in the Development plan in relation to the scale of new built form, we note the adjoining District Centre Zone suggests buildings up to two-storeys are acceptable and accordingly taking cues from this policy, the proposed height of the building (which for the most part reaches just below 9m above ground level) is considered suitable and consistent with other built form along the main road.

While the proposed building will present a more notable built form and physical presence incorporating a higher scale and bolder colour tones towards the main road, the site's presentation to its front boundary will remain essentially unchanged, with the new building set well back from the Main Road boundary (>29 metres).

The building facades are designed to offer a visually interesting street frontage, with a variety of material presented including a perforated metal copper coloured feature wall, metal profile cladding to the 'tower' element, glass balustrades, shop front and high level windows, canopies and a variety of pre-cast panels.

The existing glazed 'shop' front appearance to Main Road will be retained in the existing building albeit the area to the front of this loading dock wall will be densely landscaped. The use of simple, rectangular building forms together with retention of the existing curved roof over the existing building will sit harmoniously with the existing, somewhat diverse built form in the streetscape.

Figure 6.5 Images of buildings within the Commercial Zone adjacent the subject site



Figure 6.5 Images of buildings within the Commercial Zone adjacent the subject site (cont.)



In many respects the proposed car parking layout is similar to that existing (space to the front, side and rear of the site) albeit in the proposed development the building is raised with parking underneath (but still up to and along the side and rear boundary). While it is acknowledged that Council Wide PDC 68(b) seeks to minimise the grade separation in new developments, it is considered that the three metre grade change between the ALDI store and natural ground level is well managed with appropriate ramping, lifts and stair access ensuring equitable access and an efficient use of the land for commercial development.

While some of the smaller trees within the car parking area and three trees near the western and northern boundary will be removed to accommodate the development, the proposal incorporates new tree plantings along portions of the western boundary and both street boundaries while also retaining the two (2) Regulated gums and all street trees. The area in front of the existing building/Tenancy A will be densely planted natives and spaces below structures will provide opportunities for shade tolerant plantings.

Combined these features will provide an attractive built form presentation and achieve PDC 4 within the Zone which seeks for new development to *'provide a high standard of design and construction, be in keeping with the scale of adjacent development and be enhanced by substantial landscaping between the building and street frontage'*.

It is acknowledged that the visibility of the proposed building to the west and north will be more evident than the current building, however a two metre setback has been provided to the Residential Zone boundary and a darker rather than bolder colour palette has been selected for the walls facing the adjoining residential dwellings to the west and north (noting however that the northern property is located within the Commercial Zone). The assessment of interface issues is covered in more detail in Section 6.2.4 below.

In considering the relevant built form provisions within the Development Plan, we conclude that the proposal will not impair the appearance of the area, presents a unified, lively streetscape setting and is sufficiently compatible with the predominant character of other developments in the locality. In this regard, the proposal is considered to achieve the intent of the Development Plan with respect to built form.

6.2.3 Transport, Access and Parking

The following provisions are considered most relevant to the assessment of transport, access and parking.

Commercial (Main Road) Zone

PDC 5 *Developments should provide sufficient on-site car parking and loading areas to avoid the need for vehicle parking or loading on Main Road. Where possible, adjoining developments should share car parking areas to make efficient use of space, reduce the expanse of hard paved surface area and minimise points of access onto Main Road.*

PDC 6 *Vehicle parking should be provided in accordance with the rates set out in Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas (where applicable).*

Metropolitan Adelaide

Transportation (Movement of People and Goods)

PDC 19 *Provision for the movement of people and goods within business, centre, and shopping zones, or areas, should comply with the following:*

- (a) *Development should not cause inconvenient and unsafe traffic and pedestrian movements or be likely to result in the need for significant expenditure on transport and traffic works, or facilities within, or outside, the locality.*
- (b) *Development should be concentrated for pedestrian convenience and not allowed to extend unnecessarily along road frontages; (increasing the depth of development is a more desirable alternative).*
- (c) *The separation of pedestrian and vehicle movements within zones or areas, is most desirable to ensure safety and convenience.*
- (d) *Access to car parking areas should be designed not to cause congestion or detract from the safety of traffic on abutting roads.*
- (e) *Adequate and convenient provision should be made for service vehicles and the storage and removal of waste goods and materials.*
- (f) *Parking areas should be consolidated and co-ordinated into convenient groups, rather than located individually, and the access points minimised.*
- (g) *Car parks should be orientated so as to facilitate direct and convenient access of pedestrians between them and the facilities they serve.*
- (h) *On-site parking shall be determined having regard to:*
 - (i) *the amount, type and timing of movement generated by the use;*
 - (ii) *the design, location and configuration of parking spaces;*

- (iii) *the ability of the site to accommodate the parking spaces;*
- (iv) *the potential for shared use of parking spaces;*
- (v) *the effect on surrounding activities;*
- (vi) *specific in requests of cyclists; and*
- (vii) *the availability of appropriate on-street parking.*

Council Wide

PDC 67 *Development within centre zones should conform to the following access, movement and car parking principles:*

- (a) *Development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;*
- (b) *Except for traffic movement on major through roads, pedestrian movement within centres should be the movement mode of most importance and be given predominance in design of movement paths in the centre;*
- (c) *Pedestrians should be channelled onto pedestrian paths by use of barriers to reduce the possibility of pedestrian and vehicular conflict within the centre;*
- (d) *Pedestrian paths should be:*
 - (i) *constructed with minimal grade changes or steps and require driveways to change level where they cross; and*
 - (ii) *paved with a material which contrasts with driveway and parking area paving;*
- (e) *Areas and facilities should be provided for the parking and securing of bicycles, storage of shopping trolleys and hitching of dogs, provided that the facilities for the hitching of dogs are not within pedestrian movement areas;*
- (f) *Access points onto public roads should be designed and located to minimise traffic hazards, queuing on public roads and intrusion into adjacent residential areas;*
- (g) *The number, location and design of access points onto the arterial roads shown on Map Mit/1 (Overlay 1) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions, and traffic control devices;*
- (h) *Development in the form of retail showrooms trading in bulky goods merchandise, should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements.*

Access points for the development should be determined by the Department of Road Transport in consultation with the Planning Authority.

- (i) Shopping development should provide for separate parking spaces for the disabled;*
- (j) Development should provide sufficient off-street parking to accommodate customer, employee and service vehicles;*
- (k) Car parking areas should be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe and convenient traffic circulation, minimal conflict between customer and service vehicles and should include adequate provision for manoeuvring into and out of parking bays;*
- (l) The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads;*
- (m) Individual parking areas should, wherever possible, be located and designed so that:*
 - (i) vehicular movement between them does not require the use of public roads; and*
 - (ii) the number of access points is minimised;*
- (n) Access to car parking areas and the direction of traffic flow within them should be made obvious to motorists by legible signs at the entrance;*
- (o) Opportunities for the shared use of car parking between development should be exploited so as to reduce the total extent of car parking areas;*
- (q) Development should provide car parking spaces for employees, customers, clients and visitors in accordance with the following standards:*
 - (i) for a shop excluding a retail showroom, in a:*
 - (C) district centre zone - seven car parking spaces per 100 square metres of lettable area; and*

PDC 68 *Development within centre zones should conform with the following design principles:*

- (d) Development should provide:*
 - (i) off-street loading, service areas and service vehicle manoeuvring areas;*
 - (ii) lighting for building and ancillary areas, with no light-spill causing nuisance or hazard;*
 - (iii) for the location, screening, construction and operation of storage yards, refuse removal facilities, air conditioning motors, cool room motors and similar accessory facilities, in such a manner as to obviate nuisance caused to occupiers of adjacent properties by way of noise, vibration, smell or fumes;*

- (iv) public entrances to buildings and pedestrian access within centres that are sheltered and screened from south-westerly and northerly winds;

Movement of People and Goods

PDC 77 Development should conform with the following principles relating to traffic, parking and vehicles access, in addition to any relevant land use specific parking standards:

- (a) Development should provide safe and convenient access for private vehicles, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.
- (b) Development adjacent to arterial roads and outside centre or mixed use zones should be confined to land uses which generate low traffic volumes.
- (c) Access points onto public roads should be designed and located so as to minimise traffic hazards, queuing on public roads, and intrusion into adjacent residential areas.
- (d) The number, design and location of access points onto the arterial roads shown on Map Mit/1 (Overlay 1) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
- (e) Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility for drivers of motor vehicles entering arterial roads.
- (f) Development should provide sufficient off-street parking to accommodate resident, visitor, customer, employee, and service vehicles.
- (g) -
 - (i) Where a development is required to provide car parking of 25 spaces or more, at least one car parking space should be provided in every 25 spaces for the disabled; and
 - (ii) Parking spaces for the disabled should be conveniently located in relation to building entrances, ramps, and other specialised access facilities required or necessary for use by the disabled.
- (h) Car parking areas should be designed and located so as to ensure safe and convenient pedestrian access from vehicles to facilities, and safe and convenient traffic circulation. Adequate provision should be made for manoeuvring into and out of parking bays, and, in the case of centre type development, parking areas and access ways should be designed to minimise conflict between customers and service vehicles.
- (i) The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads.

- (j) *Car parking areas should be sealed with material which will minimise any mud or dust hazard and provide an even, low maintenance pavement.*
- (k) *Car parking areas should be:*
 - (i) *line marked to indicate parking bays, movement aisles and direction of traffic flow;*
 - (ii) *graded and drained to efficiently remove surface water; and*
 - (iii) *landscaped to screen and shade vehicles in the parking area whilst retaining suitable lines of sight for safe vehicle and pedestrian movements.*
- (l) *Individual car parking areas should, wherever possible, be designed and located so that:*
 - (i) *vehicular movement between them does not require the use of public roads; and*
 - (ii) *the number of access points is minimised.*

Transport, Access and Parking Planning Assessment

GTA has undertaken a detailed traffic assessment and analysis of the subject site and proposed development (refer **Appendix 4**).

Parking and carpark layout

In relation to parking, the Mitcham Development Plan statutory parking rates for shops outside of a 'centre' Zone are seven (7) spaces per 100m² lettable area which, in the context of the proposal, would require 162 on-site car parking spaces. This rate is considerably higher than is typically found in commercial, centre or like Zones in Metropolitan Adelaide and given there has been minimal change to the Council's Development plan for many years, we suggest that the Mitcham Development Plan does not reflect current parking generation rates for shopping areas and is considerably out of date.

As outlined, the current site contains two crossover points for vehicles into a carpark with 72 spaces servicing retail shops comprising some ten (10) tenancies and 1,600m² of floor area. This equates to a current parking supply of 4.5 spaces per 100m² (and a theoretical shortfall of 40 spaces when assessed against the Development Plan rate).

The proposed development will retain the two crossover points for vehicles accessing a carparking area with 89 spaces servicing there (3) retail shops comprising some 2,289m² of floor area (and a theoretical shortfall of 73 spaces when assessed against the Development Plan rate).

Empirical evidence provided by GTA (outlined in Table 4.2 of the GTA report), which included surveys undertaken at the recently opened ALDI store at Hawthorn 6.5km (or 10 mins) north of the subject site, suggests that the proposed ALDI store will generate an average demand of 4.1 spaces per 100m², which would require the provision of 65 spaces.

With respect to the other retail tenancies, GTA have determined a maximum parking demand of 22 spaces will be generated.

These calculations do not take account of shared trips where customers to the site utilise both the ALDI Store and the adjoining shops. This aside, in total, the proposed development is anticipated to generate demand for 87 car parking spaces and therefore the proposed supply of 89 spaces will be sufficient to cater for peak parking demands generated by the proposed development. In this regard, the application is considered to achieve Zone PDC 5 (requiring a development to provide sufficient on-site car parking) and Metro PDC 19 (h) which seeks for the level of on-site parking to have regard to:

- The amount, type and timing of movement generated by the use;
- The design, location and configuration of parking spaces;
- The ability of the site to accommodate the parking spaces;
- The potential for shared use of parking spaces;
- The effect on surrounding activities; and
- The availability of appropriate on-street parking.

It should be noted that the Hawthorn Store, being a new store and located quite some distance from other ALDIs (with the Marion Store being the next closest store), is currently drawing customers from beyond its anticipated long-term catchment area. Once other ALDI Stores open (i.e. Blackwood), the peak demand at Hawthorn will balance out.

The proposed parking layout will achieve the dimensional requirements as set out in the Australian/New Zealand Standards for Off-Street Car Parking (AS/NZS2890.1, AS/NZS2890.6 and AS2890.2) and the provision of eight (8) bicycle parking spaces will satisfy the requirements of the Development Plan.

Access

As mentioned, the existing access and egress crossover points are retained with some minor modifications to Main Road and widening to Chapman Street. Adequate sight distances at these access points to view oncoming vehicles in accordance with the Austroads Guide is provided.

Deliveries/Service Vehicles

As sought by Zone PDC 5, the proposal incorporates sufficient loading areas within the subject site area. Metro PDC 19 (e) is also achieved through the adequate and convenient provision for service vehicles, storage and removal of waste goods and materials.

All service, refuse and delivery vehicles will utilise the Chapman Street crossover. As outlined, separate loading docks for the ALDI and the Browse and Save are provided.

In relation to the ALDI Store, deliveries will be made by vehicles up to 14 metre semi-trailers via with two delivery vehicles of this size expected per day based on almost all stock being provided through the ALDI distribution centre (to be operational for the opening of this store). In addition, one unit truck up to 8.8 metres will do a daily bakery delivery and a 10.5 metre refuse truck will collect waste approximately once a week (and only between the hours of 9am to 7pm on a Sunday or public holiday, and 7am and 7pm on any other day to ensure compliance with the EPA Noise Policy).

The swept path assessment indicates a vehicle up to 14.0 metre semi-trailer will be able to enter and exit the site in a forward movement with use of the car park aisle to reverse to the loading dock. This is similar to many other ALDI Stores around Australia (including Hawthorn) and operates safely, given the low number of deliveries per day by semi-trailer and given deliveries occur out of peak times in the car park (and only between 7am to 10pm to ensure compliance with the EPA Noise Policy).

It is noted that on-street parking controls on Chapman Street will need to be modified to accommodate truck passing movements.

Deliveries and loading arrangement for the retail tenancies are suitably accommodated within the designated loading dock with up to 10 metre trucks entering and exiting in a forward direction via Chapman Street typically less than once a day.

Traffic Volumes

The proposed development is expected to generate approximately 330 vehicle trips in the PM peak hour (or 2,935 vehicle movements on a peak day) however this excludes any discount factor for passing trade (typically 30%). An increase in traffic on Chapman Street to the west of the site is expected to equate to approximately 65 vehicles in the peak hour and approximately 590 vehicles throughout a day.

It is recognised that the development will increase traffic generation when compared to that generated by the current retail complex, however this outcome is considered reasonable given the site is a large commercial land parcel with Main Road frontage within an area which is by all accounts an extension of the existing Blackwood District Centre.

While we note that the Commercial Zone idealistically seeks development which generates 'low traffic volumes' (Zone OBJ 1) it is apparent on a visit to the site that the existing activities and resulting traffic movements within the Commercial Zone are not low traffic generating and that as the key vehicle thoroughfare through the township and the only road available to enter and exit Blackwood, Main Road is and will continue to function as a primary aerial road. Likewise, the traffic utilising Main Road will therefore, by default and through the encouragement of DPTI to direct key access and exit points off aerial road frontages, also increase traffic on side streets which connect onto Main Road. We note the existing line marking on Main Road already channels all vehicle wishing to turn right when heading south on main Road into Chapman Street.

The GTA report assesses the distribution, assignment and traffic impact on the existing road network in considerable detail. Following a SIDRA Intersection analysis, GTA conclude that queue lengths on Chapman Street are likely to increase from 1 vehicle to 2 vehicles in peak hour (which is not unreasonable) and that the existing right turn lane on Main Road will continue to operate satisfactorily with 1 vehicle queue length predicted. This accords with Council Wide PDC 77 which calls for access arrangements to minimise traffic hazards, queueing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.

The analysis undertaken indicates that there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

Pedestrian Accessibility

As highlighted in the Land Use map (*Appendix 2*) the retail and commercial arrangements in Blackwood are quite spread out as the township has formed in a linear fashion along Main Road. This is contrary to Metro PDC 19 which seeks for development to be concentrated for pedestrian convenience and not allowed to extend unnecessarily along road frontages. The PDC suggests that increasing the depth of development is a more desirable alternative to strip shopping. The intent of this provision has not been achieved in Blackwood in part due to the dominance of Main Road and the lack of updated planning policy and subsequent rezoning. The current strip shopping layout is well entrenched and highly unlikely to be reverted.

Within the site, a clearly defined point of entry is provided into the ALDI Store via a switch back ramp and a nearby left and stair. The proposal provides a pedestrian walkway along the front of the two retail tenancies linking to Main Road, with a pathway commencing in the carpark and running along the front of the two shop tenancies to the existing street footpath. These entry points are illustrated in Drawing DA02.1 by red arrows. These access points will be clearly identifiable and will achieve Council PDC 68 which seeks for public entrances to buildings and pedestrian access within centres to be sheltered and screened from south-westerly and northerly winds.

In the context of the pedestrian arrangements within Blackwood and the site layout, the relevant provisions in the Development Plan as they relate to pedestrian movement and access are considered to be satisfactorily achieved.

Further, the GTA report, which provides a detailed assessment of the summarised detail outlined above, concludes that the proposal will meet the relevant provisions of the Mitcham Development Plan as they relate to traffic, parking and access.

6.2.4 Interface Considerations

The following provisions are considered most relevant to the assessment of interface considerations particularly with respect to the adjoining Residential Zone.

Commercial (Main Road) Zone

PDC 7 *Development adjacent to residential zones should provide a two metre wide landscaped strip to screen such development from adjoining residential activities.*

Metropolitan Adelaide

Centres and Shops

PDC 18 *Development or redevelopment within business, centre, and shopping zones, or areas, should meet the following criteria:*

- (g) *Acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings, and locating open space and car parking areas.*
- (h) *Development and operation of facilities within a zone, or area, compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.*

The location and design of centres and shopping development should ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.

PDC 24 *Centres should have minimal adverse impacts on residential areas.*

Council Wide

Centre and Shops

PDC 14 *Non-residential development adjacent to residential development and/or zones should, where appropriate, be designed, sited, constructed, landscaped and operated in a manner which will minimise the impact of such activities on adjacent residential development and occupants.*

PDC 68 *Development within centre zones should conform with the following design principles:*

- (e) *Development should not cause a nuisance or hazard arising from:*
 - (i) *microclimatic conditions;*
 - (ii) *excessive noise;*
 - (iii) *odours;*
 - (iv) *overlooking;*
 - (v) *overshadowing; or*
 - (vi) *visual intrusion;*

Interface Planning Assessment

The subject site abuts a Residential Zone to the west and for a portion of the boundary, residential dwellings within the Commercial Zone to the north. As such, the potential interface impacts of the proposal have been assessed.

The potential for noise transfer from customers, vehicles, trucks and plant equipment is recognised and Sonus Acoustic Engineers were engaged to assess and make recommendations on the proposed development in accordance with the Environment Protection (Noise) Policy 2007 and the relevant provisions of the Mitcham Development Plan (refer to **Appendix 9**)

The siting and orientation of the store presents to the south and east, with the main building entrance, stairs, ramp and lifts located to the east facing away from the neighbouring residential properties. There are minimal door openings and only high level windows within the building facing west towards the Residential Zone.

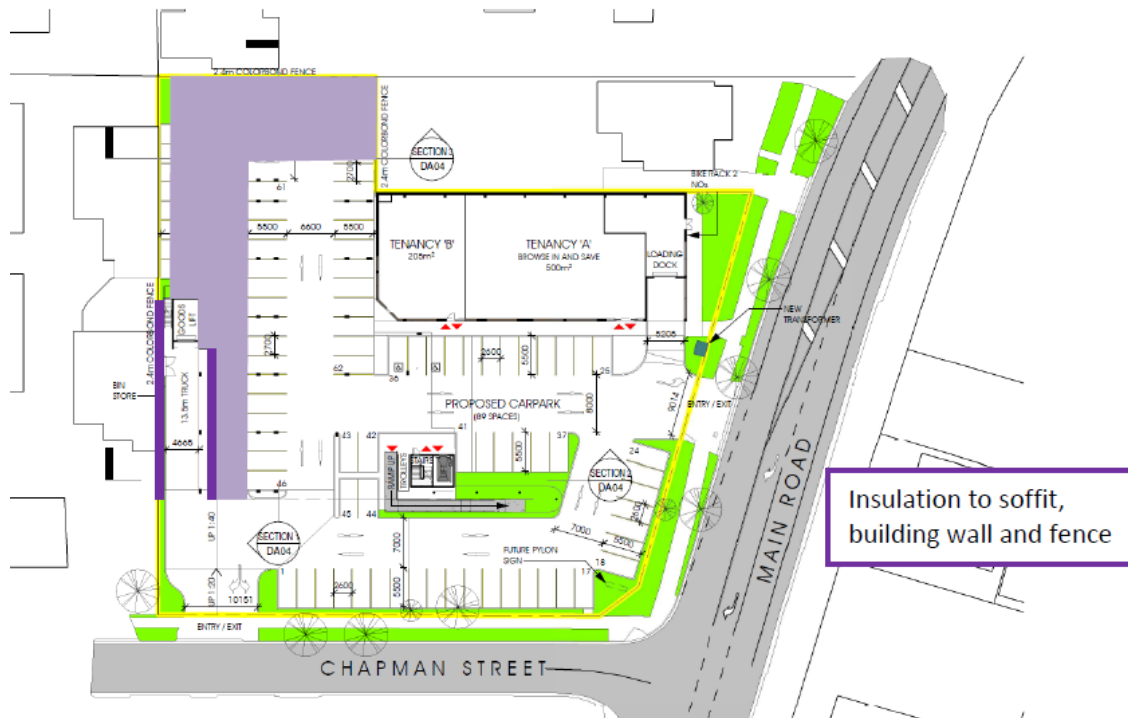
Plant equipment is contained within an acoustically screened plant platform on the building roof, off the property boundaries. This siting has been deliberately chosen to minimise noise transfer, while also limiting any views of the plant room from adjoining streets, public spaces and residential properties.

The vehicle access and egress is via the existing crossover on Chapman Street which is adjacent the Residential Zone to the west. Sonus have considered the impacts of noise generated by car park activity such as people talking, the opening and closing of vehicle doors, vehicles engines starting, vehicles idling, and vehicles moving into and accelerating away from their park position. In addition, Sonus have considered noise associated with truck deliveries such as trucks driving into the site, reversing into the loading dock (which is adjacent the western boundary), unloading and driving out of the site.

In order to manage this noise and ensure compliance with the Environment Protection (Noise) Policy 2007, the following measures have been adopted based on Sonus' recommendations:

- The shops including the ALDI store will not trade before 7am or after 10pm;
- Deliveries from trucks will not occur before 7am or after 10pm;
- Implementation of measures described in the ALDI SA "Delivery and loading procedures", such as turning off refrigeration and reversing beepers to minimise the noise from the delivery process;
- Use of low level exhausts on trucks (which is a specific modification made by ALDI to assist in optimising the noise reduction provided by boundary fencing);
- Fences at western and northern boundaries of the carpark to be constructed to a height of 2.4m above the floor level of the neighbouring residences. The fence should be constructed from a minimum of 9mm thick fibre cement sheet (or a material with an equal or greater surface density) which is sealed air tight at all junctions including at the ground, bins and corner of the site;
- Insulation to be installed on the inside face of the fence and part of the western facade of the ALDI building (adjacent the loading area); and
- Insulation to be installed to underside of soffit in car park areas for the shaded extent shown below.

Figure 6.6 Acoustic treatments



Sonus concludes that with the above acoustic measures in place, the development will be designed such that it will not detrimentally affect the amenity of the locality or cause unreasonable interference by the emission of noise, thereby achieving the relevant provisions of the Mitcham Council Development Plan.

There is no on-site food preparation (unlike other supermarkets) and accordingly issues of odour are not envisaged.

Overshadowing diagrams have been produced to compare the existing overshadowing experienced by the properties to the immediate west with the shade cast by the proposed ALDI Store. In summary, the dwellings to the west (which comprise small units with courtyards) will experience greater levels of overshadowing during the winter solstice up to 11am. After this, the proposed development has no impact on the level of shadow cast over those properties. For obvious orientation reasons the development does not cast any additional shadow on the properties to the north. The proposal therefore achieves the Development Plan provisions relating to microclimatic considerations.

It is acknowledged that the Zone PDC 7 calls for the inclusion of a 2-metre landscaping strip between commercial development and adjoining residential properties. The proposal achieves this in part with a building setback of 2 metres provided, however landscaping is not able to be provided for the full length of the western boundary due to the location of carparking spaces along the western boundary. Where possible shrubs interspersed with Capital Pear trees are to be planted along this boundary.

Further it is recognised that the proposed building will be more visible and closer to the zone interface boundary than the existing built form and as such the perceptible impacts of the commercial development will be more evident to the adjoining residential properties (including those to the north where the proposed wall is sited on the boundary).

In assessing the amenity-related impacts of a development, it is worthwhile considering the contemplated land uses for the locality. For example, residential properties located in close proximity to commercial zones and activities and close to main roads, will typically be exposed to greater amenity-related impacts created by commercial built form, greater volumes of noise and the like when compared with residential properties situated within the heart of a residential zone.

Whilst the preservation of high levels of amenity is of importance, it is also necessary to consider existing and anticipated land use activities within the locality when determining what is an acceptable amenity level for a locality.

This view is consistent with the approach adopted by the Environmental Resources and Development Court, as considered in the matter of *Wilkins v City of Unley* [ERDC No. 524 of 2000]:

If people choose to live at or near the boundary between a residential zone and a business zone, they must expect some noise, traffic, overshadowing and the like which would not be appropriate further into the residential zone. Likewise, the businesses must expect some residentially based activities which may annoy.

In considering the potential interface issues which may arise from the proposal, it is our view that, subject to certain treatments, the development will satisfy the relevant provisions of the Development Plan.

6.2.5 Landscaping and Vegetation

The following provisions are considered most relevant to the assessment of landscaping, vegetation and site works.

Metropolitan Adelaide

Centres and Shops

PDC 20 *Landscaping should form an integral part of centre design, and be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas, and generally enhance the visual amenity of the area.*

Council Wide

Vegetation and Landscaping

PDC 33 -

- (a) *Development should minimise the removal of existing vegetation on the site and provide appropriate replacement of any vegetation that is required to be removed. Development should not involve the removal of any remnant native vegetation or other vegetation that contributes to the character of the site and the desired character of the locality.*
- (b) *Development should preserve the long-term stability and health of existing vegetation by avoiding construction, excavation and filling of land close to the trunks of trees and minimising impervious surfaces beneath the canopy of trees. In particular, the construction of dwellings and in-ground swimming pools, or the excavation or filling of land that alters the natural ground level by more than 300 millimetres, should not be undertaken beneath the canopy of any tree.*
- (c) *Development should provide landscaping that enhances the appearance and amenity of the site and complements the desired character of the locality. Landscaping should incorporate species of a type and size appropriate to their location, and have regard to the species contained in Table Mit/2. ...*

Centres and Shops

PDC 68 *Development within centre zones should conform with the following design principles:*

- (g) *Landscaping should be provided and maintained to:*
 - (i) *soften the hard outline of the built-form;*
 - (ii) *establish a buffer between development in the zone and adjacent areas;*
 - (iii) *complement and re-inforce the landscaping associated with adjacent development, except where such adjacent landscaping is inadequate, so as to enhance the visual appearance and character of the zone;*
 - (iv) *shade, define and create windbreaks for pedestrian paths and spaces;*
 - (v) *screen service yards, loading areas and outdoor storage areas;*
 - (vi) *screen, shade and enhance the appearance of car parking areas by utilizing clean trunked trees with high canopies and by planting between roadways and car parking areas; and*
 - (vii) *divide large car parking areas into smaller, visually separate areas;*

Landscaping and Vegetation Planning Assessment

The proposal seeks to retain and protect the most significant trees towards the front and around the perimeter of the site and supplement the site landscaping with a variety of species recommended by Outerspace Landscape Architects. Suitable protection measures around the existing vegetation will be implanted including managed excavation, surface treatments and kerbing alignment to ensure root protection zones are not adversely disturbed.

A detailed analysis of the large Lemon Scented Gum on the adjoining property has also been undertaken and similar measures will be employed to protect this tree from site works occurring within the vicinity of its root zone. Some limb removal will likely be necessary however given the canopy spread, the removal of the smaller limbs overhanging the driveway area on the subject site will not be detrimental to the trees health.

Figure 6.7 *Lemon Scented Gum at 8 Chapman Street (in the foreground) to be protected during construction*



The only trees to be removed are unregulated and/or have been assessed to have a low retention rating. The three (3) of the larger (albeit not protected) trees to be removed are along the rear boundary of the site and are not particularly evident from public spaces, although it is recognised they are partially visible from the adjoining residential properties.

A selection of low shrubs and grasses will fill the landscaping beds between new larger trees to be planted and landscaping beds within shaded area are proposed to feature shade tolerant plants (i.e. in the under-croft carpark and below the pedestrian ramp). The new landscaping will complement and enhance the development, is consistent with species selected within the Main Road streetscape, will assist to define the site edges, identify key access points and provide boundary screening to the west. The application achieves Zone PDC 20 as well as Council Wide PDC's 33 and 68 which seeks to minimise the removal of existing vegetation, preserve the long-term stability and health of existing vegetation, provide landscaping that enhances the appearance and amenity of the site and complements the desired character of the locality.

6.2.6 Signage

The following provisions are considered most relevant to the assessment of signage.

Commercial (Main Road) Zone

- OBJ 3:** *Outdoor advertising display which is designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.*
- OBJ 4:** *Outdoor advertising display which is specifically designed to have an overall co-ordinated appearance with all other advertisements complimentary to the building or site.*
- OBJ 5:** *Advertisements directed primarily towards a pedestrian audience and are compatible with the broader design and streetscape objective for the area.*
- PDC 12** *Brilliant white and bright reflective colours should be avoided in advertisement and as a background to advertisements.*

Given the very nominal amount of signage proposed in this application, the Metropolitan and Council Wide provisions relating to signage have not been listed here.

Signage Planning Assessment

A nominal amount of façade signage is proposed in this application simply to identify the intent to construct an ALDI Store. Further signage will be proposed via a separate application once the final tenancy arrangements have been confirmed (namely, final arrangements for Tenancy B, as Tenancy 2 is confirmed to be Browse and Save) and a coordinated site wide scheme has been resolved.

Notwithstanding the two (2) illuminated facade signs are integrated within the building design and are appropriately sited and scaled to complement the building design and façade treatment and achieve the outdoor advertising provisions within the Commercial Zone.

6.2.7 Stormwater Management

The following provisions are considered most relevant to the assessment of stormwater management.

Metropolitan Adelaide

Stormwater Management

- OBI 19** Development which maximises the use of stormwater.*
- OBI 20** Development designed and located to protect stormwater from pollution sources.*
- OBI 21** Development designed and located to protect or enhance the environmental values of receiving waters.*
- OBI 22** Development designed and located to prevent or minimise the risk of downstream flooding.*

Council Wide

- PDC 38** Development of stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.*
- PDC 39** Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.*

Stormwater Planning Assessment

A preliminary Stormwater Management Plan has been prepared by Wallbridge Gilbert Aztec. This report assesses the current management of stormwater on the site and the proposed method of water runoff from the redeveloped site.

- As the site is already completely impervious (either covered in building or bitumen car park with the exception of small areas of landscaping), the proposed development will not increase the peak flow rate of water runoff from the subject site and therefore, on the advice of Council, on-site water detention is not required.
- As per the advice of Council, minimum site and building floor level have been established to accommodate 1 in 100 year flows and stormwater quality improvement measures will be incorporated to improve the quality of run off from the site (an upgrade from the existing arrangements). Runoff from the car parking area and other paved areas will be treated by a gross pollutant trap or other suitable filtration method before being discharged to existing street drainage system.

In the context of the site characteristics and available infrastructure, the proposed management of stormwater satisfies the relevant provisions of the Development Plan.

7. Conclusion

This development application seeks to establish an ALDI Store and adjoining retail tenancies within a Commercial (Main Road) Zone in the City of Mitcham. The site is currently occupied by some 1,600m of commercial / retail activities within a similar L shaped building configuration as that proposed. The proposal seeks to demolish part and readapt the remaining building for retail while also constructing a new supermarket.

Key planning considerations, which include land use and scale of retail development, carparking and access, landscaping and zone interface impacts, have been thoroughly examined and assessed in this report and the various appended specialist reports.

In considering this application, a balanced appraisal of all relevant Development Plan Objectives and Principles is required, together with pragmatic regard for the current realities of the locality and the considerably out date planning policy. In addition, case law has identified a number of general principles to guide a planning authority in the interpretation and use of Development Plan provisions in assessing the planning merits of an application. These principles require a planning authority to recognise that:

- The Development Plan is a 'practical code calling for practical application';
- The Development Plan is a practical 'planning document' rather than a statute. In other words, it is to be approached on the basis that it expresses planning objectives and principles rather than hard and fast rules having mandatory effect.

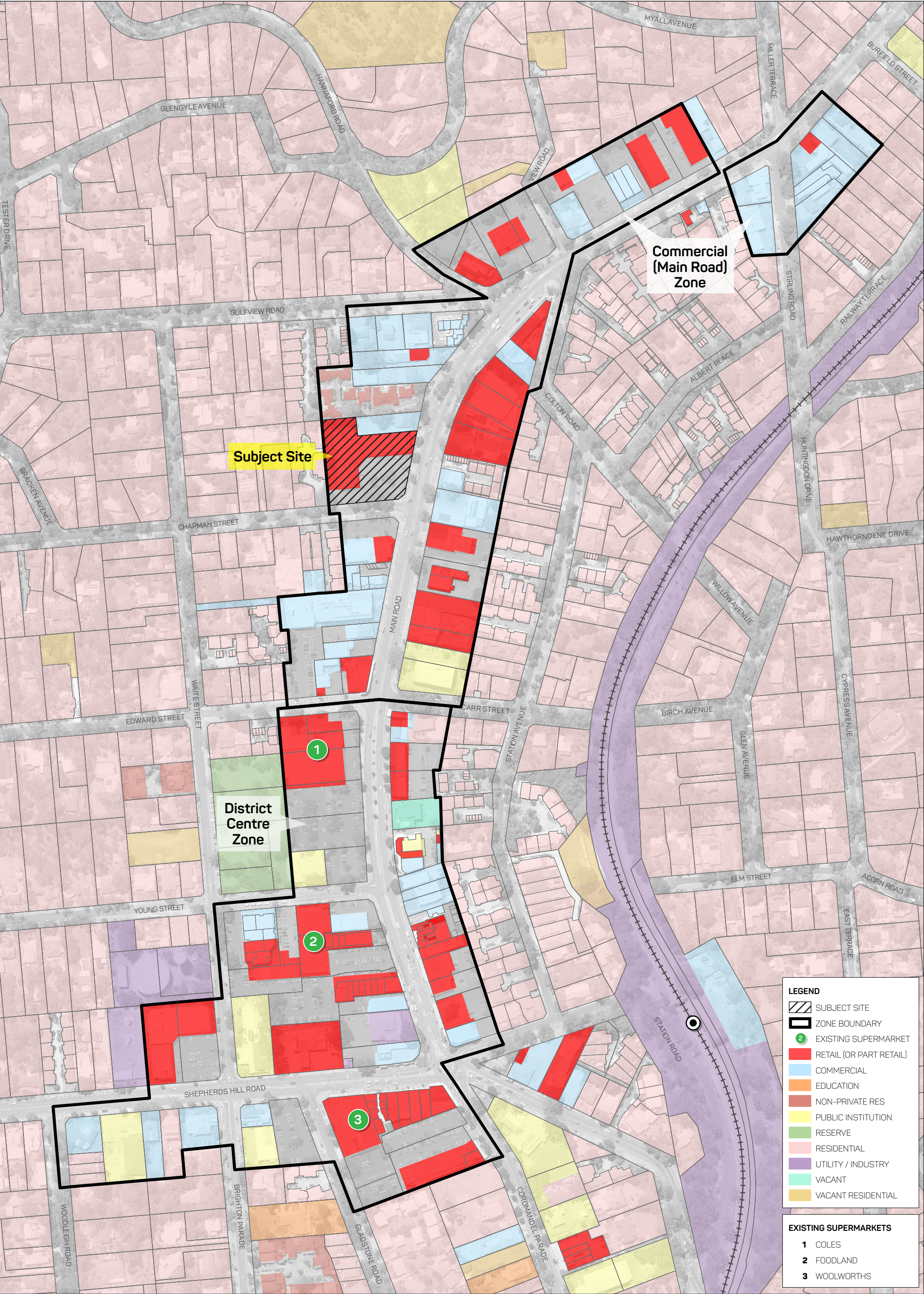
Following an inspection of the subject site and locality, a review of the proposed plans and associated documentation accompanying the application and a detailed assessment of the proposed development against the relevant provisions of the Mitcham Council Development Plan, we have formed the opinion that the proposed development represents appropriate and orderly development that deserves favourable consideration for approval.

In forming this view, we note that:

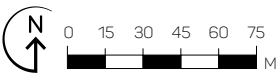
- The proposal retains the existing use of the land (retail/commercial) and provides a new retail offering in a locality where a shortfall exists, given the size of the catchment area;
- The building features a contemporary design which, combined with the proposed materials and finishes, appropriately responds to the built form character sought in the Commercial (Main Road) Zone;
- The development will be integrated with the broader community through the utilisation of the existing road network and pedestrian movements throughout the area;
- Projected traffic generation and distribution will not adversely impact on the intended function and/or capacity of the adjacent road networks;

- The site has been designed to accommodate safe and convenient vehicle access, egress and circulation, including service vehicles that will enter the site in forward direction, safely reverse into the loading dock and exit the site in a forward direction;
- The supply of car parking spaces will satisfy the anticipated demand generated by the proposed retail operations; and
- The proposal retains and protects mature trees where possible and incorporates new landscaping to enhance the aesthetics of the site.

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



DETAILED LAND USE
BLACKWOOD



ekistics



ALDI Blackwood 198 Main Road, Blackwood Transport Impact Assessment

Client // ALDI
Office // SA
Reference // 16A1283200
Date // 13/07/2017

ALDI Blackwood

198 Main Road, Blackwood

Transport Impact Assessment

Issue: A 13/07/2017

Client: ALDI
Reference: 16A1283200
GTA Consultants Office: SA

Quality Record


Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	13/07/2017	Final	Lydia Kairl	Paul Morris	Paul Morris	

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1. Introduction

1.1 Background

Development Consent is currently being sought for a proposed ALDI Store at the corner of Main Road and Chapman Street in Blackwood. GTA Consultants (GTA) has been engaged to undertake a transport impact assessment of the proposed development.

1.2 Purpose of this Report

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

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

1.3 References

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

- o City of Mitcham Development Plan (consolidated 21 April 2016)
- o Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development prepared by Select Architects
- o traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- o various technical data as referenced in this report
- o an inspection of the site and its surrounds
- o other documents as nominated.

2. Existing Conditions

2.1 Subject Site

The subject site is located at the corner of Main Road and Chapman Street in Blackwood. The site of approximately 4,850sq.m has frontages of approximately 70 metres to Chapman Street and 60 metres to Main Road.

The site is located within a Commercial (Main Road) zone and is currently occupied by Blackwood Village which comprises approximately 1,600sq.m Gross Leasable Floor Area.

The surrounding properties include a mix of residential and commercial land uses.

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

Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

2.2 Road Network

2.2.1 Adjoining Roads

Main Road

Main Road is a two-way road aligned in an approximately northeast to southwest direction and configured with one vehicle lane in each direction set within an approximately 14.8 metre wide

carriageway. Indented parking bays are available on Main Road to the south of Chapman Street. Main Road carries approximately 20,400 vehicles per day¹.

Figure 2.2: View south of Main Road adjacent site (on right)



Chapman Street

Chapman Street is a two-way road aligned approximately east to west and configured with one vehicle lane in each direction in an approximately 7.5 metre wide carriageway. Kerbside parking is permitted on each side of the road, except on Saturdays and Sundays between 8am to 6pm on the northern side. Chapman Street is subject to a posted speed limit of 40km/h and carries approximately 600 vehicles per day².

Figure 2.3: View east of Chapman Street adjacent site (on left)



2.2.2 Traffic Volumes

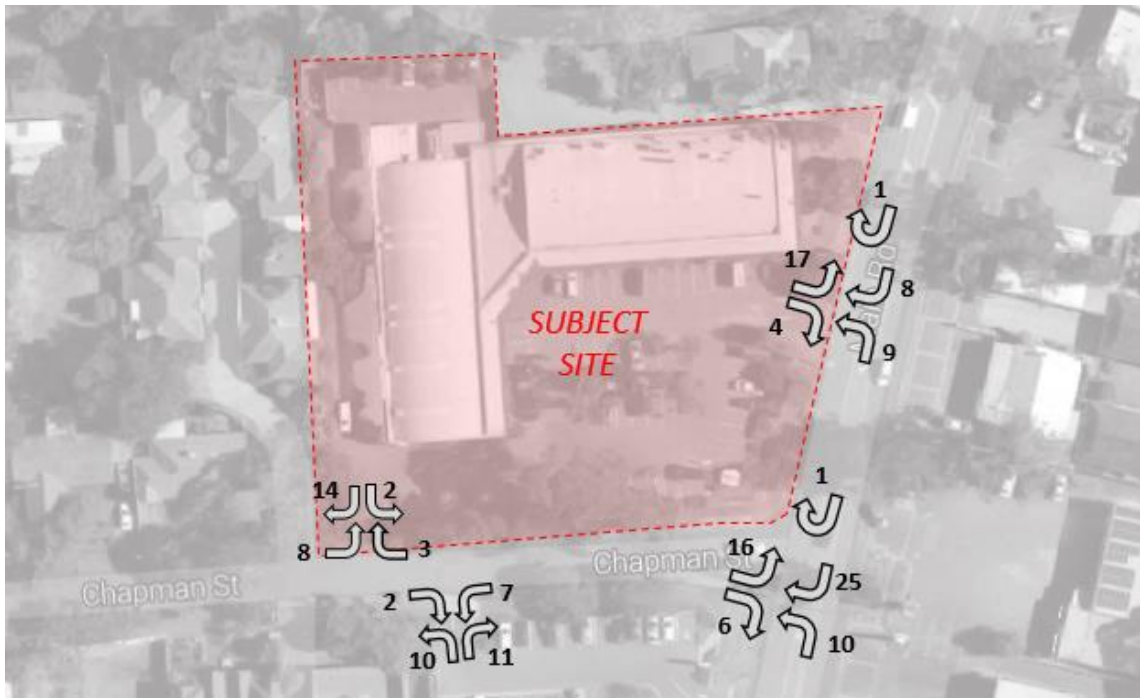
GTA Consultants undertook traffic movement counts on key roads in the vicinity of the site on Thursday 07 July 2016 between 4:30pm and 6:30pm.

The PM peak hour (4:30pm to 5:30pm) traffic volumes are shown in Figure 2.4.

¹ Department of Planning Transport and Infrastructure Annual Average Daily Traffic Volume Estimates (2015),

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

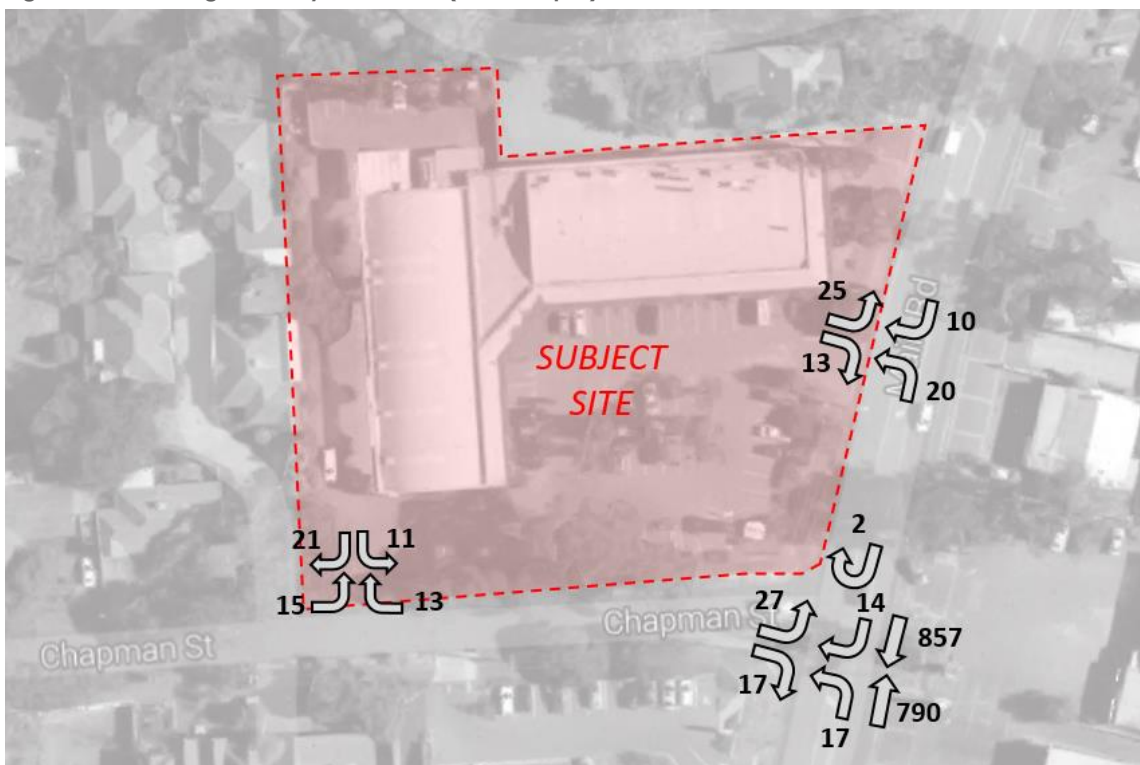
Figure 2.4: Existing Thursday PM Peak Hour Traffic Volumes



The existing peak hour traffic volumes indicate the existing site generates 65 trips during the peak hour, which equates to 4 trips per 100 sq.m. GLFA.

In addition to these surveys GTA commissioned AusTraffic to undertake additional surveys on Saturday 27 May 2017 between 9:45am and 2pm. The site peaked at 11am with some 128 vehicle movements recorded. The Saturday peak hour traffic volumes are shown in Figure 2.5.

Figure 2.5: Existing Saturday Peak Hour (11am-12pm) Traffic Volumes

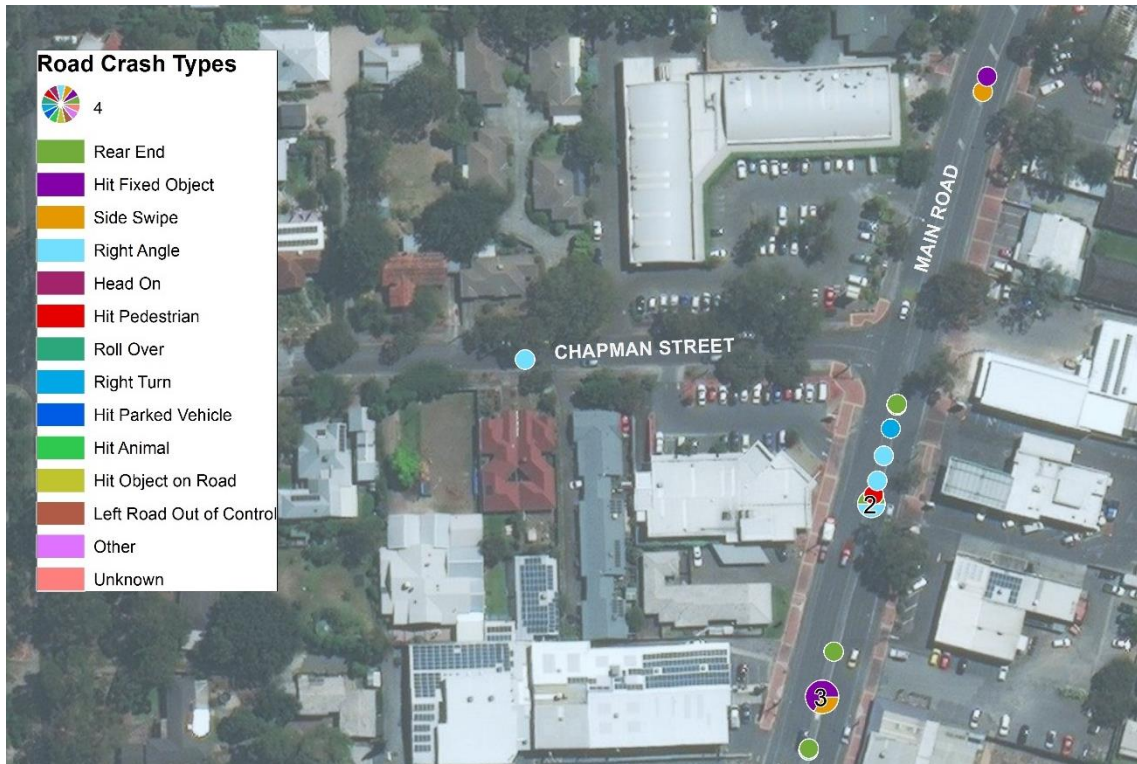


2.2.3 Crash Data

A review of the reported accident casualty history for the roads and intersections adjoining the subject site has been sourced from the Department of Planning, Transport and Infrastructure (www.data.sa.gov.au) for the most recent 5-year period (2011-2015). GTA notes that 2016 crash data has not been finalised and this has not been included at the time of this report.

Figure 2.6 shows the recorded crashes in the vicinity of the subject site.

Figure 2.6: Crash Data 2011-2015



No crashes were recorded at the Chapman Street and Main Road intersection.

2.3 Car Parking

2.3.1 Weekday Peak

The existing site car parking was surveyed on Thursday 7 July 2016 between 4:30pm and 6:30pm. The off-street car parking area of 72 spaces was surveyed as well as the both sides of Chapman Street between the existing site access and Main Road (some 12 spaces). The peak off-street parking demand was recorded at 4:30pm with 31 spaces occupied, as such there was 41 spaces vacant. At the same time 3 spaces were occupied on-street. The peak on-street parking demand was recorded at 5:40pm with 6 spaces recorded. At the same time 28 vehicles were parked off street.

The parking surveys indicate the existing site generates a Thursday PM peak parking demand of approximately 1.9 spaces per 100sq.m Gross Leasable Floor Area.

2.3.2 Weekend Peak

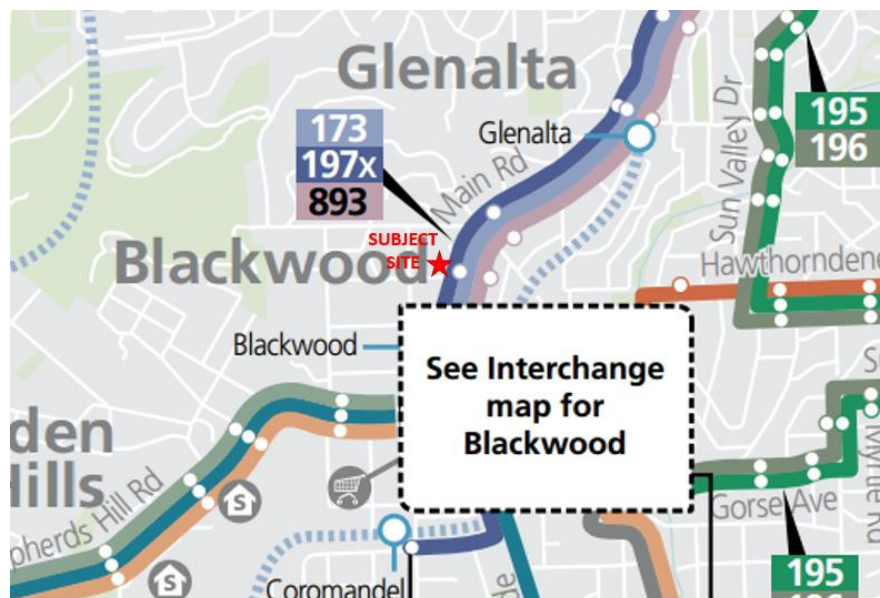
In addition to these surveys GTA commissioned AusTraffic to undertake additional surveys on Saturday 27 May 2017 between 9:45am and 2pm. The peak on and off-street parking demand occurred at 10:00am with 44 spaces occupied on site. At the same time 6 spaces were occupied on Chapman Street opposite the site (unrestricted parking). As such at the peak time (10:00am) there were some 28 vacant spaces on site. The parking surveys indicate the existing site generates a Saturday peak parking demand of approximately 3.1 spaces per 100sq.m Gross Leasable Floor Area.

2.4 Sustainable Transport Infrastructure

2.4.1 Public Transport

Figure 2.7 shows the subject site in relation to existing public transport routes within its vicinity.

Figure 2.7: Public Transport Map



There is a bus stop approximately 90 metres south of the subject site on Main Road. This stop is serviced by buses to Blackwood (including Blackwood Station and Blackwood High School), Belair Road and Adelaide City. There are only 4 services throughout the day with two services in the morning and two in the afternoon, timed to service school start/finish times. In addition to road based public transport, Blackwood railway station on the Belair line is located approximately 600 metres (by walking) from the site.

2.4.2 Pedestrian Infrastructure

Pedestrian paths are located on both sides of Chapman Street and Main Road in the vicinity of the subject site. A median refuge is located on Main Road approximately 160 metres south of the subject site.

2.4.3 Cycle Infrastructure

A bicycle lane is provided on Main Road to the north of Chapman Street on both sides of the road.

3. Development Proposal

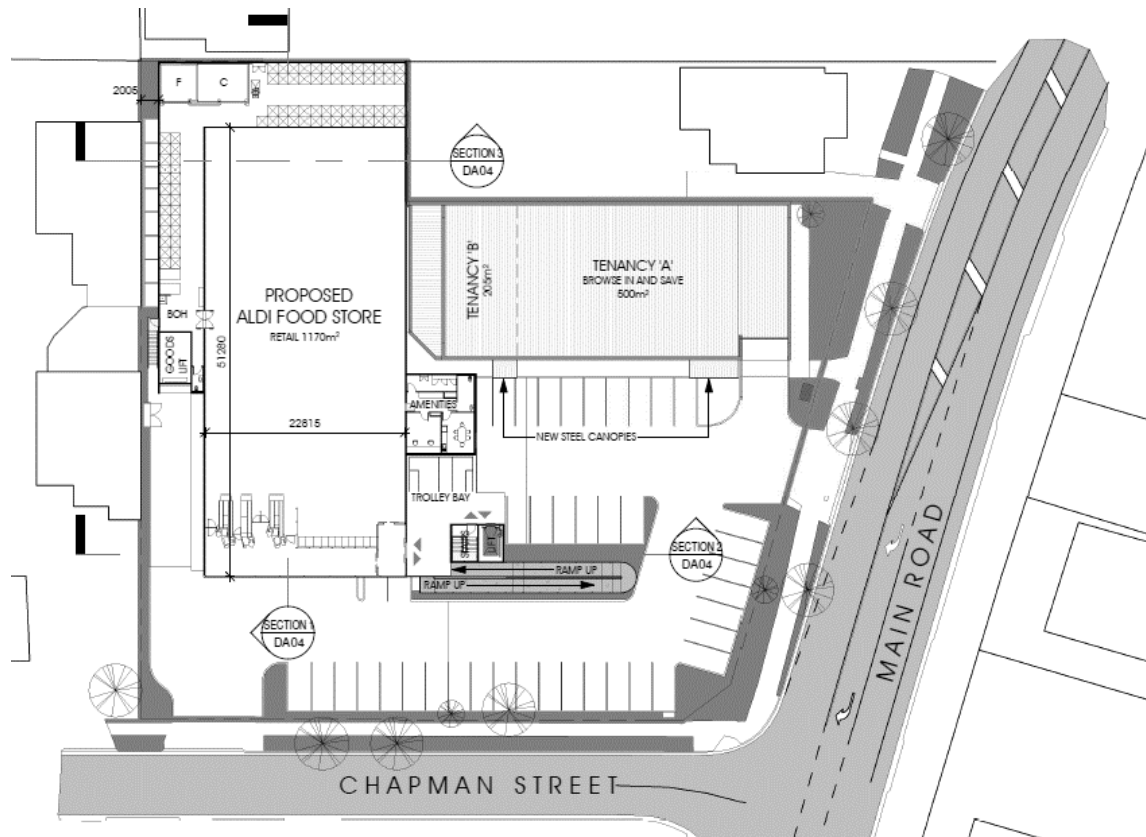
3.1 Land Uses

The proposed development is to include:

- ALDI Supermarket of 1,589sq.m gross leasable floor area (GLFA).
- Tenancy 'A' (Browse in and save) of 500sq.m GLFA.
- Tenancy 'B' of 205sq.m GLFA.
- Car parking for 89 vehicles within the site, all at grade with undercroft areas.
- The two existing access points (one to Main Road and one to Chapman Street) will be maintained.

The proposed development layout is shown in Figure 3.1.

Figure 3.1: Proposed Layout Plan



4. Car Parking

4.1 Development Plan Car Parking Requirements

Based on the limited bus services and distance to the Blackwood railway station, this site does not meet the requirements of a Designated Area in the Mitcham Council Development Plan.

Hence, the standard parking requirements of the Development Plan will apply. Principle of Development Control (PDC) 67 relates to car parking provision outside of a Designated Area.

PDC 67: "Development within centre zones should conform to the following access, movement and car parking principles:

(q) Development should provide car parking spaces for employees, customers, clients and visitors in accordance with the following standards:

(i) for a shop excluding a retail showroom, in a:

(A) local centre zone - five car parking spaces per 100 square metres of lettable area;

(B) neighbourhood centre zone - six car parking spaces per 100 square metres of lettable area;

(C) district centre zone - seven car parking spaces per 100 square metres of lettable area; and

(D) shop outside centre zone - seven car parking spaces per 100 square metres of lettable area"

Based on the above Table 4.1 summarises the proposed developments car parking requirements.

Table 4.1: Development Plan Car Parking Requirements

Use	Size (sq.m)	Car Parking Rate	Car Parking Requirement
ALDI Store	1,589	7 spaces per 100sq.m	112
Other Retail	705		50
TOTAL			162 spaces

Under Development Plan rates the proposed development would require 162 car parking spaces. This is considered very high compared to known ALDI store operating conditions and the existing site. The existing site has a parking supply of 4.5 spaces per 100sq.m GLFA which is a theoretical shortfall of 40 spaces based on existing floor space.

The following section sets out an empirical assessment of the parking requirements of the site.

4.2 Empirical Assessment

4.2.1 ALDI Parking Requirements

Parking demand surveys were undertaken by GTA Consultants at stand-alone ALDI stores including surveys at the same sites on more than one occasion. Table 4.2 presents the results of the parking demand surveys for the most recent dates for each site.

Table 4.2: Parking Demand Surveys (Weekends) – ALDI Stores

Location	Retail Floor Area (sq.m)	Date	Peak Parking Demand (spaces per 100 sq.m)
Sunbury	1,274	17&18/02/2006	3.4
Hampton Park	1,291	17&18/02/2006	3.2
Carrum Downs	1,284	24&25/02/2006	4.6
Rosebud	1,454	24&25/02/2006	3.7
Corio	1,445	18&19/04/2008	5.3
Kangaroo Flat	1,285	18&19/04/2008	5.5
Morwell	1,424	2&3/05/2008	2.7
Sebastopol	1,434	2&3/05/2008	2.7
Warragul	1,447	18&19/04/2008	3.7
Ferntree Gully	1,274	15&31/07/2010	6.1
Pakenham	1,382	15&31/07/2010	3.5
Drysdale	1,400	12&13/09/2014	4.5
Hawthorn	1,566	24/05/2017	3.7
Hawthorn	1,566	25/05/2017	3.6
Hawthorn	1,566	27/05/2017	4.6
AVERAGE			4.1

Table 4.2 demonstrates that an ALDI Store will generate an average peak parking demand of 4.1 spaces per 100sq.m gross leasable floor area based on South Australian and Victorian data. The above data is considered representative of ALDI Store parking demands. It is noted that only one South Australian store has been surveyed to date as most South Australian stores have been operating less than one year and there are less than 20 stores across the metropolitan area.

Recent surveys at the ALDI Hawthorn store found the maximum parking demand on a Wednesday and Thursday was 3.7 spaces per 100 sq.m, whilst the maximum parking demand on a Saturday was 4.6 spaces per 100sq.m. The peaks on the Saturday occurred at 12.30pm and from 3pm where the car park was full but no overload of parking was observed (i.e. on-street queueing and delays in the car park). There was a high turnover of parking spaces at this time with customers staying less than 20 minutes on average.

The isolated nature of the Hawthorn store (that is no other ALDI Store in close proximity, with Marion over 10km/20 minutes away) and the recently opened status of the store will cause higher than average parking demands. Therefore, the average parking rate calculated above is considered appropriate.

Using the average parking demand for ALDI stores, the proposed ALDI store of 1,589 sq. m is anticipated to generate a peak parking demand of 65 spaces.

4.2.2 Retail Tenancies Car Parking Requirement

The existing large specialty store (Browse In) is proposed to be retained on the site with another smaller tenancy to remain as well. Based on the car parking surveys conducted by GTA at the existing site (including Browse In and other specialty retailers) the existing peak parking demand in the site is 31 spaces on a Thursday evening at 4:30pm and 40 spaces on a Saturday at 10:00am. Based on an existing floor area of approximately 1,600sq.m this correlates to a peak parking demand rate of 1.9 and 3.1 spaces per 100sq.m for the Thursday and Saturday respectively. This is substantially lower than the Development Plan rate of 7 spaces per 100sq.m.

Based on the above identified parking demand rates, the proposed retail tenancies (total 705sq.m) would have a parking requirement of 14 spaces on a Thursday and 22 spaces on a Saturday.

4.2.3 Peak Car Parking Demands

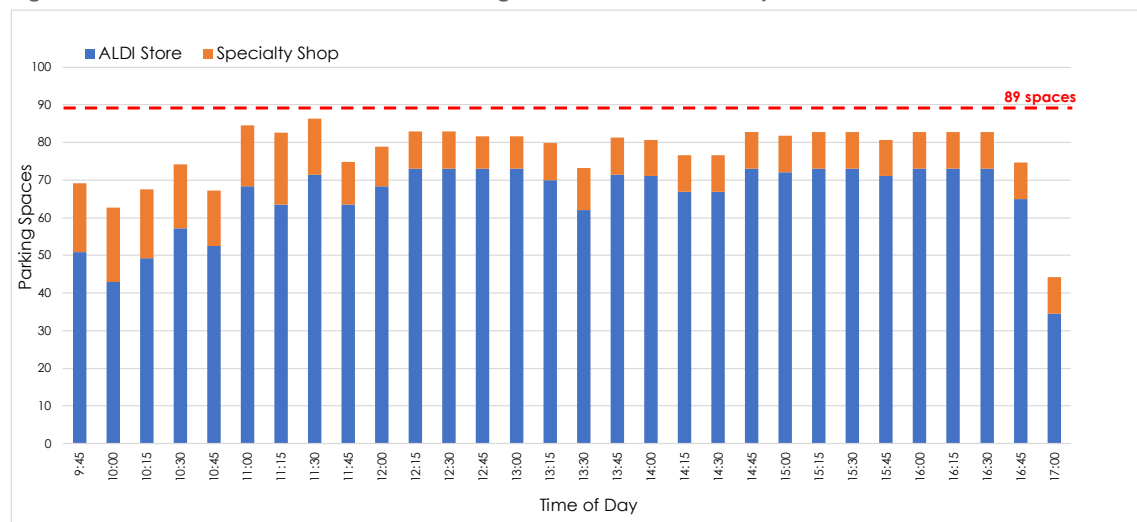
Based on surveys conducted by GTA and AusTraffic for ALDI stores (including one located at Hawthorn) and the existing site, the parking demand rate (spaces per 100sq.m) varies across the day of the week and the time of day.

The parking survey at ALDI Hawthorn found that peak parking occurred at 12.30pm and 3.00pm. Conversely the peak parking demand at the Blackwood Village Shopping Centre occurred at 10am.

The temporal demands for parking have been applied to the proposed development to calculate the true peak parking demands for the ALDI Store and Specialty Shops combined.

Figure 4.1 show the predicted Blackwood site parking demand based on the surveyed parking demands of the existing specialty shops and the ALDI Hawthorn parking rates for a Saturday based on available survey data for each of the uses (from Hawthorn and Blackwood Village SC).

Figure 4.1: Predicted Blackwood Site Parking Demand on a Saturday



The analysis indicates that the temporal demands for parking for both ALDI and the specialty shops across a Saturday, being the busiest day for ALDI Stores, will be within the proposed parking supply of the proposed development.

4.3 Adequacy of Parking Supply

The proposed ALDI store and adjacent retail tenancies have an anticipated peak parking demand of 87 spaces based on the operation of existing ALDI stores around the country and the existing operation of the specialty stores. The proposed 89 spaces will cater for this anticipated peak.

Based on analysing the temporal parking rates at an existing ALDI store (Hawthorn) and existing temporal demand the proposed developments car parking demand during both the Thursday PM period and the Saturday lunchtime period stays below the proposed car parking supply (89 spaces).

The peak Thursday demand is anticipated to be 49 spaces and the peak Saturday demand is anticipated to be 87 spaces (at approximately 11.30am) based on this analysis. These peak

demands are lower than the proposed 89 spaces and as such will cater for the anticipated peaks based on this sensitivity analysis. Based on both methods of calculation, the proposed parking supply of 89 spaces will cater for the anticipated peak parking demand.

4.4 Vehicle Access

Access 1 – Main Road

Access 1 is located on Main Road, to the north of Chapman Street utilising an existing crossover. Access 1 is a two-way (ingress and egress) access point allowing for left turns in and left turns out, and will provide access for customer vehicles generally. GTA notes during turning movement surveys at this access, vehicles were observed making all turning movements into and out of the site at this access. This access point will have satisfactory sight distance in each direction for the posted 50km/h speed limit for left turn exit movements.

Access 2 – Chapman Street

Access 2 is located on Chapman Street, to the west of Main Road with the existing crossover being widened. Access 2 is a two-way (ingress and egress) access point, and will provide access for customers and delivery vehicles for all turning movements. This access point will have satisfactory sight distance in each direction for the posted 40km/h speed limit.

4.5 Car Park Layout

The car parking bays shall be designed in accordance with AS/NZS2890.1.

- The car parking spaces shall be suitable for User Class 3A, short term, high turnover parking. As such car parking spaces shall exceed the following requirements;
 - 2.7 metres wide and 5.4 metres long set within a minimum 6.2 metre aisle or;
 - 2.6 metres wide and 5.4 metres long set within a minimum 6.6 metre aisle;
- Columns within the undercroft car park will be situated outside the vehicle design envelope in accordance with the standard.
- In locations where aisles are adjacent walls or columns, an additional 300 mm clearance will be provided.
- Two disabled car parking spaces will be located near the lift with an associated shared space.

4.5.1 General Parking Layout Requirements

Further to the above, the grades within the parking area must conform to the following requirements (as per AS/NZS2890.1, AS/NZS2890.6 and AS2890.2):

- Maximum grade of 1 in 20 (5%) across nature strip and 1 in 40 (2.5%) across any footpath
- Maximum grade of 1 in 20 (5%) for 14 metres into the site (where commercial vehicles use the driveway) or 6 metres for light vehicles (if an upgrade ramp)
- A maximum grade of 1 in 6.5 (15.4%) along commercial vehicles circulation roads, the maximum grade shall be 1 in 8 (12.5%) where reverse manoeuvres are required
- A maximum grade of 1 in 20 (5%) measured parallel and 1 in 16 (6.25%) measured in any other direction to the angle of parking.

These requirements will need to be confirmed through detailed design.

5. Loading Facilities

5.1 Development Plan Requirements

Principle of Development Control (PDC) 68 in The City of Mitcham Development Plan sets out the statutory requirements for loading applicable to the proposed development. PDC 68 (d) part (i) is as follows;

"Development should provide: off-street loading, service areas and service vehicle manoeuvring areas."

5.2 Proposed Loading Arrangements

5.2.1 ALDI Store

A loading area is proposed to be located adjacent the western site boundary with access to and from Chapman Street. The loading dock will be provided in accordance with ALDI's standard detail. A bin store will also be located in the loading dock area.

GTA understands ALDI deliveries will be with vehicles up to 14.0 metre semi-trailers and will require approximately 2 deliveries per day. A swept path analysis has been carried out to assess the adequacy of the proposed loading arrangements for a semi-trailer.

Other heavy vehicles attending the site for ALDI will be a medium rigid vehicle (MRV up to 8.8 metre) for bread deliveries daily, and waste collection vehicle (HRV up to 10.5 metres) on a weekly basis. These vehicles will be able to use the loading dock in addition to the semi-trailer.

It has also been assumed that the truck will arrive from the south on Main Road via Shepherds Hill Road/South Road given the vehicle length restriction (12 metre) on Old Belair Road and the winding alignment of Belair Road (via Windy Point). Shepherds Hill Road would be the most direct route to and from the Distribution Centre in Regency Park (by approximately 2 km based on Google maps route comparison).

The truck will be able to enter Chapman Street via left turn from Main Road, and exit to Main Road via a right turn. The truck will cross the centreline of Chapman Street during the left turn. A painted median is recommended to ensure vehicles exiting Chapman Street do not obstruct truck access. The entry and exit turns to and from Main Road are shown in Figure 5.1 and Figure 5.2.

Figure 5.1: Left turn into Chapman Street – 14.0m Semi-trailer



Figure 5.2: Right turn from Chapman Street – 14.0m Semi-trailer



Figure 5.3 considers a 14.0 metre Semi-Trailer entering via Chapman Street in a forward position. Figure 5.4 and Figure 5.5 then shows the Semi reversing in a two-staged reverse manoeuvre. Whilst this type of manoeuvre close to an entry point is not ideal, this will be similar to the Hawthorn store which has operated satisfactorily to date.

Vehicles which may enter following the truck will be able to enter the undercroft parking area to avoid the reversing truck. Figure 5.4 considers the vehicle exiting the site in a forward direction towards Main Road.

Figure 5.3: Site Ingress – 14.0m Semi-Trailer

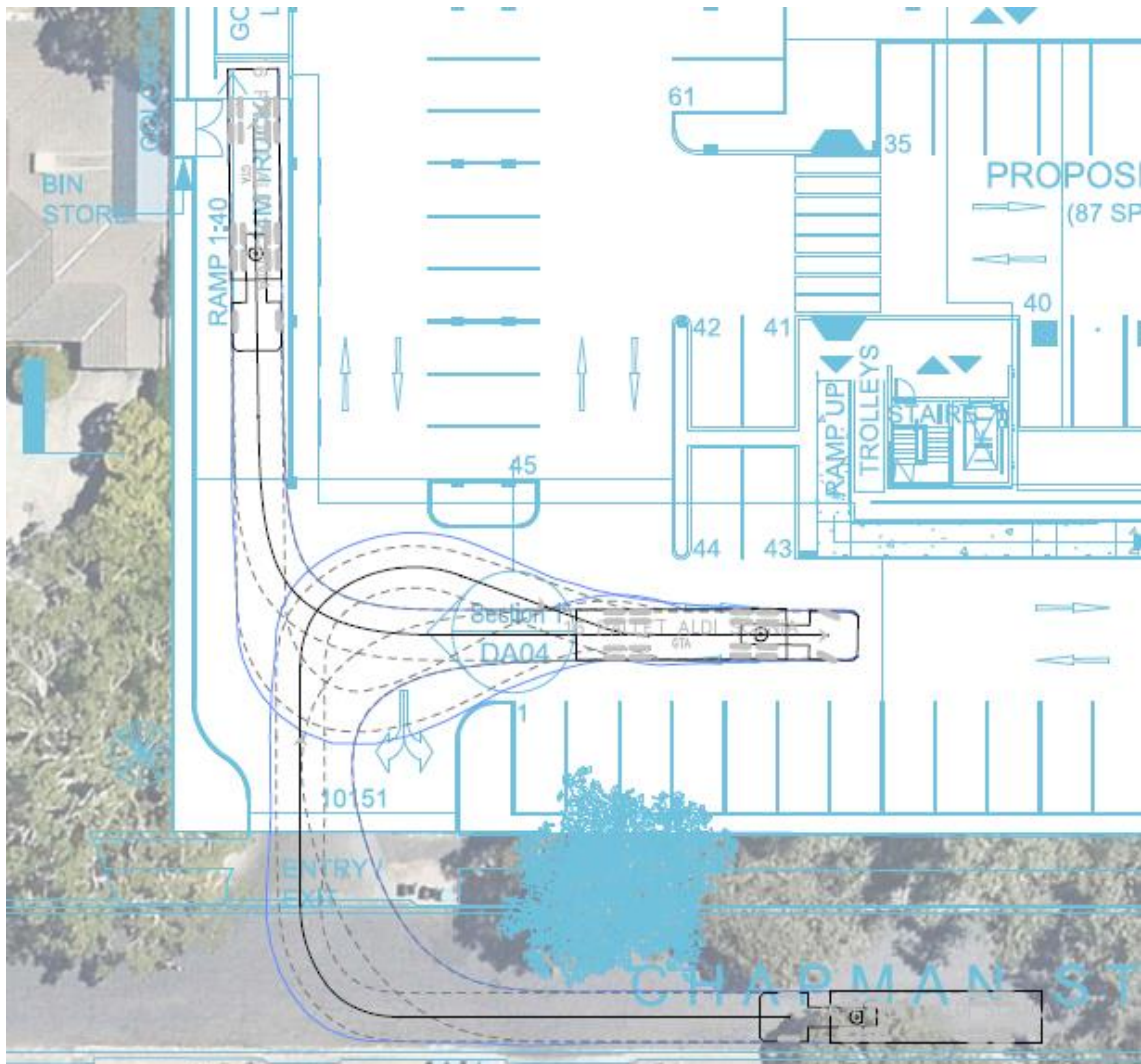
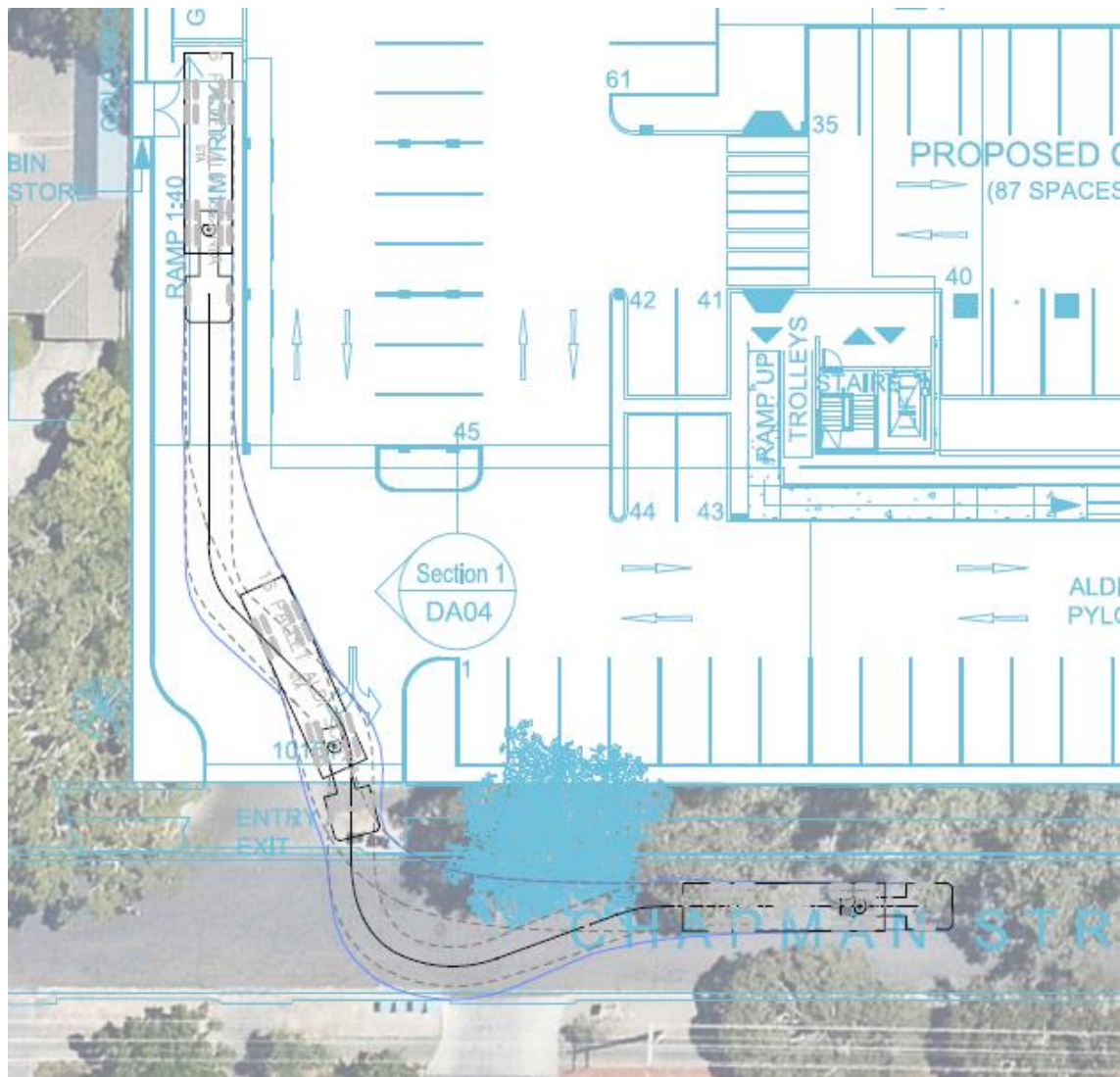


Figure 5.4: Site Egress – 14.0m Semi-Trailer



The turn paths in Figure 5.3 and Figure 5.4 indicate that the 14.0 metre truck can feasibly enter and exit the site in a forward direction. It should be noted that these turn paths are very conservative with recent tests at the ALDI Distribution Centre for minimum turning diameters found this truck can turn up to 1.5 metres tighter than shown.

Given the width of the loading dock and proximity of the corner of the building, drivers may reverse to the loading dock and then straighten prior to the final reverse. To confirm this manoeuvre, turn paths are shown in Figure 5.5 and Figure 5.6. These turn paths confirm that drivers can undertake a staged reverse manoeuvre clear of traffic entering the site from Chapman Street. A staged turn is a typical manoeuvre for many truck drivers when accessing commercial sites.

Figure 5.5: Staged Reverse Manoeuvre (01) – 14m Semi-Trailer



Figure 5.6: Staged Reverse Manoeuvre (02) – 14m Semi-Trailer



The turn path diagrams indicate the ALDI 14.0 metre truck will be able to enter and exit in a forward direction satisfactorily. However, the turn paths demonstrate that full-time parking restrictions will be required on Chapman Street on at least one-side of the street to enable the truck to travel on the street and pass oncoming traffic.

Parking controls will also be required opposite the proposed ALDI driveway on Chapman Street to enable the truck to enter and exit the site.

5.2.2 Retail Tenancies

It is anticipated that the retail tenancies could be serviced by vehicles up to a 10 metre Heavy Rigid Vehicle. The loading area is located at the north-east corner of the site with ingress and egress is proposed via Chapman Street. Use of Chapman Street for these deliveries will avoid the need for a larger crossover on Main Road. It is expected that this size of truck would occur less than once per day for the Browse In and Save (occasional service), and smaller vehicles for the other tenancy. Figure 5.7 and Figure 5.8 shows a 10 metre rigid vehicle adequately entering and exiting the loading facility in a forward direction. These deliveries would occur out of peak hours.

Figure 5.7: 10m Rigid Truck - Entry

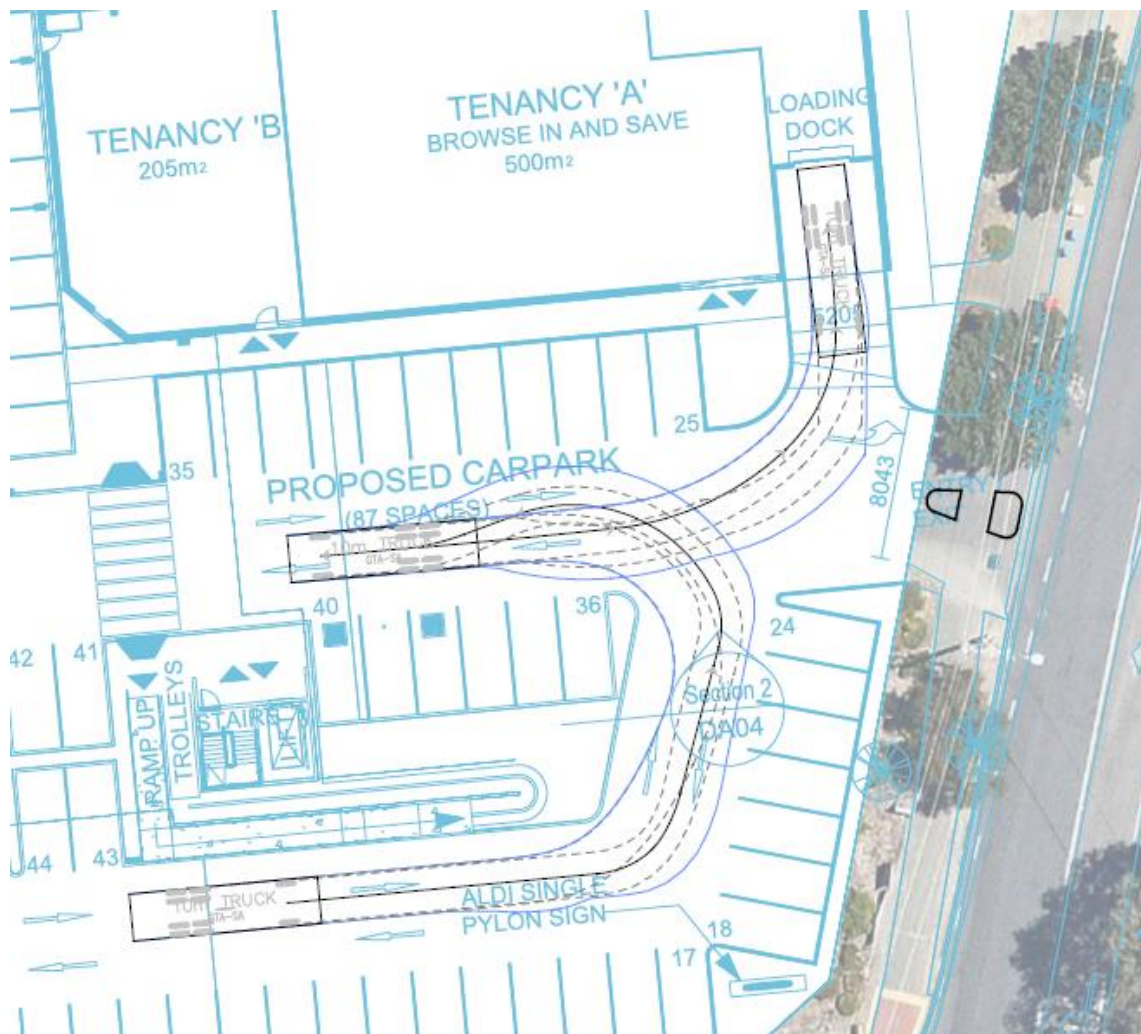


Figure 5.8: 10m Rigid Truck - Exit



6. Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

The City of Mitcham Development Plan provides guidance on the provision of bicycle parking facilities within Principle of Development Control (PDC) 67. PDC 67 (e) is as follows;

"Areas and facilities should be provided for the parking and securing of bicycles, storage of shopping trolleys and hitching of dogs, provided that the facilities for the hitching of dogs are not within pedestrian movement areas."

The Austroads 'Cycling Aspects of Austroads Guides' document summarises the bicycle parking rates applicable to the proposed development. These rates are as follows;

Shop (Customer)	1 per 300 sq. m
Shop (Employee)	1 per 500 sq. m over 1000 sq. m

Application of the above rates to the proposed development will result in a bicycle parking requirement of 6 spaces for visitors and 2 spaces for employees.

Based on the above, propose a bicycle parking provision of 8 spaces (4 bicycle loops) be supplied to meet the anticipated demand.

6.2 Walking and Cycling Network

The proposed development will provide pedestrian connections to the footpath on the western side of Main Road. Footpaths are also available on the adjacent Chapman Street.

6.3 Public Transport

The site is accessible by public transport with a bus stop within 100 metres and Blackwood Railway Station approximately 600 metres from the site.

7. Traffic Impact Assessment

7.1 Existing Site Traffic Generation

Traffic surveys by GTA and Austraffic recorded peak traffic volumes at the existing site for a Thursday and Saturday. The volumes recorded (refer to Section 2.2.2) recorded 4 and 8 trips per 100sq.m of existing floor space on a Thursday PM Peak and Saturday AM peak respectively

7.2 Empirical Traffic Rates

Table 7.1 presents the results of traffic generation surveys undertaken by GTA at standalone ALDI stores.

Table 7.1: Traffic Generation Surveys – ALDI Stores

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

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

Weekday (Daily): 131 trips per 100sq.m

Weekday (PM Peak Hour): 15.3 trips per 100sq.m

Given the above, the proposed ALDI store of 1,589 sq. m gross leasable floor area would generate approximately 243 and 2,082 vehicle trips in the PM peak hour and daily periods respectively.

7.3 Link Trip Discount

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

Table 7.2.

Table 7.2: ALDI Travel Patterns Questionnaire Survey – Link Trips

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

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

Based on the results of the questionnaire surveys a 30% discount factor for passing trade is considered reasonable for the development. Application of this discount factor results in an overall trip generation for the site of 170 and 1,457 new vehicle trips onto the road network in the PM peak and daily periods respectively.

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

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

7.4 Traffic Generation

Notwithstanding the above, the total traffic generation of the proposed development based on typical traffic generation rates have been applied to test the site as a worst-case scenario.

Based on the above Table 7.3 summarises the anticipated traffic generation.

Table 7.3: Traffic Generation

Use	Size (sq.m)	Daily		Peak Hour	
		Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation
ALDI Store	1,589	131 trips per 100sq.m	2,082	15.3 trips per 100sq.m	243
Retail Tenancies	705	121 trips per 100sq.m	853	12.3 trips per 100sq.m	87
TOTAL			2,935 trips	TOTAL	330 trips

The above indicates the proposed development will generate up to 2,935 and 330 vehicle trips in the daily and PM peak hour periods respectively.

By way of comparison, the site's current use could have typically generated in the order of 190 vehicles in a peak hour or 1,900 vehicles per day. The traffic survey of the site has identified much lower peak traffic generation of approximately 65 trips per hour in the PM peak hour. As such the proposal increases the traffic generation of the site by some 265 movements in the peak hour.

7.5 Distribution and Assignment

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

- i configuration of the arterial road network in the immediate vicinity of the site;
- ii existing operation of intersections providing access between the local and arterial road network, and
- iii distribution of households in the vicinity of the site.

Having consideration to the above, for the purposes of estimating vehicle movements, the following directional distributions have been assumed:

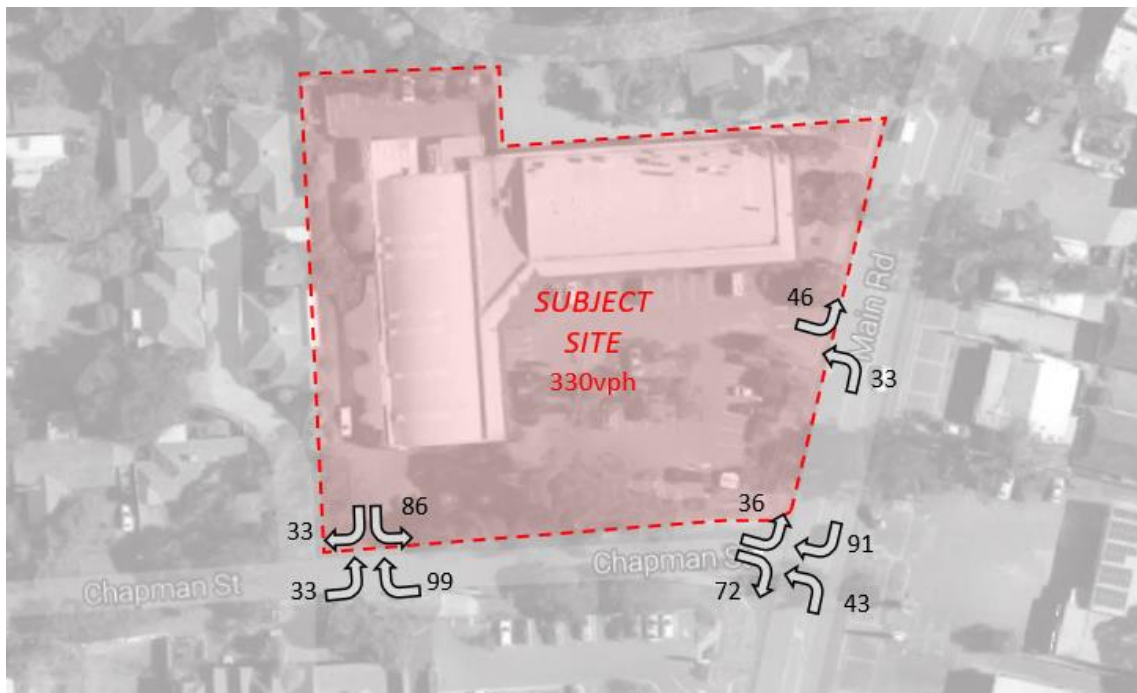
- o Main Road (north) 40%
- o Main Road (south) 40%
- o Chapman Street 20%.

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) is assumed to be 50:50.

Based on the above, Figure 7.1 has been prepared to show the estimated marginal increase in turning movements in the vicinity of the subject property following full site development. Key assumptions for the development of the traffic volumes are:

- o Left turn entry and exit only at Main Road
- o Some diversion of traffic to west on Chapman Street (to avoid Main Road)
- o Even split of left turns from Main Road compared to left turn into Chapman Street
- o 30% of northbound exiting vehicles use Chapman Street

Figure 7.1: Predicted PM Peak Hour Traffic Volumes



7.6 Traffic Impact

A SIDRA analysis was prepared to assess the impact of the predicted traffic volumes on the Chapman Street and Main Road intersection. The assessment assumed that if only one vehicle on Chapman Street is waiting to turn right left turners can fit past to turn left, as currently occurs (and observed on site). The assessment summary is shown in Table 7.4, Table 7.5 and Table 7.6.

Traffic data from an intersection survey at the Blackwood Roundabout by DPTI in 2013 was used to identify peak hour volumes on Main Road. These identified 1,133 and 626 vehicles per hour southbound and northbound respectively during the PM peak period between 5-6pm.

Table 7.4: SIDRA Movement Summary – Existing PM Weekday – Chapman Street intersection

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Main Road											
1	L2	11	2.0	0.320	4.6	LOS A	0.0	0.0	0.00	0.01	49.2
2	T1	659	2.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		669	2.0	0.320	0.1	NA	0.0	0.0	0.00	0.01	49.9
North: Main Road											
8	T1	1193	2.0	0.569	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
9	R2	26	2.0	0.022	6.8	LOS A	0.1	0.7	0.58	0.64	41.8
Approach		1219	2.0	0.569	0.2	NA	0.1	0.7	0.01	0.01	49.7
West: Chapman Street											
10	L2	17	2.0	0.013	6.3	LOS A	0.1	0.6	0.72	0.58	41.2
12	R2	6	2.0	0.031	19.2	LOS C	0.1	0.6	0.89	0.94	34.2
Approach		23	2.0	0.031	9.9	LOS A	0.1	0.6	0.77	0.68	39.0
All Vehicles		1912	2.0	0.569	0.3	NA	0.1	0.7	0.02	0.02	49.7

Table 7.5: SIDRA Movement Summary – Predicted PM Weekday – Chapman Street intersection

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Main Road											
1	L2	45	2.0	0.337	4.6	LOS A	0.0	0.0	0.00	0.04	48.9
2	T1	659	2.0	0.337	0.0	LOS A	0.0	0.0	0.00	0.04	49.7
Approach		704	2.0	0.337	0.3	NA	0.0	0.0	0.00	0.04	49.7
North: Main Road											
8	T1	1193	2.0	0.569	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
9	R2	96	2.0	0.084	7.1	LOS A	0.4	2.7	0.61	0.72	41.7
Approach		1288	2.0	0.569	0.6	NA	0.4	2.7	0.05	0.05	49.3
West: Chapman Street											
10	L2	38	2.0	0.029	6.4	LOS A	0.2	1.3	0.72	0.62	41.2
12	R2	76	2.0	0.407	27.2	LOS D	1.3	9.3	0.94	1.03	30.9
Approach		114	2.0	0.407	20.3	LOS C	1.3	9.3	0.86	0.89	33.7
All Vehicles		2106	2.0	0.569	1.6	NA	1.3	9.3	0.07	0.09	48.6

Table 7.6: SIDRA Movement Summary – Predicted AM Saturday – Chapman Street intersection

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Main Road											
1	L2	45	2.0	0.432	4.6	LOS A	0.0	0.0	0.00	0.03	49.0
2	T1	857	2.0	0.432	0.1	LOS A	0.0	0.0	0.00	0.03	49.8
Approach		902	2.0	0.432	0.3	NA	0.0	0.0	0.00	0.03	49.7
North: Main Road											
8	T1	938	2.0	0.448	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
9	R2	96	2.0	0.114	8.7	LOS A	0.5	3.5	0.68	0.83	40.7
Approach		1034	2.0	0.448	0.9	NA	0.5	3.5	0.06	0.08	49.2
West: Chapman Street											
10	L2	38	2.0	0.042	8.4	LOS A	0.2	1.7	0.79	0.73	39.9
12	R2	76	2.0	0.311	20.1	LOS C	1.0	7.2	0.90	0.99	33.8
Approach		114	2.0	0.311	16.2	LOS C	1.0	7.2	0.86	0.90	35.6
All Vehicles		2049	2.0	0.448	1.5	NA	1.0	7.2	0.08	0.10	48.7

The SIDRA analysis has found that during the weekday PM peak, the predicted queue length on Chapman Street could increase from 1 vehicle to 2 vehicles as the longest length expected in the peak hour. The existing right turn lane on Main Road will also continue to operate satisfactorily with 1 vehicle queue length predicted.

The results are similar for the Saturday AM peak given the site traffic generation is assumed to be the same, and the traffic volumes on Main Road are similar expect evenly distributed north and south.

Significantly there will be little change in the Degree of Saturation of the intersection which will remain below 0.6 for both weekday and Saturday scenarios.

The distribution of traffic to and from the proposed development would result in an increase in traffic on Chapman Street to the west of the site by some 65 vehicles in the peak hour and approximately 590 vehicles throughout a day.

Overall, the traffic impact of the proposed development will be relatively minor.

8. Conclusion

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

- i The proposed development generates a development plan parking requirement of 162 spaces which is considered excessive compared to actual parking demands at the existing site and ALDI Stores generally.
- ii Based on empirical evidence the proposed development will have an anticipated peak parking demand of 87 spaces when considering the peak periods for each of the uses proposed in the site.
- iii The proposed supply of 89 spaces is considered appropriate having consideration to the existing and anticipated peak parking demands for ALDI and the specialty shops.
- iv The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- v Access is proposed to be retained on Main Road with left turn entry and exit movements only at the existing crossover (with minor modifications for the new layout)
- vi Two bicycle rails should be provided to meet the anticipated bicycle parking demand.
- vii The ALDI loading dock is located on the western boundary of the site, and is designed to cater for up to a 14.0m semi-trailer entering and exiting the site in a forward direction via Chapman Street.
- viii The other retail tenancies will be serviced by a loading area in the north-east corner of the site designed for vehicles up to a 10 metre Rigid Vehicle access via Chapman Street access point and through the car park.
- ix Parking will need to be prohibited on the southern side of Chapman Street to enable safe and efficient movement of delivery vehicles between the site and Main Road.
- x A painted median is proposed on the Chapman Street approach to clearly delineate the truck turn path during left turns into Chapman Street. No changes to Main Road are required for the proposed development.
- xi The site is expected to generate up to 330 and 2,935 vehicle movements in the peak hour and daily periods respectively.
- xii Analysis of the Main Road and Chapman Street intersection using SIDRA Intersection software indicates very little change in traffic operation from existing conditions for both weekday and Saturday peak periods.
- xiii There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

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PLANTING NOTES


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

SCREENING SHRUB SPECIES ARE TO BE USED AROUND ELECTRICAL TRANSFORMER. THE STREET FRONTAGE GARDEN BEDS ARE TO BE LOW GROWING MASS PLANTED AREAS TO PROVIDE A BARRIER TO UNDESIRED PEDESTRIAN ENTRY.


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

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


TREES




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



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



Cupaniopsis anacardoides
Tuckeroo
Height: 8m
Width: 5m



Eucalyptus leucoxylon dwarf
Eucy Dwarf
Height: 6m
Width: 5m


SCREENING SHRUBS



Cistus salvifolius 'Brillancy'
Rock Rose
Height: 1.5m
Width: 1.5m



Correa alba
White Correa
Height: 1.5m
Width: 1.5m



Rosmarinus officinalis
Rosemary
Height: 1.5m
Width: 1.5m

LOW SHRUBS & GROUNDCOVERS



Anigozanthos flavidus
Kangaroo Paw
Height: 1m
Width: 0.5m



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



Diets grandifolia
Wild Iris
Height: 0.7m
Width: 0.7m



Hebe 'Beverly Hills'
Hebe
Height: 1m
Width: 1m



Liriope muscari
Lilyturf
Height: 0.4m
Width: 0.4m



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



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



Viburnum tinus
Laurustinus
Height: 3m
Width: 2m



Clivia miniata
Bush Lily
Height: 0.6m
Width: 0.9m



Raphiolepis delacourii
Indian Hawthorn
Height: 1.5m
Width: 1.5m



Dodonea viscosa spatulata
Sticky Hop Bush
Height: 1.5m
Width: 1.5m



Bursaria spinosa
Christmas Bush
Height: 2m
Width: 2m




Grevillea lavendulacea
Lavender Grevillea
Height: 1m
Width: 2m

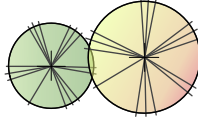


Eremophila glabra
Common Emu Bush
Height: 1.5 m
Width: 3m

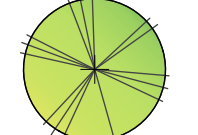
LEGEND



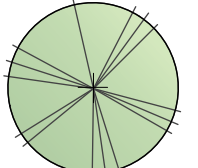
EXISTING TREES



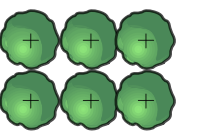
SMALL - MEDIUM NATIVE TREES
(PYRUS CALLERYANA 'CAPITAL')
(LAGERSTROEMIA INDICA)



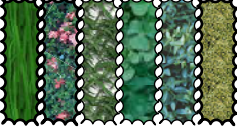
MEDIUM - LARGE TREES
(CUPANIOPSIS ANACARDIODES)




SMALL-MEDIUM TREES
(EUCALYPTUS LEUCOXYLON DWARF)




PROPOSED SCREENING SHRUBS



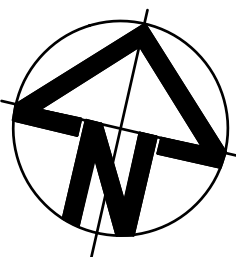
PROPOSED LOW SHRUBS &
GROUNDCOVERS



ORGANIC MULCH



PROJECT BOUNDARY





Preliminary Tree Assessment

Site: 198 Main Road, Blackwood

Date: Thursday, 13 April 2017
ATS4252-198MaiRdPTA

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Report Reference Number: ATS4252-198MaiRdPTA

Report prepared for

ALDI C/- Nielsen Architects Attn: Evan Drage, Architect

Author

Jason Williams Consulting Arborist, Arborman Tree Solutions Pty Ltd

Brief

Arborman Tree Solutions was engaged to undertake a Preliminary Tree Assessment at the site location known as 198 Main Road, Blackwood. The purpose of a Preliminary Tree Assessment is to evaluate trees' suitability for retention in a future development through the identification of a Tree Retention Rating system.

In accordance with section 2.2 of the *Australian Standard 4970-2009 Protection of trees on development sites* (2.2) the following information is provided:

- Assessment of the health and structure of the trees.
- Identification of the Legislative Status as defined within the *Development Act 1993* and the local development plan.
- The identification of the species of each tree and a Tree Retention Rating for each tree.
- The identification of the Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for each tree.

Documents and Information Provided

The following information was provided for the preparation of this assessment

- Site Plan
- Aerial image

Executive Summary

Arborman Tree Solutions was engaged to undertake a Preliminary Tree Assessment of all trees on the site greater than five metres in height and all trees on neighbouring properties or council land that are likely to be impacted by development. The purpose of this assessment is to identify trees' suitable for retention within a development through the use of a Tree Retention Rating system.

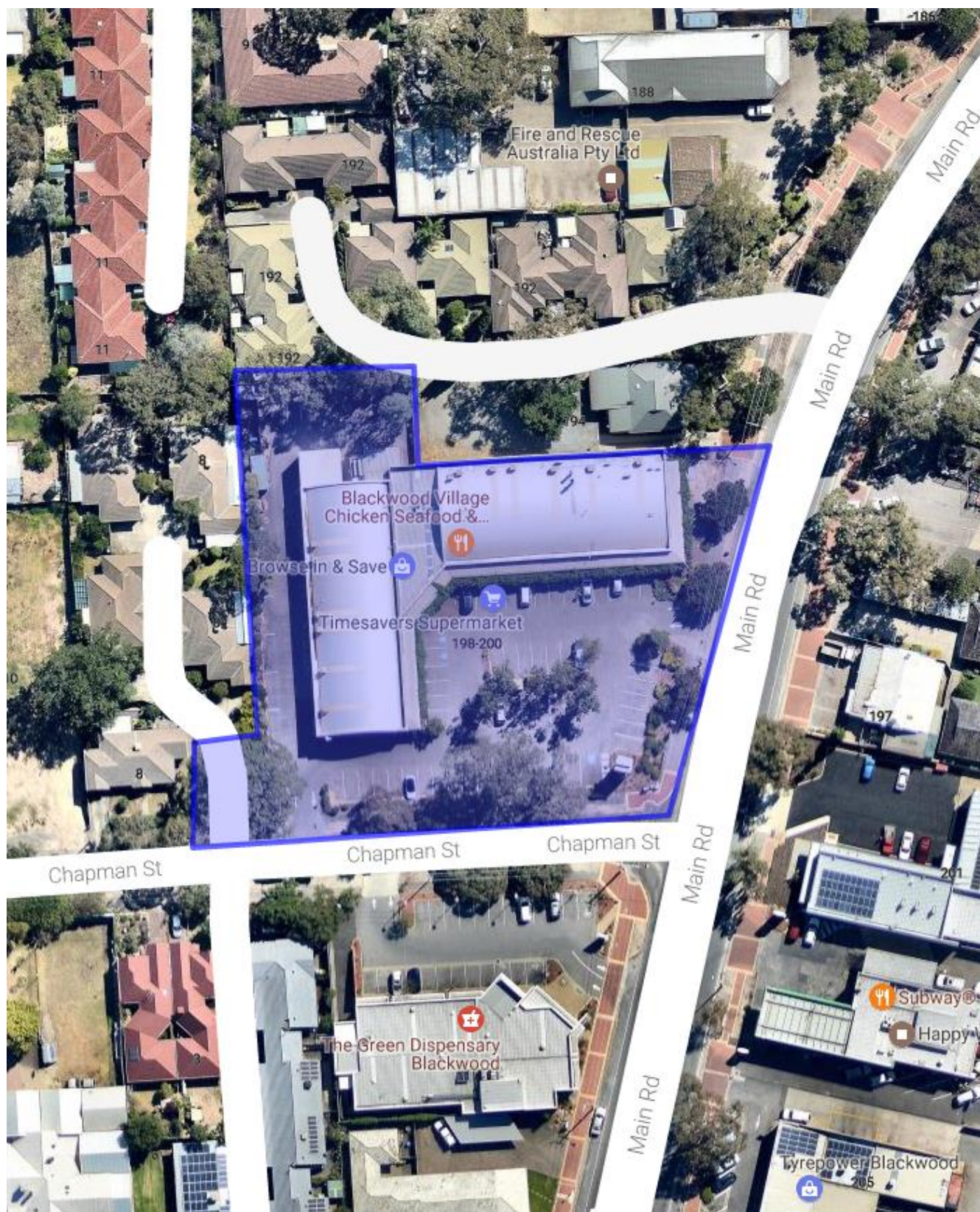
A total of 20 trees were assessed with two trees identified as Regulated, four trees are exempt due to their proximity to a dwelling in a Bushfire Risk Area and 14 trees identified as unregulated under the *Development Act 1993*. A total of eight trees have been identified as suitable for retention and 12 trees which do not warrant development constraint, alternative designs or tree-friendly construction methodologies.

This assessment identifies:

1. Tree 1 is on a neighbouring property and Trees 2 to 7 are street trees as such they are all third party assets and therefore require protection during any development within the site.
2. Trees 8, 9 and 10 are exempt from legislative control due to their proximity to an existing dwelling in a Bushfire Risk Area and therefore their removal, if required, does not require a development application.
3. Trees 12 and 13 are Regulated and have a Moderate Retention Rating indicating they should be considered for retention in a future development. Their removal may be approved if it can be demonstrated that they are restricting an otherwise reasonable and expected development and alternative design solutions are not available to retain them.
4. Any trees identified as Regulated or Significant Trees require Development Approval prior to any tree damaging activity occurring. This includes activities within the TPZ, tree removal and may include pruning.

Site Location

Figure 1: Survey site location - 198 Main Road, Blackwood



Methodology

A site inspection was undertaken on Monday, 10 April 2017. Trees were mapped using a Trimble Geo7X handheld and assigned a unique tree number. Individual tree findings were recorded using the Tree Assessment Form (TAF©). Tree Health Indicator (THI©), Tree Structure Assessment (TSA©) and Useful Life Expectancy (ULE), were assessed using the methodology described within Appendix A. Legislative Status was identified for all trees under the *Development Act 1993*.

Each tree's suitability for retention was determined by reviewing principles under the local development plan or relevant authority and applying these findings in the Tree Retention Rating (TRR©) method, as described within Appendix A. Tree Protection Zones and Structural Root Zones were calculated using the Australian Standard AS4970-2009 (Section 3.2). Mapping was performed using GIS, CAD and Civil 3D software.

Limitations: Tree management options such as pruning, soil amelioration, pathogen treatment are not part of this report and should be considered in relation to any proposed development.

Findings

Arborman Tree Solutions was engaged to undertake a Preliminary Tree Assessment of all trees with a height greater than five metres within and adjacent to the site located at 198 Main Road, Blackwood.

1. Tree Population

The assessment identified 20 trees and the tree population included a variety of exotic, indigenous and Australian native species.

Table 1 Tree Population

Botanic Name	Common Name	Number of Trees	Origin
<i>Eucalyptus robusta</i>	Swamp Mahogany	6	Native
<i>Eucalyptus microcarpa</i>	Grey Box	5	Indigenous
<i>Eucalyptus leucoxylon</i>	South Australian Blue Gum	4	Indigenous
<i>Fraxinus angustifolia</i> subsp. <i>oxycarpa</i> 'Raywood'	Claret Ash	2	Exotic
<i>Eucalyptus camaldulensis</i>	River Red Gum	1	Indigenous
<i>Corymbia citriodora</i>	Lemon Scented Gum	1	Native
<i>Hymenosporum flavum</i>	Native Frangipani	1	Native

Findings on individual tree health and structure are presented within Appendix B, Tree Assessment Findings.

2. Legislation

Of the trees assessed two were identified as Regulated, four trees are exempt due to their proximity to a dwelling in a Bushfire Risk Area and 14 trees identified as unregulated under the *Development Act 1993*. Significant and Regulated Trees should be protected if they meet the criteria under the local development plan.

Table 2 Legislative Tree Status

Legislative Status	Number of Trees
Unregulated	14
Regulated	2
Exempt	4

3. Retention Rating

The trees that achieved a Moderate Retention Rating could be retained in a future development. Trees which achieved a Low Retention Rating indicate that development constraint, alternative designs or tree friendly construction methodologies are not warranted. As such, tree removal could be considered to achieve the development. Trees with a Low Retention Rating achieve one or more of the following attributes:-

- provide limited environmental/aesthetic benefits to the area,
- are a short lived species,
- represent a material risk to people or property,
- identified as causing or threatening to cause substantial damage to a structure of value,
- have a short Useful Life Expectancy.
- Are young and easily replaced (less than five metres tall).

A total of eight trees have been identified as suitable for retention and received a Moderate Retention Rating. It is my opinion that the Regulated Trees that scored a Moderate Retention Rating also meet one or more criteria, as described within the *Development Act 1993* that warrant retention.

Table 3 Retention Rating

Retention Rating	Number of Trees
Moderate	8
Low	12

The remaining 12 trees achieved a Low Retention Rating indicating that development constraint, alternative designs or tree-friendly construction methodologies are not warranted. As such, tree removal could be considered to achieve development (this includes Regulated/Significant Trees).

4. Development Constraints

The assessment identified that:

- i. Trees 1, 8, 9 and 10 are exempt from legislation control and therefore their removal, if required, does not require a development application and as such these trees are not a constraint to the development of the site.
- ii. Trees 12 and 13 are Regulated and have a Moderate Retention Rating indicating they should be considered for retention in a future development. The removal of Regulated Trees may be approved if it can be demonstrated that they are restricting an otherwise reasonable and expected development and alternative design solutions are not available to retain them.
- iii. Tree 1 is a third party asset that requires protection during development, pruning or removal of this tree, if required, requires approval from the tree owner.
- iv. Trees 2 to 7 are assets of the City of Mitcham and require protection during development. If these trees are in conflict with a future development approval from the City of Mitcham is required prior to their removal.

5. Tree Protection

Australian Standard AS4970-2009 *Protection of trees on development sites* prescribes the use of a Tree Protection Zone (TPZ) as the principle means of protecting trees throughout the development process. If encroachment is required within any TPZ, the Project Arborist should be consulted to identify impacts and recommend mitigation measures. The Tree Protection Zones should be used to determine scope for development of the site by maintaining these areas as open space. The Tree Protection Zone radii are included within Appendix D Tree Assessment Summary.

Recommendation

The following recommendations are presented based on the Preliminary Tree Assessment:

1. Trees that achieved a Moderate Retention Rating should be considered for retention within a future development. The removal of Regulated trees may be approved if it can be demonstrated that they are restricting an otherwise reasonable and expected development and alternative design solutions are not available to retain them.
2. Trees 1 to 7 are third party assets and require protection during development, if removal is necessary approval from the tree owner is required.
3. Trees that achieved a Low Retention Rating do not warrant development constraint, alternative designs or tree friendly construction methodologies. As such, tree removal could be considered to achieve the development (this includes Regulated/Significant Trees).
4. Regulated or Significant Trees require Development Approval prior to any tree damaging activity occurring. This includes development activities within the TPZ, tree removal and potentially pruning.
5. A Project Arborist should be appointed to assist in the design around trees to be retained; the development impacts and tree protection requirements are to be included in a Development Impact Report and a Tree Protection Plan as identified in Australian Standard AS 4970 2009 *Protection of trees on development sites*.

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

Yours sincerely



JASON WILLIAMS
Consulting Arboriculturist
Diploma of Arboriculture
International Society of Arboriculture – Tree Risk Assessment



Glossary

Size:	approximate height and width of tree in metres.
Age:	identification of the maturity of the subject tree.
Useful Life Expectancy:	expected number of the years that the subject specimen will remain alive and sound in its current location and/or continues to achieve the relevant Principles of Development Control.
Health:	visual assessment of tree health.
Structure:	visual assessment of tree structure.
Circumference:	trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the <i>Development Act 1993</i> .
Diameter at Breast Height (DBH):	trunk diameter measured at 1.4 metres above ground level used to determine the Tree Protection Zone as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> .
Diameter at Root Buttress (DRB):	trunk diameter measured just above the root buttress as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> and is used to determine the Structural Root Zone.
Tree Damaging Activity	Tree damaging activity includes those activities described within the <i>Development Act 1993</i> such as removal, killing, lopping, ringbarking or topping or any other substantial damage such as mechanical or chemical damage, filling or cutting of soil within the TPZ. Can also include forms of pruning above and below the ground.
Tree Protection Zone:	area of root zone that should be protected to prevent substantial damage to the tree's root system.
Structural Root Zone:	calculated area within the tree's root zone that is considered essential to maintain tree stability.
Project Arborist	A person with the responsibility for carrying out a tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification. The Project Arborist must be competent in arboriculture, having acquired through training, minimum Australian Qualification Framework (AQTF) Level 5, Diploma of Horticulture (Arboriculture) and/or equivalent experience, the knowledge and skills enabling that person to perform the tasks required by this standard.

References

Australian Standard AS4970–2009 ***Protection of trees on development sites***: Standards Australia.

Matheny N. Clark J. 1998: ***Trees and Development a Technical Guide to Preservation of Trees During Land Development***. International Society of Arboriculture, Champaign, Illinois, USA.

Dunster J.A., Smiley E.T., Metheny N. and Lilly S. 2013. ***Tree Risk Assessment Manual***. International Society of Arboriculture, Champaign, Illinois USA.

Appendix A - Tree Assessment Methodology

Tree Assessment Form (TAF©)

Record	Description
Tree	A perennial woody plant with a mature height of greater than 5 metres and life expectancy of more than 10 years.
Genus and Species	Trees are identified using normal field plant taxonomy techniques. Due to hybridisation and plant conditions available on the day of observation it may not always be possible to identify the tree to species level; where species cannot be ascertained <i>sp.</i> is used.
Height	Tree height is observed and recorded in the following ranges; <5m, 5-10m, 10-15m and >20m.
Spread	Crown width (projection) diameter is recorded by the following fields <5m, 5-10m, 10-15m, 15-20m, >20m.
Tree Health	Tree health was assessed using the Arborman Tree Solutions - Tree Health Assessment Method that is based on international best practice.
Tree Structure	Tree structure was assessed using Arborman Tree Solutions - Tree Structure Assessment Method that is based on international best practice.
Tree Risk Assessment	Trees were assessed using the International Society of Arboriculture Level 1 Tree Assessment method. The person conducting the assessment has acquired the International Society of Arboriculture Tree Risk Assessment Qualification (TRAQ).
Legislative Status	Legislation status was identified through the interpretation of the <i>Development Act 1993</i> , and the <i>Natural Resource Management Act 2004</i> as well as other relevant legislation, therefore determining regulatory status of the subject tree.
Mitigation	Measures to reduce tree risk may be recommended in the form of pruning and this listed in the Tree Assessment Findings (Appendix C). Tree pruning is recommended in accordance with AS4373-2007 <i>Pruning amenity trees</i> where practicable. Where measures to mitigate risk is not possible and the risk is unacceptable, then tree removal or further investigation is recommended.

Useful Life Expectancy (ULE)

ULE Rating	Definition
Surpassed	The tree has surpassed its Useful Life Expectancy.
<10 years	The tree displays either or both Poor Health and/or Structure and is considered to have a short Useful Life Expectancy of less than ten years.
>10 years	The tree displays Fair Health or Structure and Good Health and Structure and is considered to have a Useful Life Expectancy of more than ten years.
>20 years	The tree displays Good Health and Structure and is considered to have an extended Useful Life Expectancy of more than twenty years.

Maturity (Age)

Age Class	Definition
Senescent	The tree has surpassed its optimum growing period and is declining and/or reducing in size. May be considered as a veteran in relation to its ongoing management. Tree will have generally reached greater than 80% of its expected life expectancy.
Mature	A tree which has reached full maturity in terms of its predicted life expectancy and size, the tree is still active and experiencing cell division. Tree will have generally reached 20-80% of its expected life expectancy.
Semi Mature	A tree which has established, but has not yet reached maturity. Normally tree establishment practices such as watering will have ceased. Tree will generally not have reached 20% of its expected life expectancy.
Juvenile	A newly planted tree or one which is not yet established in the landscape. Tree establishment practices such as regular watering will still be in place. Tree will generally be a newly planted specimen up to five years old; this may be species dependant.

Tree Health Indication (THI©)

Category	Description
Good	Tree displays high vigour, uniform leaf colour, no or little dieback (<5%), crown density (>85%) and or healthy axillary buds and typical internode length. The tree has little to no pest and/or disease infestation.
Fair	Tree displays low vigour, dull leaf colour, little dieback (<15%), crown density (>70%) and/or reduced axillary buds and internode length. Minor pest and/or disease infestation potentially impacting on tree health.
Poor	Tree displays no vigour, chlorotic or dull leaf colour, moderate to high crown dieback (>15%), low crown density (<70%) and/or few or small axillary buds and shortened internode length. Pest and or disease infestation is evident and/or widespread.
Dead	The tree has died and has no opportunity for recovery.

Tree Structural Assessment (TSA©)

Category	Description
Good	Little to no branch failure observed within the crown, well-formed unions, no included bark, good branch and trunk taper present, root buttressing and root plate are typical.
Fair	History of minor branch failure observed in crown, well-formed unions, no included bark, acceptable branch and trunk taper present, root buttressing and root plate are typical.
Poor	History of significant branch failure observed in crown, poorly formed unions, included bark present, branch and trunk taper absent, root buttressing and root plate are atypical.
Failed	The structure of the tree has or is in the process of collapsing.

Tree Retention Rating (TRR)

The Tree Retention Rating is based on a number of factors that are identified as part of the standard tree assessment criteria including Condition, Size, Environmental, Amenity and Special Values. These factors are combined in a number of matrices to provide a Preliminary Tree Retention Rating and a Tree Retention Rating Modifier which combine to provide a Tree Retention Rating that is measurable, consistent and repeatable

Preliminary Tree Retention Rating

The Preliminary Tree Retention Rating is conducted assessing Tree Health and Structure to give an overall Condition Rating and Height and Spread to give an overall Size Rating. The following matrices identify how these are derived.

Condition Matrix				
Structure	Health			
	Good	Fair	Poor	Dead
Good	C1	C1	C3	C4
Fair	C1	C2	C3	C4
Poor	C3	C3	C4	C4
Failed	C4	C4	C4	C4

Size Matrix					
Spread	Height				
	>20	15-20	10-15	5-10	<5
>20	S1	S1	S1	S2	S3
15-20	S1	S1	S2	S3	S3
10-15	S1	S2	S2	S3	S4
5-10	S2	S3	S3	S4	S5
<5	S3	S3	S4	S5	S5

The results from the Condition and Size Matrices are then placed in the Preliminary Tree Retention Rating Matrix.

Preliminary Tree Retention Rating				
Size	Condition			
	C1	C2	C3	C4
S1	High	High	Low	Low
S2	High	Moderate	Low	Low
S3	Moderate	Moderate	Low	Low
S4	Moderate	Moderate	Low	Low
S5	Low	Low	Low	Low

The Preliminary Tree Retention Rating gives a base rating for all trees regardless of other environmental and/or amenity factors and any Special Value considerations. The Preliminary Tree Retention Rating can only be modified if these factors are considered to be of high or low enough importance to warrant increasing or, in a few cases, lowering the original rating.

Tree Retention Rating Modifier

The Preliminary Tree Retention Rating is then qualified against the recognised Environmental and Amenity benefits that trees present to the community thereby providing a quantitative measure to determine the overall Tree Retention Rating. Data is collected in relation to Environmental and Amenity attributes which are compared through a set of matrices to produce a Tree Retention Rating Modifier.

Environmental Matrix				
Origin	Habitat			
	Active	Inactive	Potential	No Habitat
Indigenous	E1	E1	E2	E3
Native	E1	E2	E3	E3
Exotic	E2	E3	E3	E4
Weed	E3	E3	E4	E4

Amenity Matrix				
Character	Aesthetics			
	High	Moderate	Low	None
Important	P1	P1	P2	P3
Moderate	P1	P2	P3	P3
Low	P2	P3	P3	P4
None	P3	P3	P4	P4

Tree Retention Rating Modifier				
Amenity	Environment			
	E1	E2	E3	E4
P1	High	High	Moderate	Moderate
P2	High	Moderate	Moderate	Moderate
P3	Moderate	Moderate	Moderate	Moderate
P4	Moderate	Moderate	Moderate	Low

Tree Retention Rating

The results of the Preliminary Tree Retention Rating and the Tree Retention Rating Modifier matrices are combined in a final matrix to give the actual Tree Retention Rating.

Tree Retention Rating Matrix			
Tree Retention Rating Modifier	Preliminary Tree Retention Rating		
	High	Moderate	Low
High	Important	High	Moderate
Moderate	High	Moderate	Low
Low	Moderate	Low	Low

Special Value Trees

There are potentially trees that have Special Value for reasons outside of normal Arboricultural assessment protocols and therefore would not have been considered in the assessment to this point; to allow for this a Special Value characteristic that can override the Tree Retention Rating can be selected. Special Value characteristics that could override the Tree Retention Rating would include factors such as the following:

Cultural Values

Memorial Trees, Avenue of Honour Trees, Aboriginal Heritage Trees, Trees planted by Dignitaries and various other potential categories.

Environmental Values

Rare or Endangered species, Remnant Vegetation, Important Habitat for rare or endangered wildlife, substantial habitat value in an important biodiversity area and various other potential categories.

Where a tree achieves one or more Special Value characteristics the Tree Retention Rating will automatically be overridden and assigned the value of Important.

Tree Retention Rating Definitions

- | | |
|------------------|--|
| Important | These trees are considered to be important and will in almost all instances be required to be retained within any future development/redevelopment. It is highly unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should as a minimum be consistent with Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> however given the level of importance additional considerations may be required. |
| High | These trees are considered to be important and will in most instances be required to be retained within any future development/redevelopment. It is unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should be consistent with Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> . |
| Moderate | These trees are considered to be suitable for retention however they achieve less positive attributes than the trees rated as Important or High and as such their removal or other tree damaging activity is more likely to be considered to be acceptable in an otherwise reasonable and expected development. The design process should where possible look to retain trees with a Moderate Retention Rating. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> . |
| Low | These trees are not considered to be suitable for retention in any future development/redevelopment; trees in this category do not warrant special works or design modifications to allow for their retention. Trees in this category are likely to be approved for removal and/or other tree damaging activity in an otherwise reasonable and expected development. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> . |

Appendix B - Tree Assessment Findings

Corymbia citriodora

Tree No: 1

Lemon Scented Gum

Inspected: Monday, 10 April 2017

Height: 10-15 metres

Spread: 10-15 metres

Health: Good

Structure: Fair

Trunk Circumference: 5.62 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 12 metres



Legislative Status Comments

This tree is exempt from control under the Development Act 1993.

GPS Coords (MGA Zone 54): 282458.134E, 6122486.307N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status

Exempt

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus leucoxylon

Tree No: 2

South Australian Blue Gum

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Good

Structure: Good

Trunk Circumference: 0.1 metres

Useful Life Expectancy: >20 years

Tree Protection Zone (TPZ): 2.00 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282475.512E, 6122504.328N

General Observations

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Legislative Status	Unregulated
Retention Rating	Low

Eucalyptus leucoxylon

Tree No: 3

South Australian Blue Gum

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 5-10 metres

Health: Fair

Structure: Fair

Trunk Circumference: 1.45 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 5.52 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282481.167E, 6122505.854N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus leucoxylon

Tree No: 4

South Australian Blue Gum

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 5-10 metres

Health: Fair

Structure: Good

Trunk Circumference: 1.1 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3.96 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282492.558E, 6122506.512N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus leucoxylon

Tree No: 5

South Australian Blue Gum

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Good

Structure: Good

Trunk Circumference: 0.75 metres

Useful Life Expectancy: >20 years

Tree Protection Zone (TPZ): 2.52 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282534.447E, 6122529.291N

General Observations

Legislative Status

Unregulated

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.



Fraxinus angustifolia subsp. oxycarpa 'Raywood'

Tree No:

6

Claret Ash

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Good

Structure: Fair

Trunk Circumference: 1.24 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 4.68 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282537.669E, 6122546.59N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Fraxinus angustifolia subsp. oxycarpa 'Raywood'

Tree No:

7

Claret Ash

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Good

Structure: Fair

Trunk Circumference: 1.15 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 4.68 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282540.643E, 6122561.817N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus microcarpa

Tree No: 8

Grey Box

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 5-10 metres

Health: Fair

Structure: Poor

Trunk Circumference: 2.25 metres

Useful Life Expectancy: <10 years

Tree Protection Zone (TPZ): 8.64 metres



Legislative Status Comments

This tree is exempt from control under the Development Act 1993.

GPS Coords (MGA Zone 54): 282459.138E, 6122548.073N

General Observations

The tree has a history of branch failure. Removal of the tree is recommended due to poor structure.

Legislative Status

Exempt

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus microcarpa

Tree No: 9

Grey Box

Inspected: Monday, 10 April 2017

Height: 10-15 metres

Spread: 5-10 metres

Health: Fair

Structure: Poor

Trunk Circumference: 2.65 metres

Useful Life Expectancy: <10 years

Tree Protection Zone (TPZ): 7.2 metres



Legislative Status Comments

This tree is exempt from control under the Development Act 1993.

GPS Coords (MGA Zone 54): 282460.92E, 6122580.492N

General Observations

There is an unstable union in the primary structure. Removal of the tree is recommended due to poor structure.

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Legislative Status	Exempt
Retention Rating	Low

Eucalyptus microcarpa

Tree No: 10

Grey Box

Inspected: Monday, 10 April 2017

Height: 10-15 metres

Spread: 5-10 metres

Health: Fair

Structure: Poor

Trunk Circumference: 2.55 metres

Useful Life Expectancy: <10 years

Tree Protection Zone (TPZ): 6.6 metres



Legislative Status Comments

This tree is exempt from control under the Development Act 1993.

GPS Coords (MGA Zone 54): 282468.995E, 6122577.849N

General Observations

There is an unstable union in the primary structure. Removal of the tree is recommended due to poor structure.

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Legislative Status	Exempt
Retention Rating	Low

Eucalyptus camaldulensis

Tree No: 11

River Red Gum

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 0-5 metres

Health: Good

Structure: Fair

Trunk Circumference: 1.58 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 4.32 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282480.049E, 6122574.852N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus microcarpa

Tree No: 12

Grey Box

Inspected: Monday, 10 April 2017

Height: 15-20 metres

Spread: 10-15 metres

Health: Fair

Structure: Fair

Trunk Circumference: 2.3 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 8.88 metres



Legislative Status Comments

This tree is a Regulated Tree under the Development Act 1993.

GPS Coords (MGA Zone 54): 282501.398E, 6122512.88N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status	Regulated
Retention Rating	Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus microcarpa

Tree No: 13

Grey Box

Inspected: Monday, 10 April 2017

Height: 10-15 metres

Spread: 10-15 metres

Health: Fair

Structure: Fair

Trunk Circumference: 2.28 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 6.6 metres



Legislative Status Comments

This tree is a Regulated Tree under the Development Act 1993.

GPS Coords (MGA Zone 54): 282507.616E, 6122510.034N

General Observations

Pruning may be required to accommodate the proposed development.

Legislative Status	Regulated
Retention Rating	Moderate

Recommendations

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Eucalyptus robusta

Tree No: 14

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 0-5 metres

Health: Good

Structure: Fair

Trunk Circumference: 1 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3.6 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282498.685E, 6122525.437N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus robusta

Tree No: 15

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: 5-10 metres

Spread: 0-5 metres

Health: Fair

Structure: Fair

Trunk Circumference: 1.15 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 4.32 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282501.042E, 6122531.291N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus robusta

Tree No: 16

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Fair

Structure: Fair

Trunk Circumference: 0.85 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3.36 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282507.031E, 6122530.501N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus robusta

Tree No: 17

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Fair

Structure: Good

Trunk Circumference: 0.8 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282511.538E, 6122531.93N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus robusta

Tree No: 18

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Fair

Structure: Fair

Trunk Circumference: 0.75 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282516.914E, 6122536.611N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Eucalyptus robusta

Tree No: 19

Swamp Mahogany

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Fair

Structure: Fair

Trunk Circumference: 0.9 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 3.48 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282515.095E, 6122528.624N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Hymenosporum flavum

Tree No: 20

Native Frangipani

Inspected: Monday, 10 April 2017

Height: <5 metres

Spread: 0-5 metres

Health: Fair

Structure: Fair

Trunk Circumference: 0.6 metres

Useful Life Expectancy: >10 years

Tree Protection Zone (TPZ): 2.16 metres



Legislative Status Comments

This tree is not regulated under the Development Act 1993.

GPS Coords (MGA Zone 54): 282528.036E, 6122537.611N

General Observations

Removal of the tree may be required to accommodate the proposed development.

Legislative Status

Unregulated

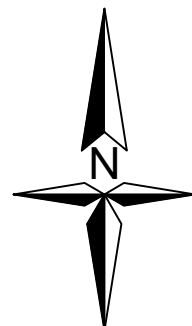
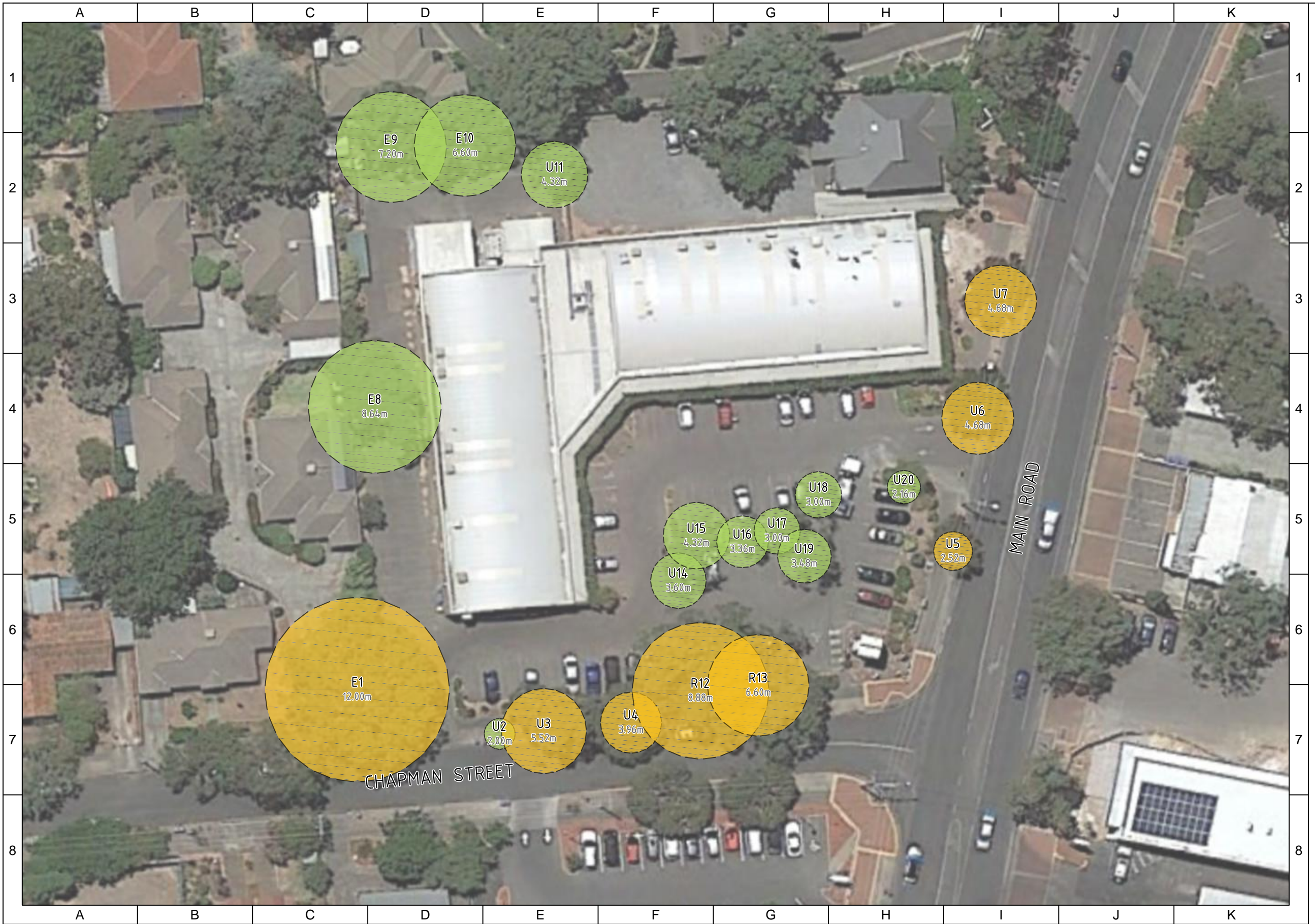
Retention Rating

Low

Recommendations

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Appendix C - Mapping



Legislative Status

- S Significant
- R Regulated
- U Unregulated
- E Exempt

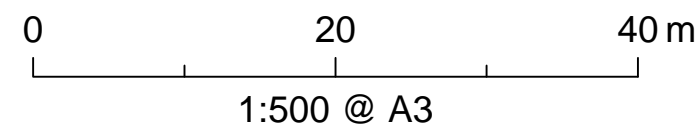
Retention Rating

- Important
- High
- Moderate
- Low

Labels denote tree number, legislative status and TPZ radius in metres, unless otherwise shown.

Issue: **PRELIMINARY**
 Date: 13/04/2017 Rev: 2
 Ref: ATS4252-198MaiRdPTA
 Arborman Tree Solutions
 23 Aberdeen Street
 Port Adelaide SA 5015
 (08) 8240 5555
www.arborman.com.au

Preliminary Tree Assessment



Appendix D - Tree Assessment Summary

Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Comments	Recommendations
1	<i>Corymbia citriodora</i>	Exempt	Moderate	12 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
2	<i>Eucalyptus leucoxylon</i>	Unregulated	Low	2.00 metres		This tree has a Low Retention Rating and should not form a material constraint to any future development.
3	<i>Eucalyptus leucoxylon</i>	Unregulated	Moderate	5.52 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
4	<i>Eucalyptus leucoxylon</i>	Unregulated	Moderate	3.96 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
5	<i>Eucalyptus leucoxylon</i>	Unregulated	Moderate	2.52 metres		This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Comments	Recommendations
6	<i>Fraxinus angustifolia</i> subsp. <i>oxycarpa</i> 'Raywood'	Unregulated	Moderate	4.68 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
7	<i>Fraxinus angustifolia</i> subsp. <i>oxycarpa</i> 'Raywood'	Unregulated	Moderate	4.68 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
8	<i>Eucalyptus microcarpa</i>	Exempt	Low	8.64 metres	The tree has a history of branch failure. Removal of the tree is recommended due to poor structure.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
9	<i>Eucalyptus microcarpa</i>	Exempt	Low	7.2 metres	There is an unstable union in the primary structure. Removal of the tree is recommended due to poor structure.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
10	<i>Eucalyptus microcarpa</i>	Exempt	Low	6.6 metres	There is an unstable union in the primary structure. Removal of the tree is recommended due to poor structure.	This tree has a Low Retention Rating and should not form a material constraint to any future development.

Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Comments	Recommendations
11	<i>Eucalyptus camaldulensis</i>	Unregulated	Low	4.32 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
12	<i>Eucalyptus microcarpa</i>	Regulated	Moderate	8.88 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
13	<i>Eucalyptus microcarpa</i>	Regulated	Moderate	6.6 metres	Pruning may be required to accommodate the proposed development.	This tree has a Moderate Retention Rating and could be considered for retention in any future development.
14	<i>Eucalyptus robusta</i>	Unregulated	Low	3.6 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
15	<i>Eucalyptus robusta</i>	Unregulated	Low	4.32 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.

Tree Assessment Summary

Tree Number	Botanic Name	Legislative Status	Retention Rating	TPZ Radius	Comments	Recommendations
16	<i>Eucalyptus robusta</i>	Unregulated	Low	3.36 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
17	<i>Eucalyptus robusta</i>	Unregulated	Low	3 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
18	<i>Eucalyptus robusta</i>	Unregulated	Low	3 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
19	<i>Eucalyptus robusta</i>	Unregulated	Low	3.48 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.
20	<i>Hymenosporum flavum</i>	Unregulated	Low	2.16 metres	Removal of the tree may be required to accommodate the proposed development.	This tree has a Low Retention Rating and should not form a material constraint to any future development.



Reference Number:
ATS4252-198MaiNorRdDIR V2

4 July 2017

ALDI (Blackwood Village)
C/- Nielsen Architects
Attn: Evan Drage
108 Mt Barker Road
Stirling SA 5152

Dear Evan

Re: ALDI Blackwood Village – Preliminary Level and Stormwater Plan

I have reviewed the Preliminary Level and Stormwater Plan for the ALDI Blackwood Village at 198 Main Road, Blackwood and made observations in relation to the potential conflicts between the trees and proposed level changes. This report looks specifically at the Trees 1, 3, 4, 12 and 13 as identified in the Preliminary Tree Assessment ATS4252-198MaiRdPTA. Factors such as species, health, structure, risk and the tree's growing environment have also been taken into account when considering the impacts of the proposal.

Tree 1 is not likely to be substantially impacted by the proposal however there is potential for damage within the Structural Root Zone of this tree and therefore recommendations to minimise this have been identified. Tree 3 and 4 are located such that they are not expected to be impacted by the proposal. Tree 12 and 13 are most at risk as the proposal requires the surface level to be excavated by approximately 0.09 metres within the Structural Root Zones of these trees; removal of roots in this area will destabilise the tree therefore recommendations to minimise the potential for damage to these trees have been identified. The impacts and recommendations are summarised in the appended table.

All the trees have pruning options that will allow for vehicle and pedestrian access without negatively impacting on their aesthetic value.

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

Yours sincerely

MARCUS LODGE
Senior Consulting Arboriculturist
Diploma in Arboriculture
ISA Tree Risk Assessment

Tree Location

Tree Number	Proposed Works	Potential Impact	Recommendation
1	Removal and replacement of the existing car park and driveway surface. Replacement is identified to be at a level between 0.01 and 0.3 metres below the existing grade.	Excavation potentially occurs within the Structural Root Zone however at this location it is minimal and given the existing surface treatment substantial roots are not expected to be present. The most substantial excavation occurs away from the tree and given the existing surface treatment substantial root activity is unlikely to be present at this distance from the tree.	Excavation within the Structural Root Zone is to be undertaken by hand or other methodology that will preserve any encountered roots. Where roots are in conflict with the proposal the Project Arborist is to determine the most appropriate management option and treat the roots accordingly. The existing garden bed within the cart park adjacent to this tree is to be preserved which will assist in the protection of the roots in this area.
3 and 4	Removal and replacement of the existing car park surface. Replacement is identified to be at a level between 0.02 and 0.1 metres below the existing grade.	There is a minor encroachment into the Tree Protection Zone of both these trees however they are both street trees and it is not expected that substantial root activity will be found below the existing car park surface.	No specific management is recommended for these trees however they should be included within the Tree Protection Plan for the site.
12 and 13	Removal and replacement of the existing car park surface. Replacement is identified to be at a level approximately 0.09 metres below the existing grade.	Excavation is proposed within the Structural Root Zone; the trees are located adjacent to the existing car park kerbing and there is some corruption of the existing pavement indicating roots are close to the surface in this location. The proposal is has the potential to damage these roots which could lead to the failure of the trees.	Excavation within the Structural Root Zone is to be undertaken by hand or other methodology that will preserve any encountered roots. Where roots are in conflict with the proposal the Project Arborist is to determine the most appropriate management option and treat the roots accordingly. Alternative design options may be required to preserve the structural roots of these trees, this could be as simple as designating the car parks adjacent to the trees as small car or motorbike parks thereby allowing the kerbing to be placed further from the trees.

WGA

WALLBRIDGE GILBERT
AZTEC

Nielsen Architects Pty Ltd

ALDI BLACKWOOD



ALDI BLACKWOOD

Job No. WAD160996
Rev B
23rd May 2017



C_{ONTENTS}

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APPENDIX A – EXISTING SITE PLAN

APPENDIX B – AERIAL PHOTOGRAPH

APPENDIX C – ENGINEERING SURVEY

APPENDIX D – PROPOSED ARCHITECTURAL PLANS – SITE & LEVEL 1

APPENDIX E – COUNCIL STORMWATER INFORMATION

APPENDIX F – PRELIMINARY LEVEL & STORMWATER PLANS

1

INTRODUCTION

1.1 Background

WGA has been engaged by ALDI Stores to prepare a Stormwater Management Plan for the proposed ALDI store on the corner of Chapman Street and Main Road, Blackwood.

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

1.2 Scope of the Assessment

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

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

1.2.1 Documentation

The client has provided a preliminary Architectural Site Plan for the development.

2

DETAILED REPORT

2.1 Development Description

The proposed ALDI development is located on a site on the north-eastern corner of Chapman Street and Main Road, Blackwood. The development involves the construction of an ALDI Store and a car park with 87 parking spaces.

2.2 Catchment Description

The proposed site covers a total area of approximately 4,850 m² and is currently occupied by an existing single storey shopping centre comprising 10 tenancies. The existing site is fully developed to include hard stand loading zones and significant carpark space. An Existing Site Plan by Nielsen Architects is available in Appendix A. A current aerial photograph is shown in Appendix B.

The internal site land and Main Road have steady fall from north to south with the existing building floor levels sitting from 0.8m to 1m above the Chapman Road centreline. Chapman Road itself breaks to the east and west at approximately the midpoint of the site, with the western section quickly escalating in grade, particularly beyond the project site. A copy of the current engineering survey is attached in Appendix C.

Copies of the proposed architectural plans by Nielsen Architects may be found attached within Appendix D, detailing the proposed catchment.

2.3 Existing Stormwater Drainage

Internal stormwater drainage system within the site appears to bear largely towards Chapman Road and an adjacent Council Side Entry Pit (SEP), whilst some roof catchment looks to be discharged to the Main Road watertable nearby.

The City of Mitcham have provided some detail of the existing underground drainage system in the surrounding streets. A copy of this is shown in Appendix E, and indicates only a relatively shallow SEP at Chapman Road, close to the Main Road intersection.

The Council drawing indicates a 600mm deep SEP, whilst the survey indicates it may be a fraction shallower at approximately 500mm. Our site investigation included viewing this SEP, which appears to contain a debris basket. The outlet pipe could not be viewed at the time, although Council documents indicate an existing 300mm diameter stormwater pipe draining this pit and conveying the stormwater to Council infrastructure on the opposite side of Main Road.

2.4 Council Requirements

Council have confirmed the following storm water requirements with respect to this site:

- On site detention storage (to reduce the peak flow rate) is not required in this instance as the 'pre-development' layout is fully developed with impermeable roofs and pavements. This is unchanged by the new, proposed development.
- Site levels are to be set to provide a clear overland flow path for the 1 in 100 year flows
- Stormwater quality improvement measures (such as GPTs) are encouraged to treat the quality of the stormwater runoff from the trafficable areas (loading docks, car parks etc)

2.5 Stormwater Management Methodology

Based on discussions with Council, and in accordance with the operational needs of the Client, the following stormwater management methodology is proposed.

The existing tenancy finished floor level of RL 270.25 is to be met at ground floor level. The undercover carparking below the proposed store is, however, to be largely at a considerably lower level of approximately 269.80, in order to match preliminary clearance and accessibility requirements.

External, open carpark areas to the east and southeast of the proposed structure are to be drained towards the shallow Council Side Entry Pit, with run-off to be first passed through a suitably shallow Gross Pollutant Trap or Pollution Control Device.

The southwestern portion of the site must be drained to the Chapman Stree watertable at it's lowest point. Collection of run-off will be along the site's southern and western boundary via a kerb and gutter, and a degree of 'first flush' treatment is proposed by adopting dished, infiltration treatment zones within the limited landscape spaces.

Whilst most of the western carpark areas are undercover, windblown rainfall extending below the upper level is catered for by some perimeter paving grading (outwards), a series of kerb and gutters and treatment / retention areas within the northern landscape corners. Overflow provision from these small, exposed catchments at the back is via kerb and gutter along the western boundary, passing overflow behind the Goods Lift and onwards to Chapman Road.

Downpipes, from new and existing buildings, will be connected to new underground stormwater drainage systems that will ultimately discharge to the street watertables via galvanised box drains, or direct to the Council Side Entry Pit available. Run-off discharge will be spread to a number of loactions so as not to allow excessive outflow at one particular kerb location.

Grated strip drains, or trench grates, will act to intercept surface stormwater outflow at the driveway exit points.

Refer to Appendix F for a Preliminary Level & Stormwater Management Plans.

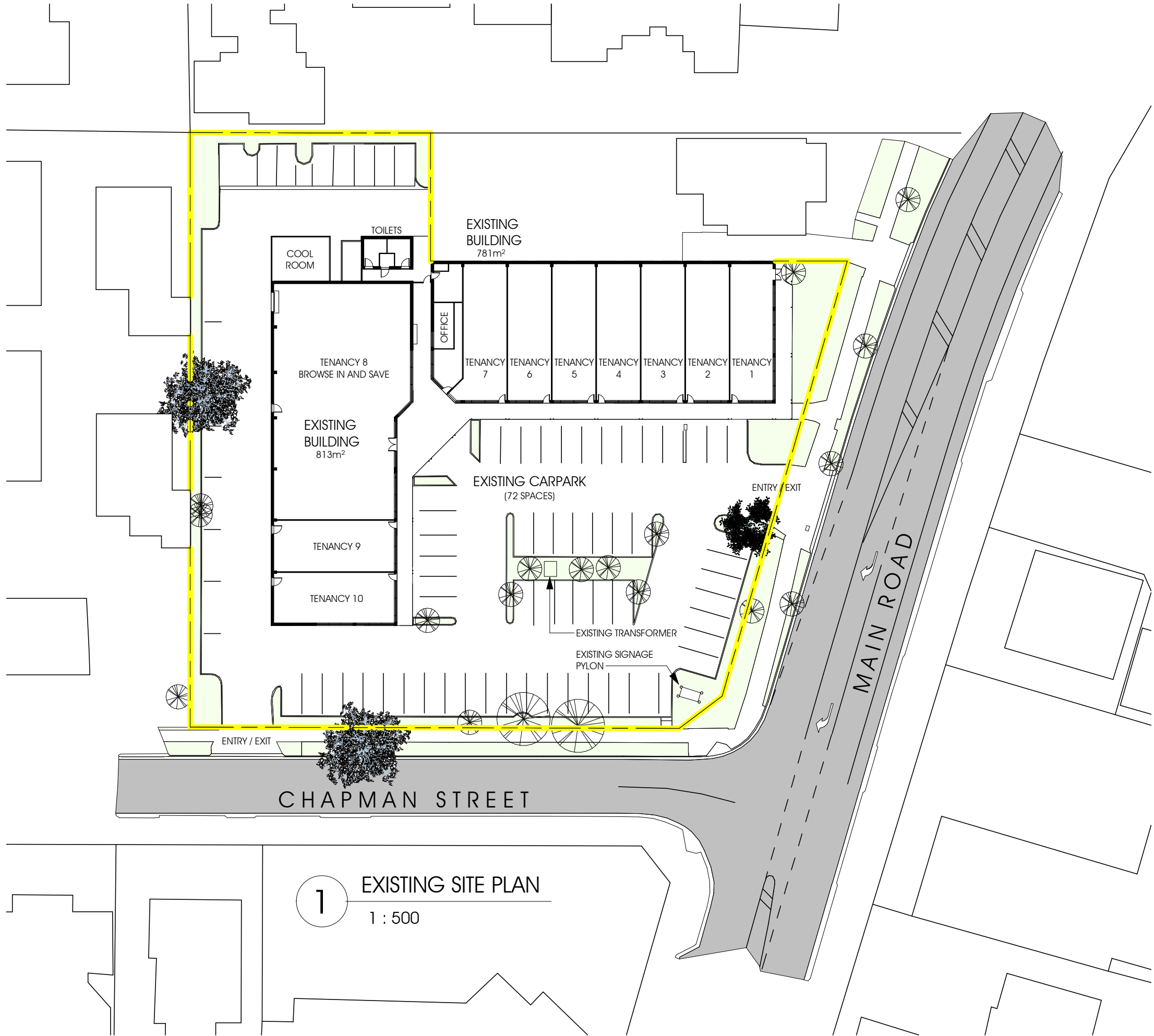
2.6 Summary

The Preliminary Sketch Plans contained within this report have been prepared to demonstrate the philosophy behind the proposed treatment of the stormwater runoff from this development, with consideration of surface level and clearance issues. The information provided is preliminary and will be subject to detailed design and documentation.

APPENDIX A – EXISTING SITE PLAN



WGA



1 EXISTING SITE PLAN
1 : 500

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REV	DATE	DESCRIPTION	DRN	CHKD
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CLIENT



PROJECT
ALDI BLACKWOOD

DRAWING
EXISTING SITE PLAN



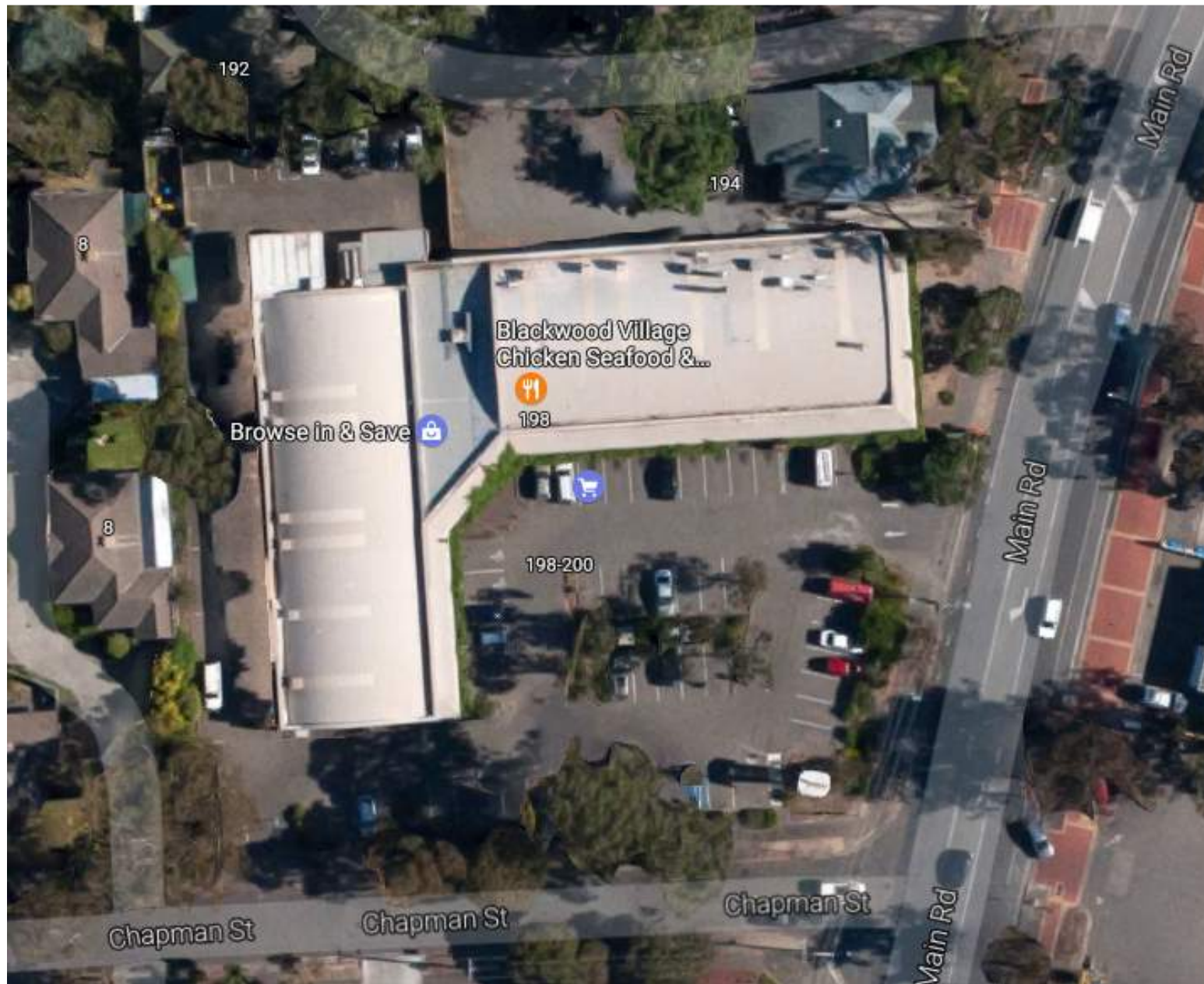
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1 : 500	31/03/17	LE	ED

PROJECT No	DRAWING No	STATUS	REV
2090	DA01		

APPENDIX B – AERIAL PHOTOGRAPH



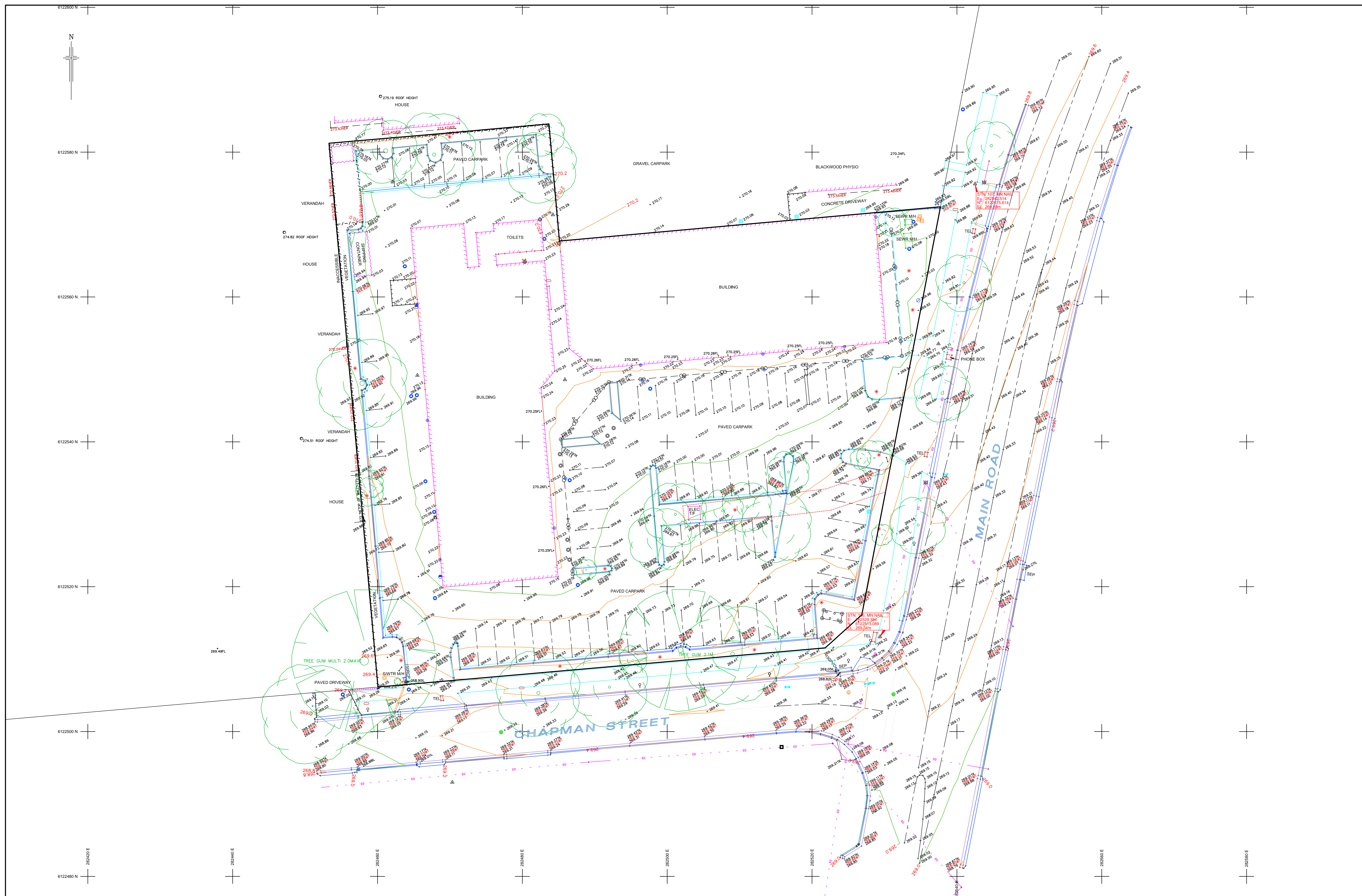


Aerial Photograph

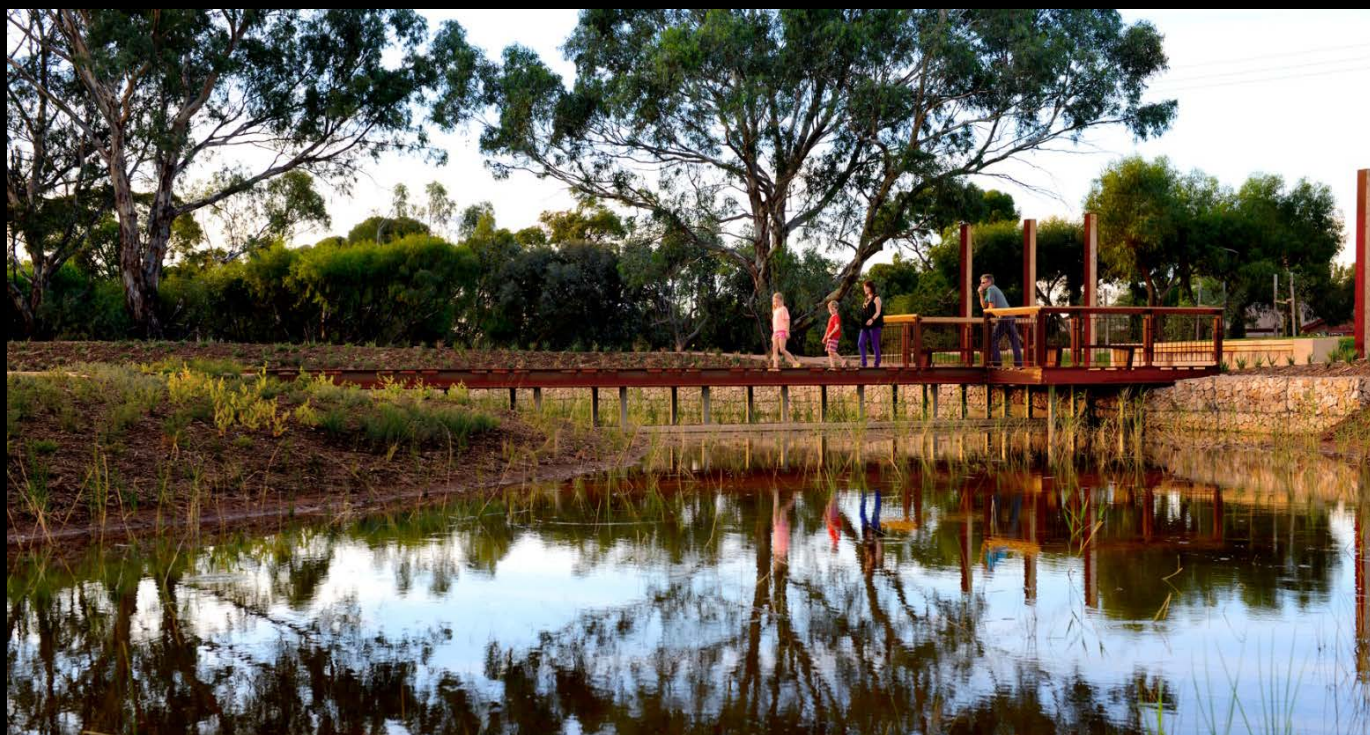
APPENDIX C – ENGINEERING SURVEY



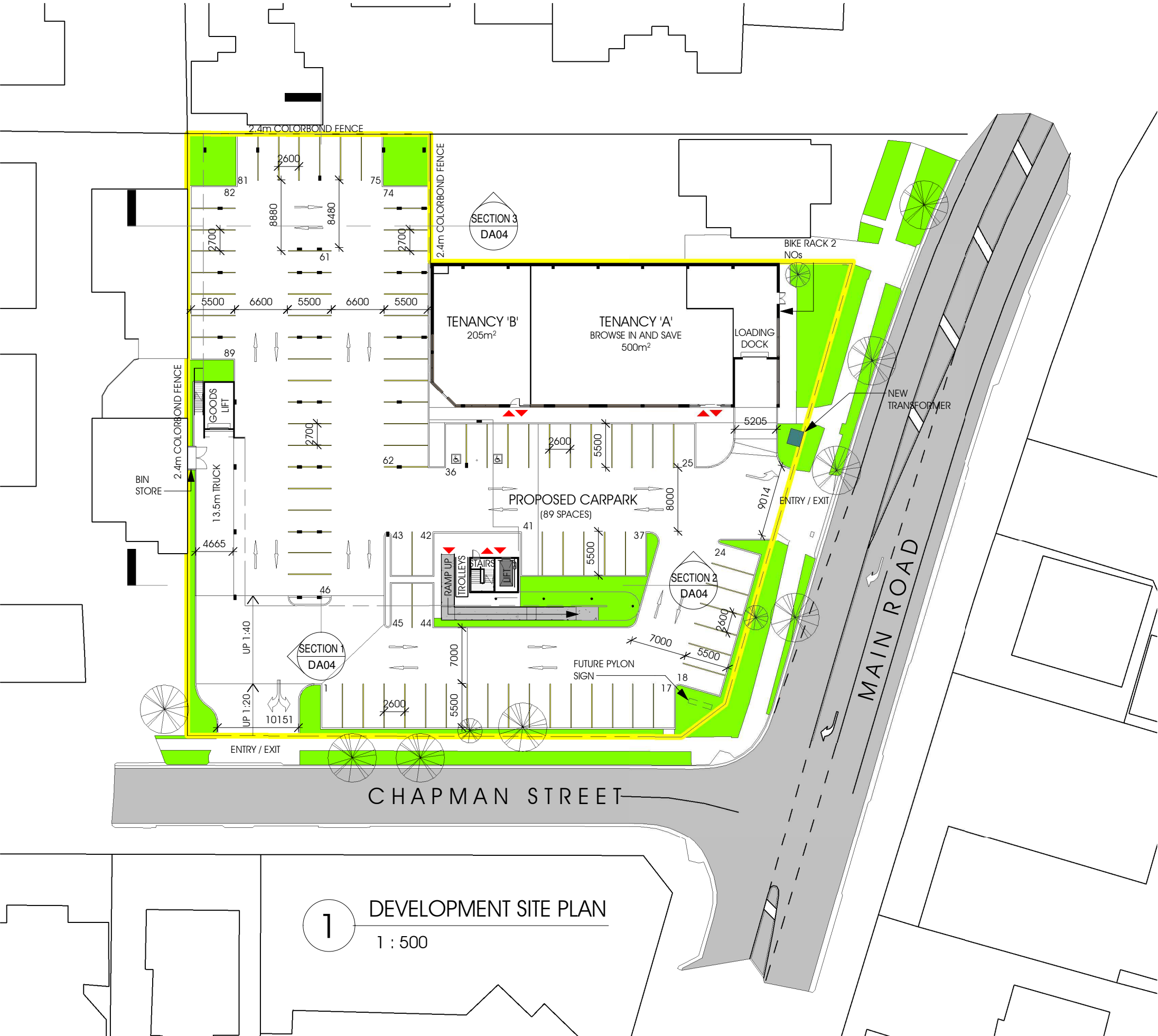
WGA

[illegible]

APPENDIX D – PROPOSED ARCHITECTURAL PLANS – SITE & LEVEL 1



WGA



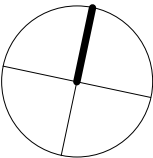
1 DEVELOPMENT SITE PLAN
1 : 500

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

PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1639m ²
ALDI NETT AREA	1589m ²
ALDI RETAIL NETT AREA	1170m ²
ALDI BOH NETT AREA	351m ²
ALDI AMENITIES NETT AREA	68m ²
NUMBER OF CARS	89
SIZE OF TRUCK	13.5m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	



CLIENT



PROJECT
ALDI BLACKWOOD

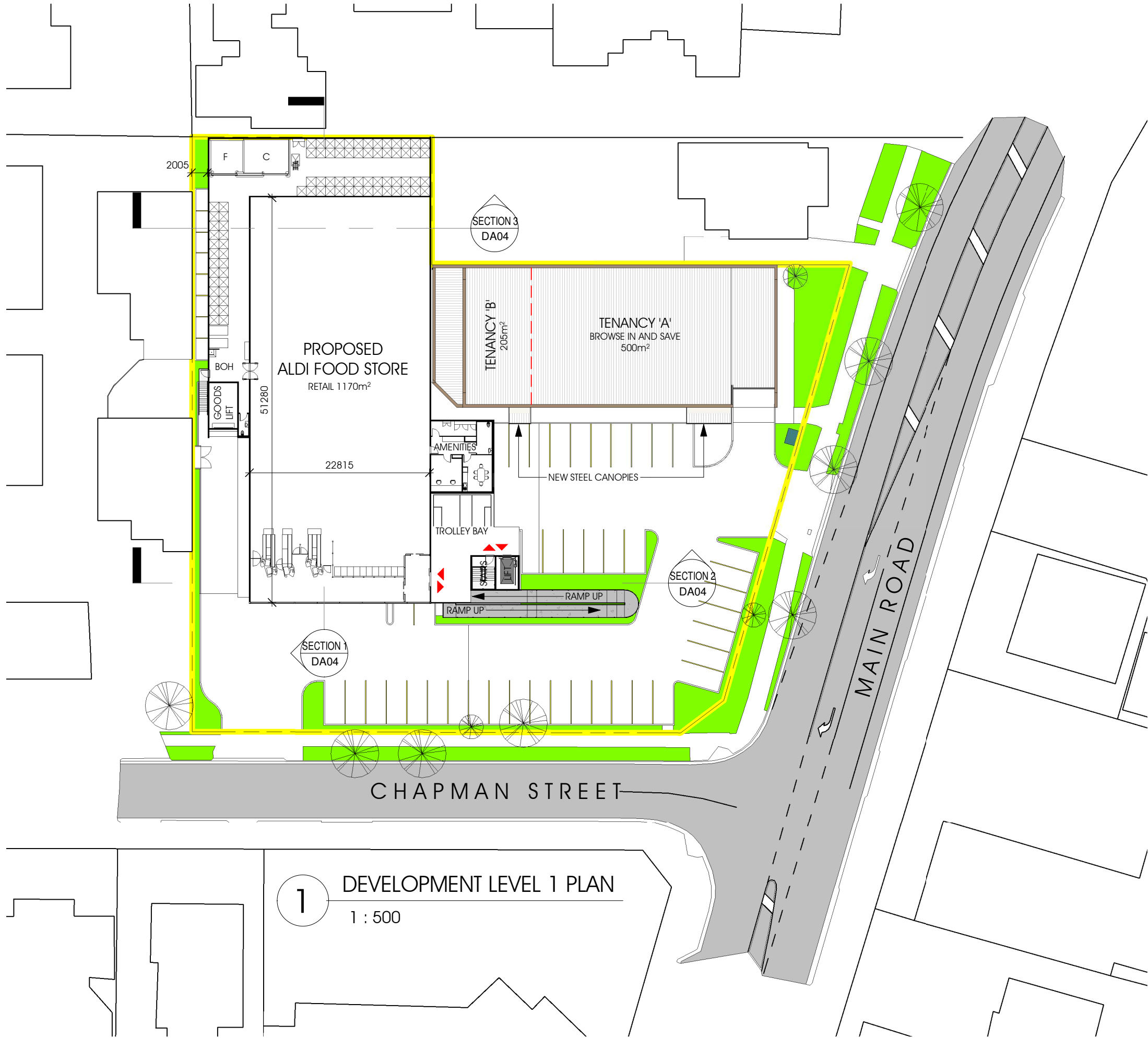
DRAWING
DEVELOPMENT SITE PLAN



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SCALE	DATE	DRAWN	CHECKED
As indicated	31/03/17	LE	ED

PROJECT No	DRAWING No	STATUS	REV
2090	DA02.1		



1 DEVELOPMENT LEVEL 1 PLAN
1 : 500

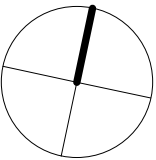
NOTES

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

PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1639m ²
ALDI NETT AREA	1589m ²
ALDI RETAIL NETT AREA	1170m ²
ALDI BOH NETT AREA	351m ²
ALDI AMENITIES NETT AREA	68m ²
NUMBER OF CARS	89
SIZE OF TRUCK	13.5m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	



CLIENT



PROJECT
ALDI BLACKWOOD

DRAWING
DEVELOPMENT LEVEL 1 PLAN

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f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
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www.nielsenarchitects.com.au

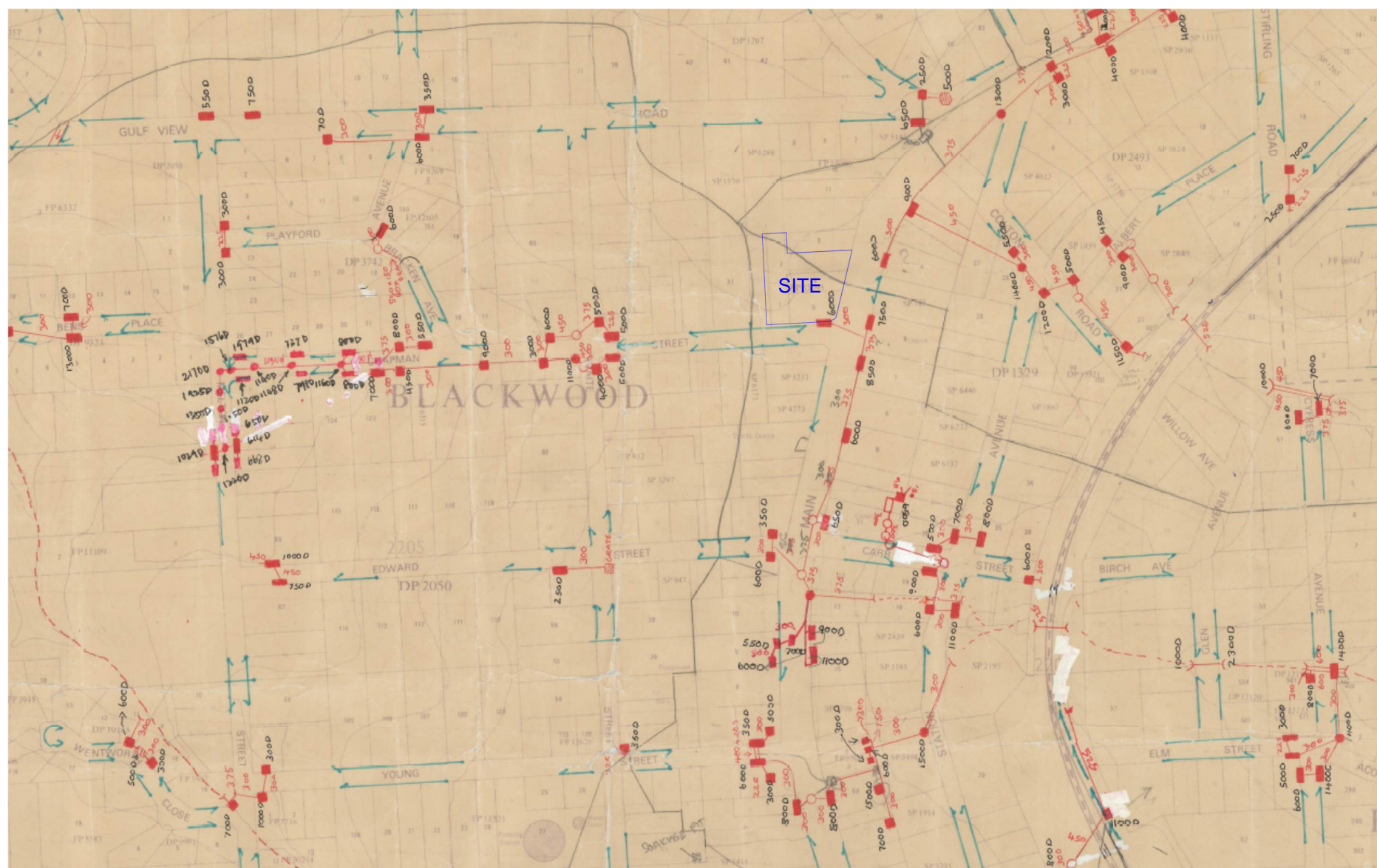
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As indicated	31/03/17	LE	ED

PROJECT No	DRAWING No	STATUS	REV
2090	DA02.2		

APPENDIX E – COUNCIL STORMWATER INFORMATION



WGA



APPENDIX F – PRELIMINARY LEVEL & STORMWATER PLANS



PRELIMINARY LEVELS & STORMWATER PLAN - 1 of 2

NOTES

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

PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1595m ²
ALDI NETT AREA	1545m ²
ALDI RETAIL NETT AREA	1124m ²
ALDI BOH NETT AREA	341m ²
ALDI AMENITIES NETT AREA	80m ²
NUMBER OF CARS	87
SIZE OF TRUCK	14m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LIGHT DUTY CONCRETE	
HEAVY DUTY CONCRETE	
BITUMEN	
LANDSCAPED AREA	
EXISTING LEVEL	EX 0.00
DESIGN LEVEL	RL 0.00

CLIENT



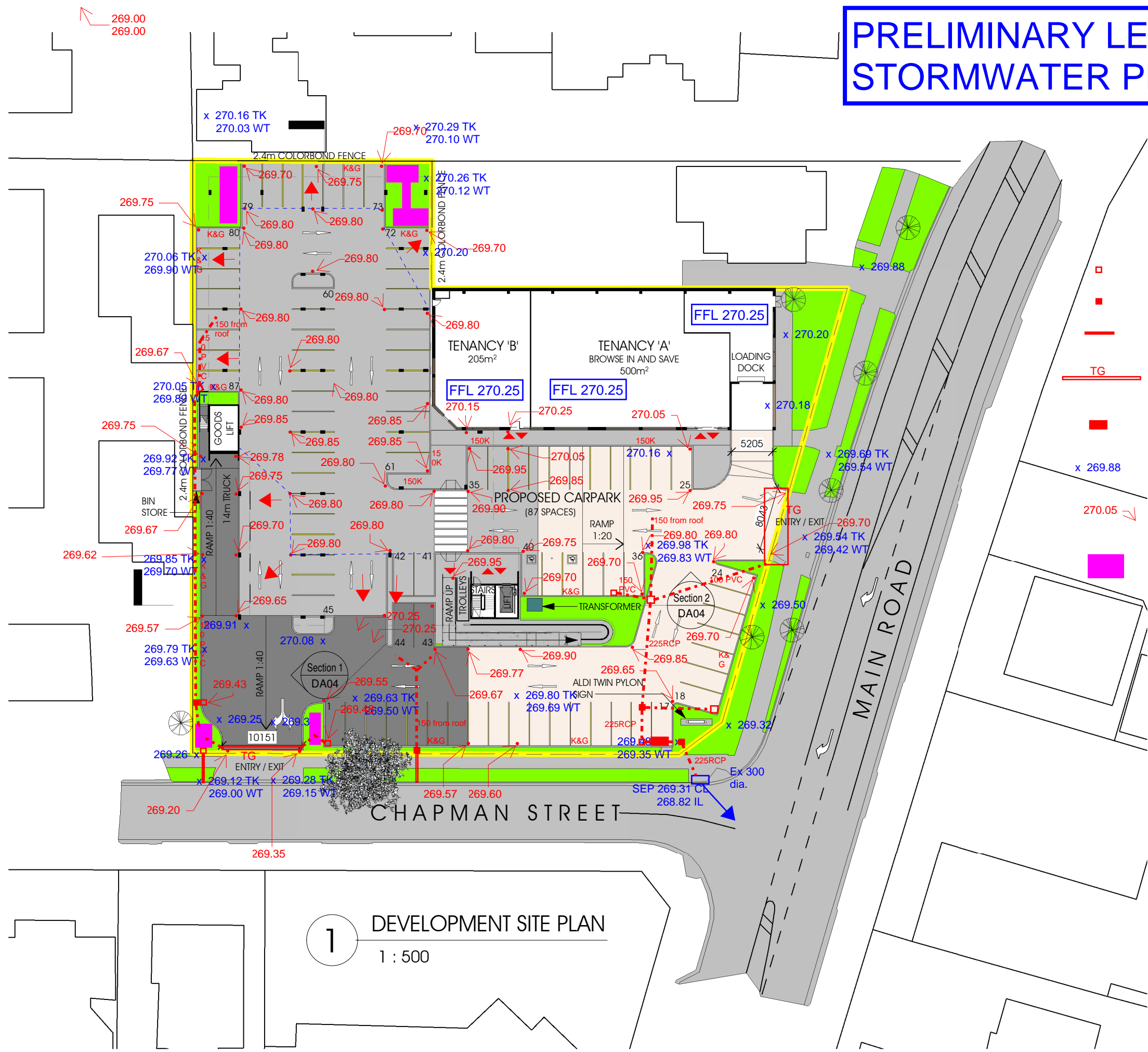
PROJECT
ALDI BLACKWOOD

DRAWING
DEVELOPMENT SITE PLAN

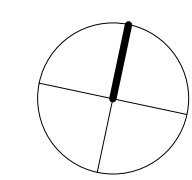
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SCALE	DATE	DRAWN	CHECKED
As indicated	31/03/17	LE	ED

PROJECT No	DRAWING No	STATUS	REV
2090	DA02.1		



- Grated Inlet Pit
- Junction Box
- Galv Box Drain
- TG 100mm Trench Grate
- ECOSOL or similar GPT (shallow)
- Existing Level
- Design Level
- Dished Treatment / Soakage Area



1 DEVELOPMENT SITE PLAN
1 : 500

PRELIMINARY LEVELS & STORMWATER PLAN - 2 of 2

NOTES

ORIGINAL A3

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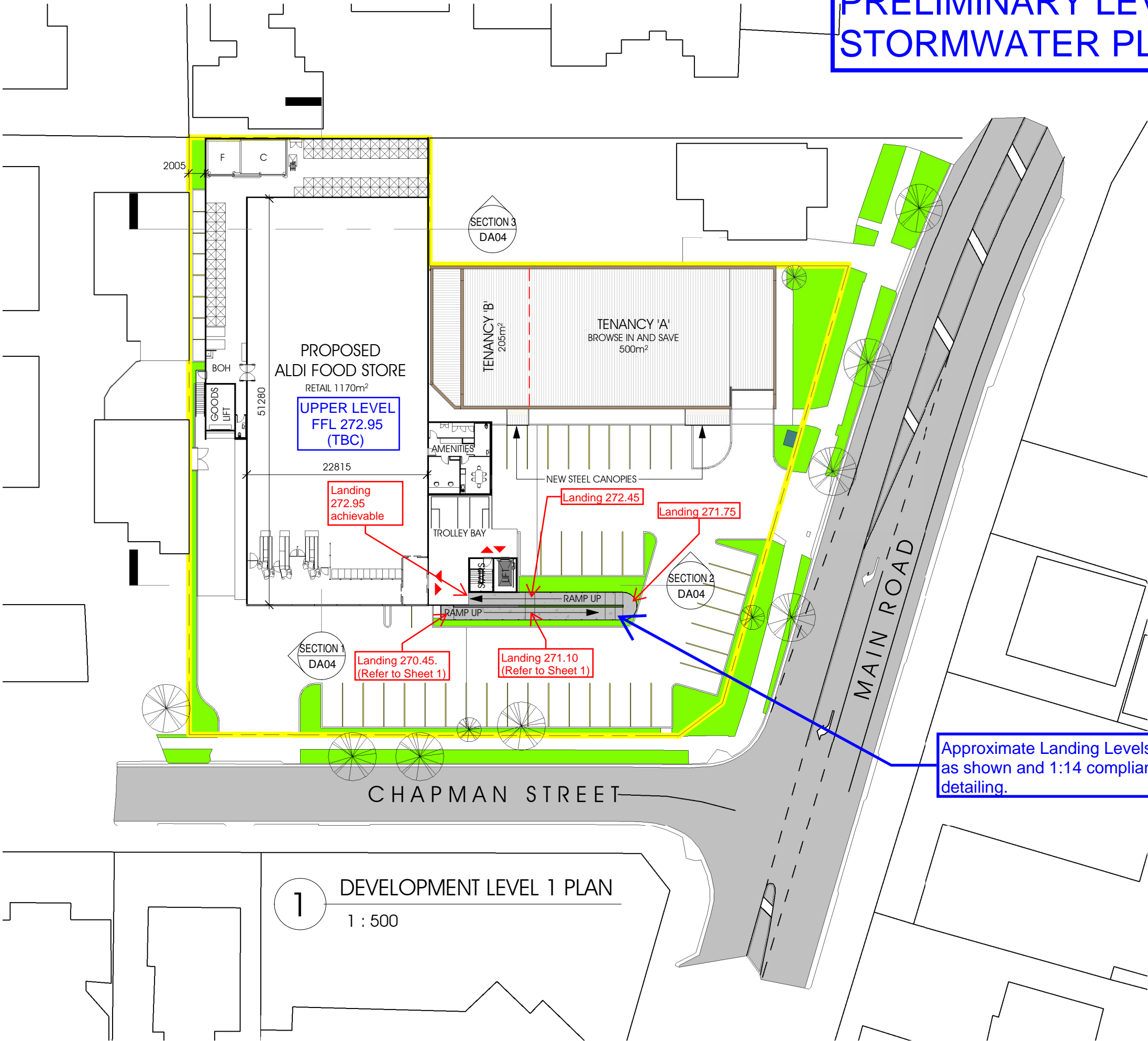
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DESCRIPTION

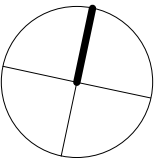
DRN


CHKD

PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1639m ²
ALDI NETT AREA	1589m ²
ALDI RETAIL NETT AREA	1170m ²
ALDI BOH NETT AREA	351m ²
ALDI AMENITIES NETT AREA	68m ²
NUMBER OF CARS	89
SIZE OF TRUCK	13.5m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	




1 DEVELOPMENT LEVEL 1 PLAN
1 : 500



CLIENT 

PROJECT
ALDI BLACKWOOD

DRAWING
DEVELOPMENT LEVEL 1 PLAN



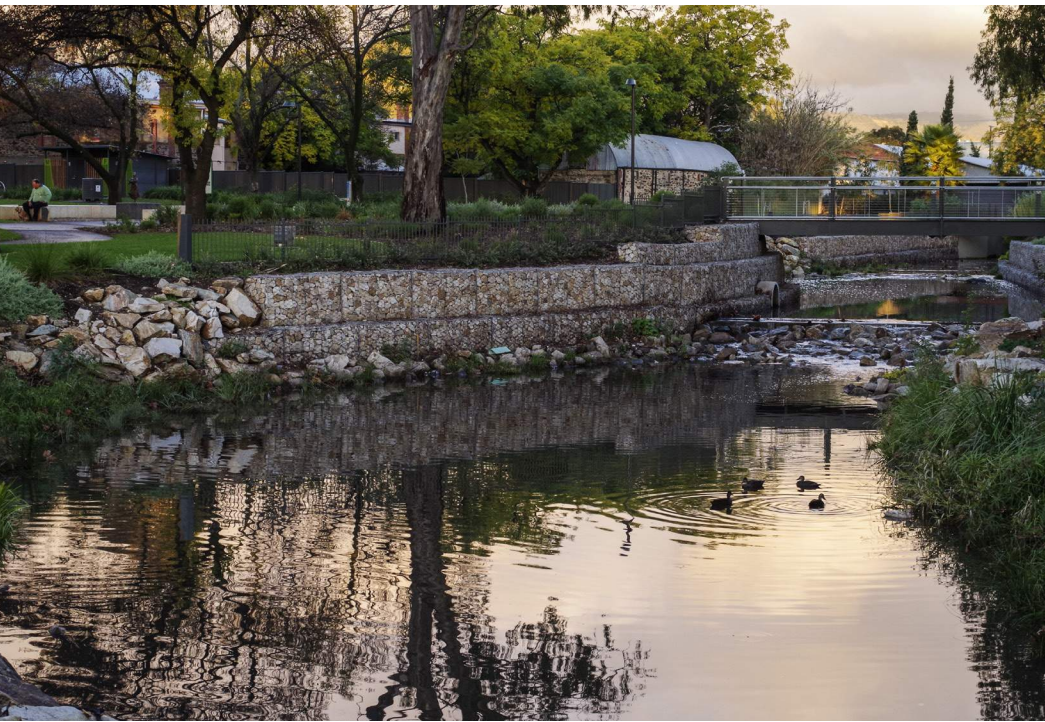
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ALDI Blackwood Retail Report

ALDI Stores Ltd
14 July 2017



Deep End Services

Deep End Services is an economic research and property consulting firm based in Melbourne. It provides a range of services to local and international retailers, property owners and developers including due diligence and market scoping studies, store benchmarking and network planning, site analysis and sales forecasting, market assessments for a variety of land uses, and highest and best use studies.

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Document Name

ALDI Blackwood Retail Report - 14 July 2017
14.07.17

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This report should be read in its entirety, as reference to part only may be misleading.

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Introduction

1.1 Proposal

ALDI Stores is progressing a development application at 198-200 Main Road Blackwood. The 4,900 sqm site lies at the northern end of the Blackwood District Centre and has an existing group of shops known as Blackwood Village (refer Figure 1). The centre comprises 10 shop and office tenancies of approximately 1,440 sqm GLA, arranged in an L-shaped configuration with 72 off-street car spaces.

The proposal is to demolish the western section of the building and construct a raised ALDI supermarket with under-croft parking. Existing shops on the northern boundary are retained and refurbished.

The proposed ALDI store will have a gross leasable area (including storage and non-selling areas) of approximately 1,700 sqm. The existing shops to be retained are approximately 750 sqm.

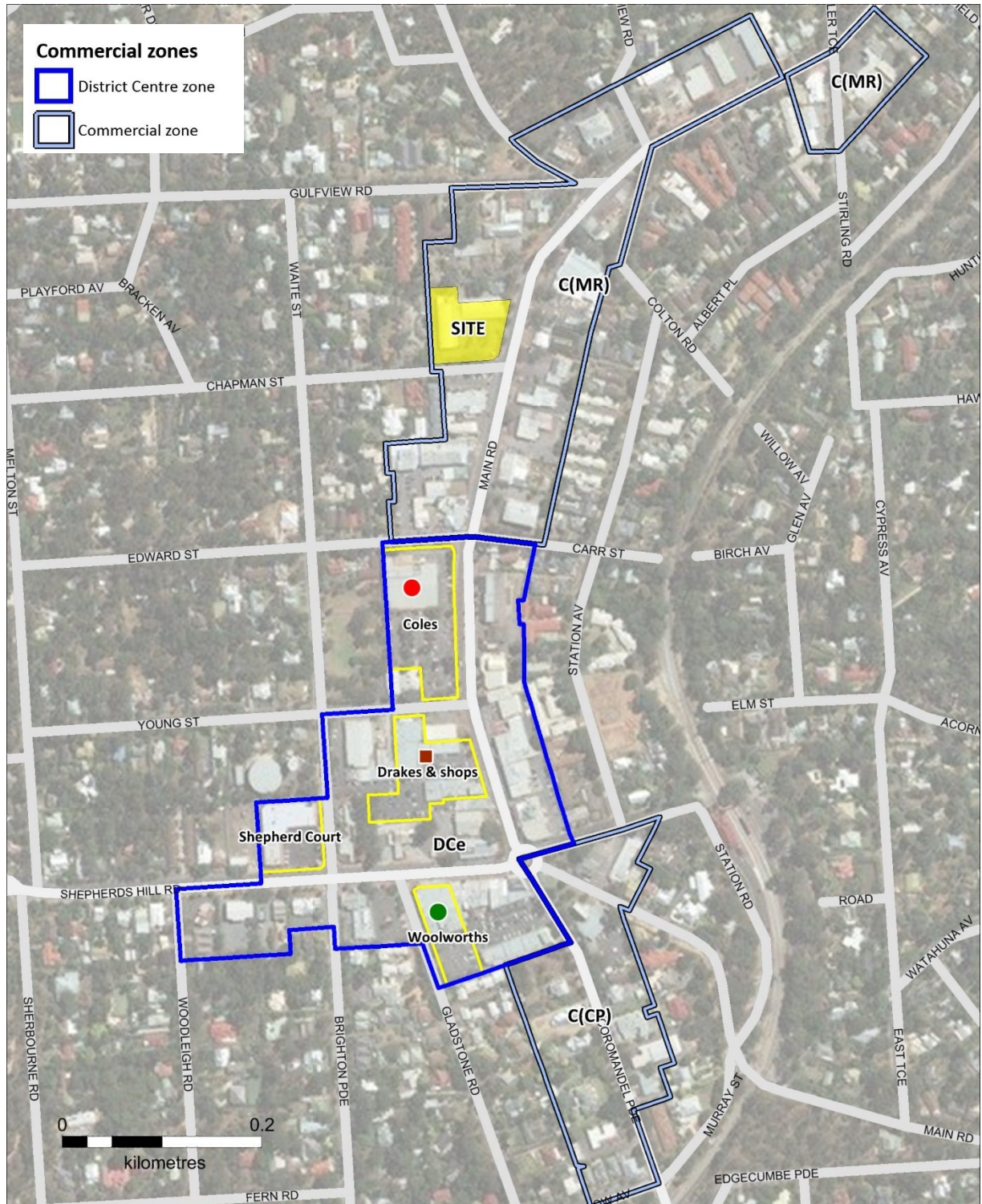
The combined shop uses will share on-site parking of 87 spaces. Access and egress to the site is from existing cross-overs to Main Road and Chapman Street.

1.2 Planning context

The site is situated in the Commercial (Main Road) Zone under the Mitcham (City) Development Plan. The Principles of Development Control under the C(MR) zone include, amongst other things:

- Development undertaken in this zone should be for a range of residential uses and for community, commercial, office and minor service activities which are of low-scale and which generate low traffic volumes.
- Shop development should generally comprise a maximum gross leasable floor area of 250 square metres.

Figure 1— ALDI site location



The C(MR) Zone extends approximately 700 metres along Main Road and includes a range of small shop developments, office and commercial premises, retail showrooms and take-away food / restaurant outlets. These long-established uses extend well north the subject site and several (including Blackwood Village) are shop developments or include shops which exceed 250 sqm.

The site is 170 metres north of the northern boundary (Edward Street) of the District Centre Zone. The District Centre zone (DCe zone) is a compact area which extends two blocks north along Main Road from its intersection with Shepherds Hill Road and a similar distance west along Shepherds Hill Road. The DCe zone accommodates the three existing supermarkets in Blackwood – Coles, Foodland and Woolworths.

The District Centre zone Objectives for Blackwood include:

- The area contains facilities satisfying the major weekly needs of the hills residents so that residents look on the area as the focal point of the district.
- The development of the centre accords with the concepts indicated in the District Centre Blackwood Area Concept Plan.
- Convenience shopping facilities are concentrated in the area marked “A” in the District Centre Blackwood Area Concept Plan.

The Objectives and Principles of Development Control also reference the area’s bushland setting, native landscaping, low building scale and rustic setting. These values are reflected in the dispersed pattern of development along Main Road through both the DCe and C(MR) zones.

Under ‘Centres and Shops’, Principle of Development Control 63 states that “A shop or group of shops excluding retail showrooms, with a gross leasable area of greater than 250 square metres should be located in a centre zone”.

1.3 Purpose of report

The proposal is a ‘merit’ or ‘consent’ application in the C(MR) zone. The objectives of this report are to:

- Analyse the supply and demand of supermarket floorspace in the Blackwood catchment to determine whether there is a need for additional space and competition.
- Assess the size and adequacy of the District Centre zone in relation to the extent of the catchment and other comparable areas.
- Assess the prospect of securing a site within the District Centre zone.
- Assess the current land uses within the C(MR) zone and determine whether they represent an extension of District Centre uses.

2

Blackwood Trade Area & Supermarket floorspace provision

2.1 Blackwood supermarkets

There are three supermarkets in the Blackwood District Centre which have all been present in one form or another since at least 1982. They occupy each of the three main blocks in the DCe zone extending north along Main Road.

At the south end, the small Woolworths on the corner of Shepherds Hill Road and Gladstone Road is one of the oldest in Adelaide, dating back to the mid 1960's. The store was refurbished in 2014 however its gross leasable area is around 1,950 sqm making it small by comparison to Woolworths' state average of approximately 3,300 sqm. The supermarket shares a rear car park with adjoining shops and has a second off-street parking area off Gladstone Road. There are limited expansion opportunities given the roads, common parking areas and adjoining strata shops.

A Drakes Foodland supermarket is located at 240 Main Road in the central block. The supermarket and other shop developments face a narrow and disjointed parking area extending between Waite Street and Main Road. While the SA Retail Database lists the Foodland supermarket at 852 sqm, aerial imagery suggests it is closer to 1,300 sqm and has been extended through to Young Street from where it currently loads. A supermarket has been operating here for many years and Drakes are thought to have acquired and extended the store in about 2000. It is understood a second, small extension to Drakes of about 100 sqm occurred in 2015.

The freestanding Coles supermarket and large at-grade car park has an extensive frontage to Main Road between Young Street and Edward Street – where the District Centre zone finishes and the C(MR) zone continues north. Coles was developed in 1982 and has a gross leasable area of approximately 2,440 sqm. It

appears to have been refurbished in about 2013. Coles Blackwood is also quite small or about 20% smaller than Coles' state average of about 3,050 sqm.

Typical of many strip shopping areas that have evolved along a main road with small lots and fragmented ownership, the three supermarkets at Blackwood are well-separated and have limited pedestrian connectivity between them. Each is oriented to off-street parking and separated by streets and limited inter-block vehicle or pedestrian connections.

Figure 2—
Blackwood
supermarkets



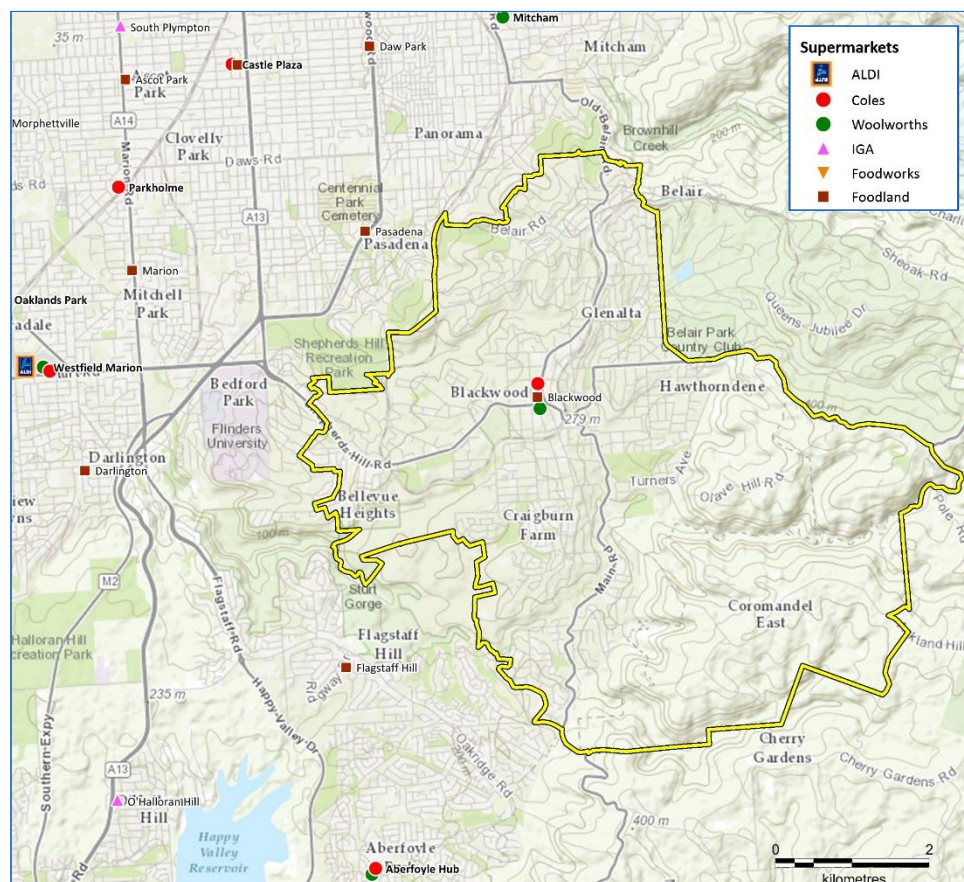
2.2 Blackwood trade area

The main catchment area for the Blackwood District Centre is shown in Figure 3. It includes the six suburbs which straddle the north-south ridge line and form a discrete market centred on the Blackwood Centre. Main Road traverses the hills area providing good access for residents of Blackwood, Belair, Glenalta, Hawthorndene, Craigburn Farm and Coromandel Valley.

The three Blackwood supermarkets enjoy a highly captive market as the nearest supermarkets outside the catchment area are at:

- Mitcham, Pasadena or Westfield Marion on the lower metropolitan plain.
- Flagstaff Hill or Aberfoyle Park which are well outside the Blackwood catchment area to the south.

Figure 3—
Blackwood trade
area



2.3 Population

Based on the just-released Census results, the defined Blackwood catchment had a 2016 usual resident population¹ (URP) of 24,313 people. Since 2011, when the equivalent URP was 23,295 people, the trade area has grown by 1,018 residents – at the average rate of 0.9% per annum.

In the catchment area, subdivisions have been steadily filling in the Craighburn Farm area just south of Blackwood. Here, the Blackwood Park estates have been developing for about 20 years with the last three nodes underway or commencing shortly. Node 1 is largely developed with a few of the 219 allotments left, Node 2 (240 lots) is 85% complete and Node 3 is yet to be released.

When complete, the Blackwood Park estates will have added about 2,300 people to the catchment over a 10-year period.

2.4 Population characteristics

The population and housing characteristics of the Blackwood catchment area from the 2016 Census are presented in Table 1 with comparisons to metropolitan Adelaide.

The defining features are:

- Older, high income families who stay in the area attracted to the bushland setting, elevated position but good road connections to central Adelaide.

¹ The ABS have released Usual Resident Population (URP) estimates which is a count of every person on Census night based on where they normally live. The URP excludes estimates of residents missed on Census, such as those temporarily overseas.

- Families with young or teenage children who have lived in the area for some time however there is a low proportion of younger adults (20-34 years) suggesting this age group moves away but are not returning or buying in the area.
- Detached homes are 94% of all dwellings. They attract 'couples or singles with children' (48%) which yield a high average household size (2.78 persons).
- High levels of outright home ownership (40% vs Adelaide 32%)
- Personal income levels are 21% higher than the Adelaide average while household incomes (which include multiple income earners) are 29% higher.

Table 1—
Blackwood
catchment
characteristics –
2016 Census

Demographic characteristic	Blackwood	Adelaide
<u>Persons and dwellings</u>		
Usually resident population	24,313	1,295,674
Total private dwellings ⁽⁶⁾	8,731	492,397
- % unoccupied	7%	9%
Persons per dwelling ⁽⁷⁾	2.78	2.63
<u>Age group</u>		
0-9	12%	12%
10-19	13%	12%
20-34	14%	21%
35-49	21%	20%
50-64	20%	19%
65+	19%	17%
Total	100%	100%
Average age	40.9	39.7
<u>Income & housing payments</u>		
Average individual income	\$51,942	\$42,811
Variation from Adelaide average	21%	-
Average household income	\$108,760	\$84,222
Variation from Adelaide average	29%	-
Average household loan repayment	\$23,222	\$20,257
Average household rent payment	\$18,426	\$14,851
<u>Country of birth ⁽¹⁾</u>		
Australia	78%	73%
England	10%	7%
Germany	1%	1%
Other	11%	19%
<u>Occupied private dwelling tenure ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁶⁾</u>		
Fully owned	40%	32%
Being purchased	49%	38%
Rented	11%	30%
Total	100%	100%
<u>Dwelling type ⁽¹⁾⁽⁴⁾⁽⁷⁾</u>		
Separate house	94%	75%
Townhouse/semi-detached	3%	17%
Apartment	3%	8%
Total	100%	100%
<u>Household composition ⁽⁴⁾⁽⁵⁾</u>		
Couples with children	39%	30%
Couples without children	31%	26%
One parent family	9%	12%
Lone person	19%	28%
Group	2%	4%
Total	100%	100%
<u>Motor vehicle ownership per dwelling ⁽¹⁾⁽⁵⁾</u>		
None	2%	8%
One	28%	38%
Two	47%	37%
Three or more	22%	17%
Total	100%	100%

Notes:

⁽¹⁾ Excludes not stated

⁽²⁾ 15 years and over and excludes not stated

⁽³⁾ Excludes inadequately described and/or partially stated

⁽⁴⁾ Excludes other

⁽⁵⁾ Occupied private dwellings

⁽⁶⁾ Includes visitor only households

⁽⁷⁾ Excludes visitor only households

⁽⁸⁾ Multi-response question; total sums to >100%

2.5 Supermarket rates of provision

The higher income levels and large family units generate higher than average spending levels on food and groceries. Using 'Marketinfo', a proprietary spending data set that models small area spending levels from the last ABS Household Expenditure Survey, average per capita spending levels in the Blackwood catchment area are 9.6% higher than the Adelaide average.

A general measure of the rate of supermarket floorspace provision in an area is made by dividing the resident population into the total supply of supermarket floorspace (sqm) and expressing this as a rate (sqm) per person. When compared with city or state-wide benchmarks, the current or projected rate for a given area is a simple and effective guide as to whether retail floorspace supply levels are relatively high or low before and after a proposed development.

An analysis of the *SA Retail Data Base* indicates the average rate of supermarket floorspace provision in the Adelaide Statistical Division increased from 0.32 sqm per capita in 1999 to 0.36 sqm in 2007. Based on developments since then and others under construction, we estimate the current day level is approximately 0.40 sqm per capita.

Table 2 presents calculations of current rates of supermarket floorspace provision for the Blackwood trade area in 2016 compared to the catchment area around Aberfoyle Park – a similar hills catchment area – and the Adelaide Hills area from Stirling to Bridgewater. The catchment areas for the three centres are shown in Figure 5.

The three supermarkets at Blackwood have a combined GLA of 5,687 sqm. For the 24,313 people in its catchment area, Blackwood has 0.23 sqm of supermarket space per capita.

Aberfoyle Park District Centre has 33% more supermarket floorspace than Blackwood and a smaller catchment population resulting in a much higher 0.37 sqm per capita. The Stirling – Bridgewater area has an even higher rate of 0.50 sqm per capita.

When compared to the Adelaide average (0.4 sqm), Blackwood's level of provision is 42% below average while Aberfoyle Park is just below average and Stirling – Bridgewater is 25% higher.

While Blackwood has a similar number of supermarkets, the relatively small floor areas are the contributing factor to the District Centre's low level of supply. Low levels of floorspace supply can result in:

- Restricted departments and a reduced range and choice of products.
- Compressed store layouts which affect customers' comfort and ease of shopping.
- Congestion in peak periods with tight layouts and fewer check outs.

The introduction of ALDI (1,700 sqm) to the Blackwood District Centre raises the supermarket floorspace provision to just 0.30 sqm per capita which is still below the Adelaide average and the comparable areas of Aberfoyle Park and Adelaide Hills.

Table 2—
Comparative rates
of supermarket
floorspace provision

Branded supermarkets	Blackwood	Aberfoyle Park	Stirling - Bridgewater
	(sqm)	(sqm)	(sqm)
• Woolworths	1,948	3,700	2,593
• Coles	2,439	2,380	3,906
• Foodland	1,300	1,505	2,000
• IGA	-	-	725
Total Supermarket floorspace	5,687	7,585	9,224
Trade area population - 2016	24,313	20,664	18,481
Supermarket floorspace provision (sqm capita)	0.23	0.37	0.50
Plus Blackwood ALDI (1,700 sqm)	0.30		

Figure 4—
Catchment rates of
provision vs
Adelaide

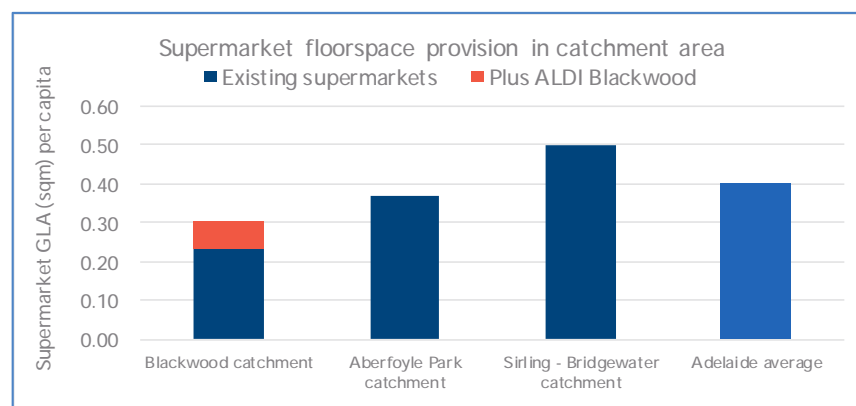
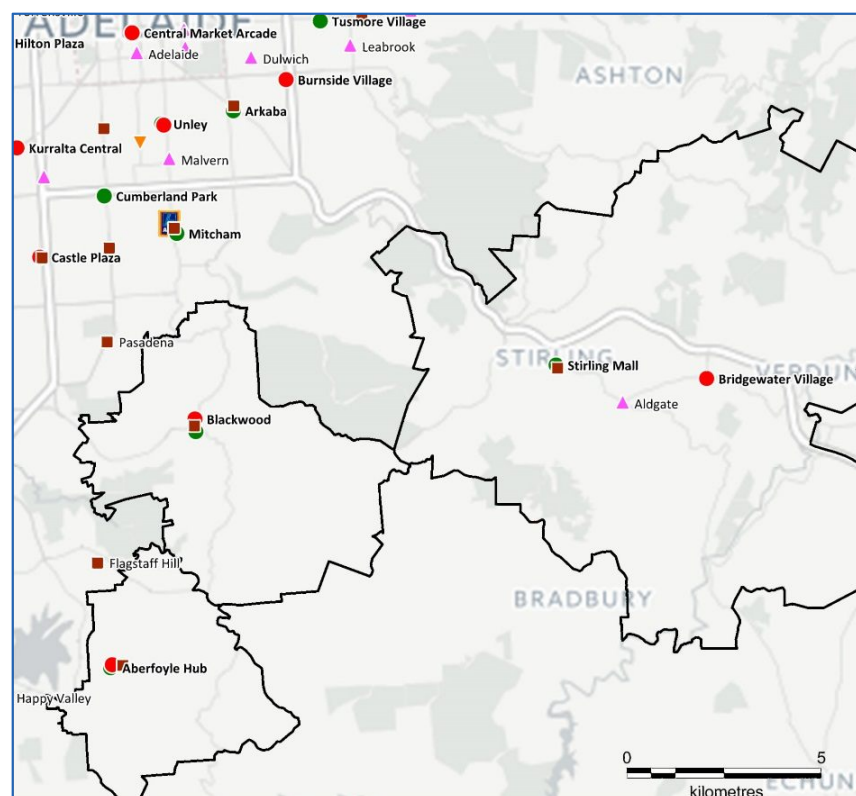


Figure 5— Trade
areas used for
supermarket
provision rates



The favourable market characteristics that support additional supermarket floorspace at Blackwood are therefore:

- The last major additions to supermarket floorspace at Blackwood was in 1982 (Coles) followed by an extension to Foodland around 2000. A second extension to Foodland in 2015 was relatively minor at about 100 sqm.
- The major supermarkets – and particularly Woolworths which is site-constrained - have floor areas well below their typical stores.
- There has been steady growth in the catchment area with new housing estates just south of the District Centre.
- Higher than average income levels and spending on food & groceries.
- The low level of supermarket floorspace provision in the Blackwood catchment compared to other centres and the Adelaide average.

In our view, there is a need and demand for the additional floorspace and the lower pricing model and differentiated format and products offered by ALDI.

3

Blackwood District Centre

An analysis of the Commercial and District Centre zones at Blackwood and the size and composition of the commercial uses serves to demonstrate several points:

- The area zoned District Centre is small by comparison with other outer District Centres in the southern suburbs.
- The extent of the District Centre zone at Blackwood is inadequate for the size of the catchment and is constraining new development in the centre.
- Notwithstanding Council's policy, retailing has migrated to the Commercial (Main Road) zone where small ad-hoc developments have grown along Main Road. This has become an extension of the District Centre to ease growth pressures.

3.1 District Centres comparison

There are 30 District Centres in Adelaide including six in the outer southern suburbs of Adelaide from Blackwood through to Aldinga. The Stirling District Centre in the Adelaide Hills is also worthy of inclusion in the sample.

Table 4 records the land area zoned District Centre at each of the seven centres and their respective catchment populations. In each case, the land area relates to District Centre precincts which have existing shops or could accommodate conventional retailing.

For consistency, the measured areas include road reserves however these inflate the land area in the older strip or town centres such as Blackwood, Morphett Vale and Stirling.

Blackwood, for example, has approximately 9.4 hectares zoned District Centre but only 6.4 hectares once the road reservations are excluded. The potential to assemble a site of any significance is even more difficult given the small fragmented

land holdings compared to most other centres – other than Stirling where the District Centre is also overlaid on a main road and adjoining local street pattern with small lot subdivisions. Civic and community uses such as libraries and churches are also found in Blackwood's District Centre which are important to its function but also occupy key sites that might otherwise be capable of redevelopment.

Other outer area District Centres such as Aberfoyle Park, Hallett Cove, Seaford and Aldinga have been largely planned as greenfield centres and do not present the inefficiencies of traditional town centres.

Comparing Blackwood's catchment (24,313 people) and its effective usable District Centre land area (6.4 hectares) to the other centres, it can be concluded that Blackwood has the smallest 'usable' District Centre land (where unrestricted shops can be developed) relative to its catchment size.

Table 3—District Centres zone & catchments

District Centre	District Centre zone (ha)	Catchment population
Blackwood	9.4 ¹	24,313
Aberfoyle Park	10.8 ²	20,664
Hallett Cove	8.1 ³	23,300
Morphett Vale	28.0 ⁴	27,000
Seaford	20 ⁵	22,000
Aldinga	8.5 ⁶	13,200
Stirling	13.7 ⁷	11,300

¹ Includes roads

² DCe zone over shopping centre only

³ Retail core only

⁴ DCe along Main South Rd & Southgate Plaza

⁵ Retail & Main St precinct only

⁶ DCe retail precinct only

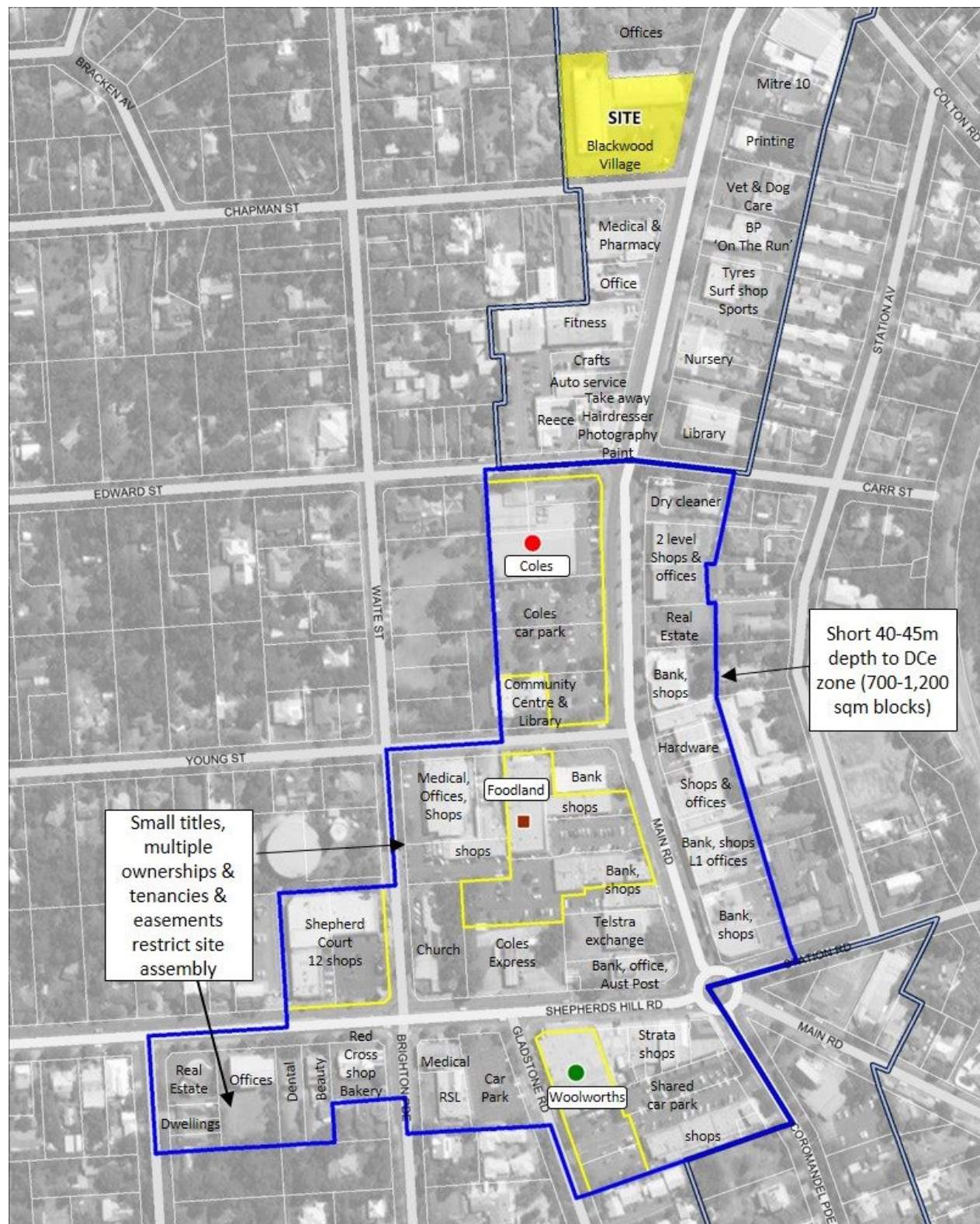
⁷ Stirling core area only

3.2 Capacity to redevelop existing District Centre zone

The difficulties in assembling a site for ALDI in the District Centre zone are highlighted in Figure 6. :

- The areas south of Shepherds Hill Road are limited by the presence of Woolworths and car parking areas supporting existing retailers. The western approach has small land holdings including existing dwellings.
- Shepherd Court is a substantial site on the western entry but still relatively small. Any potential redevelopment is subject to a willing vendor and multiple small leases over the complex.
- Any redevelopment of the central block is restricted by the existing Foodland, multiple shops off a central car park (and possible easements) and a church and recently redeveloped Coles Express.
- The east side of Main Road has a short depth and multiple small blocks of up to 1,000 sqm would need to be assembled. This is unlikely with the presence of banks which often have lengthy leases and are reluctant to relocate.
- Coles and its car park take up most of the north-east block.

Figure 6—District Centre zone land use and constraints



3.3 Blackwood retail floor area by Zone

The Blackwood District Centre has grown over many years from the main intersection – generally north along Main Road and east along Shepherds Hill Road. The rail line and topography to the east has also forced the centre's growth along the two main roads which function as the main entry and exit points for the catchment.

The northern boundary of the District Centre has probably not changed since the early 1980's when Coles was developed at the north end of the current retail strip. The tight street pattern, topography and strata shop developments have clearly limited the redevelopment potential for Woolworths in the south and restricted other potential sites from being assembled.

The orientation of some buildings and the poor inter-block vehicle and pedestrian connections has been noted as a problem for the centre. The short depth of main road properties and the multiple small strata developments with numerous lease tenures makes it difficult – if not impossible - to assemble a viable site in the DCe zone suitable for ALDI accomodating:

- A gross leasable area up to 1,700 sqm
- Car parking for at least 80 cars; and
- Suitable arrangements for delivery vehicles including managing the residential interface on many properties.

The presence of three supermarkets at Blackwood for many years has resulted in little interest from other supermarket groups and little or no pressure to test the boundaries or further capacity of the DCe zone to accommodate large retailers.

While other major retailers have had limited interest or been unsuccessful in finding sites in the Blackwood DCe zone, many small shops and services have established outside the DCe boundaries – to the extent that a significant level of retail and business activity takes place in the Commercial zone, despite the intentions of the Development Plan policy.

The leasable area of retail, commercial and other centre-based land uses throughout Adelaide can be measured from the SA Retail Database – a survey of commercial land use conducted by the State Government's planning authority in 1999 and 2007. Although the 2007 data is now 10 years old and some developments have probably occurred and tenancies changes, it nonetheless provides a comprehensive and reasonably accurate measure of activity at a given point. In the District Centre for example, the overall level of floorspace is unlikely to have changed substantially over the last 10 years and our checks reveal that many retailers present in 2007 are still in place.

The distribution of retailers and floorspace between the DCe zoned land and the Commercial zones to the north and south - which are significant in area but under policy have a more restrictive retail function - can be measured.

The Database allows commercial uses (and their floor area) to be sorted by type of use and by the zone they fall within. For Blackwood, the data is arranged in Table 4 by the three Commercial zones and by three major activities - retailing, offices (inc. banks, medical uses, professional services) and bulky goods and homewares retailers.

In terms of zone coverage, the titled land in the DCe zone at Blackwood (6.95 ha) is only slightly larger than the 6.43 hectares in the C(MR) zone – where the ALDI site is located. The two Commercial zones north and south of the District Centre (9.2 ha) have 31% more usable land than the DCe zone.

In terms of retail activity, the database reveals 78 retail-type tenancies in the DCe zone occupying 14,649 sqm with another 30 in the C(MR) zone to the north and just 6 in the C(CP) zone to the south. In 2007, the C(MR) zone therefore accommodated over one-quarter of all retail tenancies in Blackwood and 21% of the retail floorspace. This is a significant contribution for an area where planning policy discourages single or multiple retail developments exceeding 250 sqm. The reality on the ground is that the C(MR) zone is providing an important supply of retail floorspace which has spilled over from the tightly constrained DCe zone.

The C(MR) zone also accommodates a similar number of commercial / office uses to the DCe zone and most of the larger bulky goods / homewares uses often found in peripheral locations.

In total, the retail and office floorspace in the C(MR) zone (9,393 sqm) in 2007 was almost 50% of the floorspace in the DCe zone (18,830 sqm).

Table 4— Zone area and commercial floorspace

	Blackwood District Centre zones				Aberfoyle Park
	District Centre Zone	Commercial (Main Road)	Commercial (Coromandale Pde)	Total District Centre	District Centre zone
Zone area - ex. roads (ha)	6.95	6.43	2.74	16.12	8.79
<u>Floorspace (GLA)</u>					
Retail	14,649	4,110	528	19,287	10,561
Office	3,381	2,272	770	6,423	1,633
Bulky goods - homewares	800	3,011	0	3,811	1,263
Total	18,830	9,393	1,298	29,521	13,457
<u>Tenants (no)</u>					
Retail	78	30	6	114	44
Office	17	16	6	39	13
Bulky goods - homewares	3	8	0	11	2
Total	98	54	12	164	59

Source: SA Retail Data base (2007), Deep End Services

4

Conclusions

The Blackwood catchment is a significant market of over 24,000 people. It has a high income profile and should continue to grow at low to moderate rates.

Retailing is concentrated in the Blackwood District Centre with little or no competition in the discrete well-defined hills catchment. Residents have good access to the centrally located District Centre forming a captive market. Supermarket options outside Blackwood are too far away for convenience-based purchases.

Blackwood has older origins than other District Centres to the south. It is a traditional town centre layout along main roads with intersecting local streets and a small lot subdivision pattern. The DCe zone is overlaid on the three main blocks and east side of Main Road however the usable land area is small relative to the size of Blackwood's catchment area. The subdivision and development pattern prevents any viable site assembly suitable to ALDI in the DCe zone.

The three supermarkets (Coles, Woolworths and Foodland) have been established for many years in their small-store formats. The level of supermarket floorspace is low relative to the size of the catchment. An ALDI store of 1,700 sqm can be easily supported by the catchment and not result in an oversupply of floorspace in Blackwood.

The balance of the centre has seen only modest changes and redevelopments in recent years.

The C(MR) zone extending north along Main Road is a significant area – similar in size to the DCe zone – but with a restrictive policy on shops or shop developments over 250 sqm. This area accommodated offices, showrooms and a significant small shop retail mix which has grown out of the constrained DCe zone over many years.

The subject site (Blackwood Village) is an existing retail development of 1,440 sqm situated 170 metres north of the DCe zone. The C(MR) zone continues for over 400 metres past the ALDI site where it is characterised by other small retail and commercial developments.

The west side of Main Road between the north boundary of the DCe zone (Edward Street) and the site (Chapman Street) includes a group of 4 shops (366 sqm GLA), an auto mechanic, separate shop, large fitness centre, office and combined medical centre and pharmacy (approx. 700 sqm). These are all fully occupied buildings with active uses and are comparable in built form and land use intensity to many areas of the DCe zone. Blackwood Village itself continues the retail and services land use pattern to the point where there is little to distinguish the uses in this section of the C(MR) zone to many parts of the DCe zone.

The ALDI proposal is a redevelopment and more intensive use of an existing retail complex. The site could be easily perceived as part of the Blackwood District Centre given the continuous pattern of retail and commercial uses between it and Coles on the northern edge of the DCe zone.

The proposal will address the deficiency in supermarket floorspace and bring new competition, a unique format and lower food and grocery prices to the Blackwood catchment.

ALDI Blackwood

Environmental Noise Assessment

June 2017

S4217.15C3

sonus.

Chris Turnbull
Principal
Phone: +61 (0) 417 845 720
Email: ct@sonus.com.au
www.sonus.com.au

INTRODUCTION

An environmental noise assessment has been made of the ALDI supermarket proposed to be developed at 198 Main Road, Blackwood.

The closest noise sensitive receivers to the ALDI Supermarket are the residences directly west adjacent the loading bay on Chapman Street and directly north, adjacent the car park.

This assessment considers noise levels at the noise sensitive receivers (residences) in the vicinity from the following:

- car park activity and vehicle movements;
- operation of mechanical plant;
- transformer operation;
- scissor lift operation within the loading bay;
- deliveries; and,
- rubbish collection.

The assessment has been based on the following:

- the Nielsen Architects drawings dated May 2017;
- the assumption that the ALDI store will not trade before 7am or after 10pm;
- implementation of measures described in the ALDI SA "Delivery and loading procedures", such as turning off refrigeration and reversing beepers to minimise the noise from the delivery process;
- low level exhausts on trucks (which is a specific modification made by ALDI to assist in optimising the noise reduction provided by boundary fencing).

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

DEVELOPMENT PLAN

The proposed site is located within the Commercial (Main Road) Zone of the Mitcham (City) Development Plan. Residences are located to the immediate west in the Residential (Hills) Zone and to the north within the Commercial (Main Road) Zone .

Principles of Development control relevant to the noise assessment include:

METROPOLITAN ADELAIDE

Centres and Shops PDC 19

The location and design of centres and shopping development should ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.

COUNCIL WIDE

Centres and Shops PDC 68 includes:

Development within centre zones should conform with the following design principles:

(d) Development should provide:

- (iii) for the location, screening, construction and operation of storage yards, refuse removal facilities, air conditioning motors, cool room motors and similar accessory facilities, in such a manner as to obviate nuisance caused to occupiers of adjacent properties by way of noise, vibration, smell or fumes;

(e) Development should not cause a nuisance or hazard arising from:

- (ii) excessive noise;

Commercial Development PDC 82

Development near residential zones should not impair the amenity of the residential area. Entry and exit points should be located in such a way as to discourage related traffic movements through adjacent residential streets. Activities likely to create significant impacts in terms of noise or odour, smoke fumes, dust or other airborne pollutants should not be located adjacent to residential zones.

EXISTING ACOUSTIC ENVIRONMENT

To assess the existing background noise environment, a noise logger was placed at the rear of the proposed ALDI site, in a location representative of the residences. Continuous monitoring occurred for the period 21 to 26 July 2016, including several weekdays and a weekend. The results of the noise monitoring are presented in Appendix A, with periods when rain or high wind may have affected the results excluded based on *Bureau of Meteorology* data.

ENVIRONMENT PROTECTION (NOISE) POLICY 2007

To provide an objective assessment of the Principles of Development Control relevant to the noise assessment, reference is made to the *Environment Protection (Noise) Policy 2007* (the Policy).

Noise from Rubbish Collection

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

Therefore, it is recommended that the hours of rubbish collection from the site and any use of the refuse area is restricted to the hours of 9am to 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

Noise from all other Activity

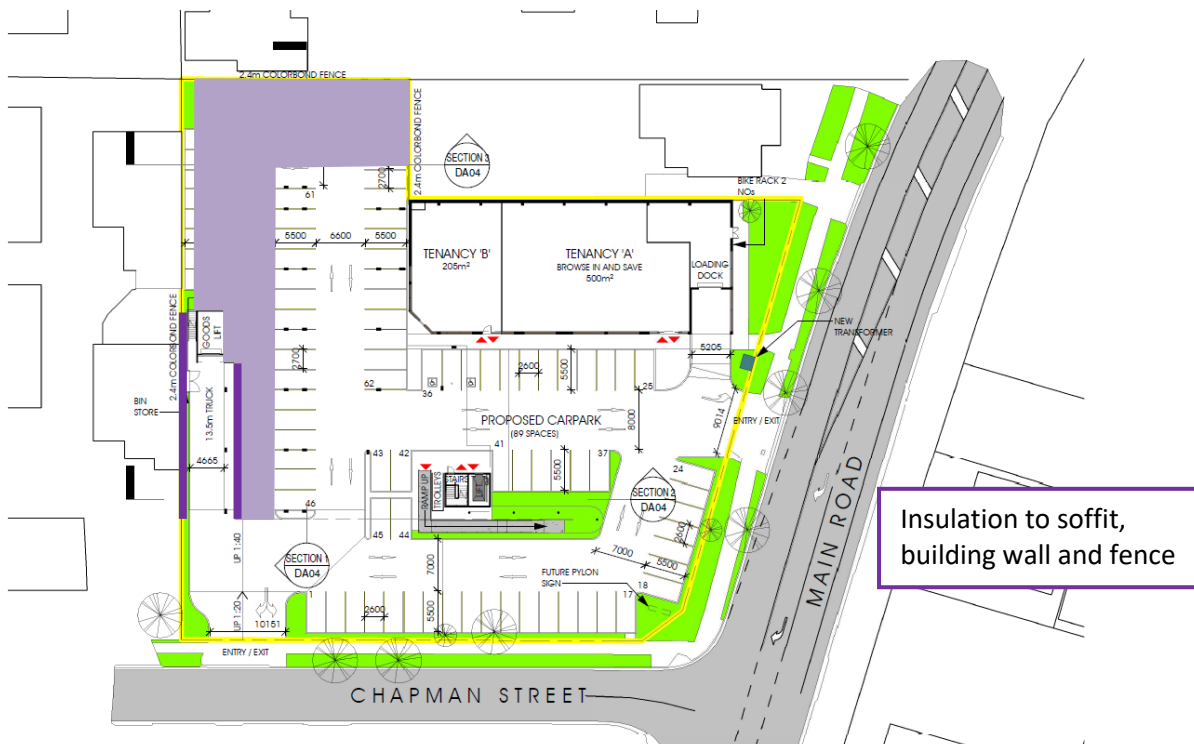
The Policy sets goal noise levels based on the principally promoted land use as designated by the Development Plan in which the noise source (proposed ALDI supermarket) and noise sensitive receivers (residences) are located.

Based on the commercial and residential zoning and the application of penalties for noise character in accordance with the Policy, the following are the criteria to be achieved at residences:

	Commercial (Main Street) Zone	Residential (Hills) Zone
Day Average (dB(A))	47	45
Night Average (dB(A))	40	38
Night Maximum (dB(A))	N/A	60

By providing the acoustic treatments to the site detailed below, the highest day time noise level at the nearby residences is predicted to be 45 dB(A). Night time noise levels are predicted to be below 30 dB(A) at all residences.

- Restrict truck deliveries to the hours of 7am to 10pm;
- Fences at western and northern boundaries of the carpark to be constructed to a height of 2.4m above the floor level of the neighbouring residences. The fence should be constructed from a minimum of 9mm thick fibre cement sheet (or a material with an equal or greater surface density) which is sealed air tight at all junctions including at the ground, bins and corner of the site.
- Insulation to be installed on the inside face of the fence and part of the western facade of the ALDI building (adjacent the loading area) for the extent shown below.
- Insulation to be installed to underside of soffit in car park areas for the shaded extent shown below.



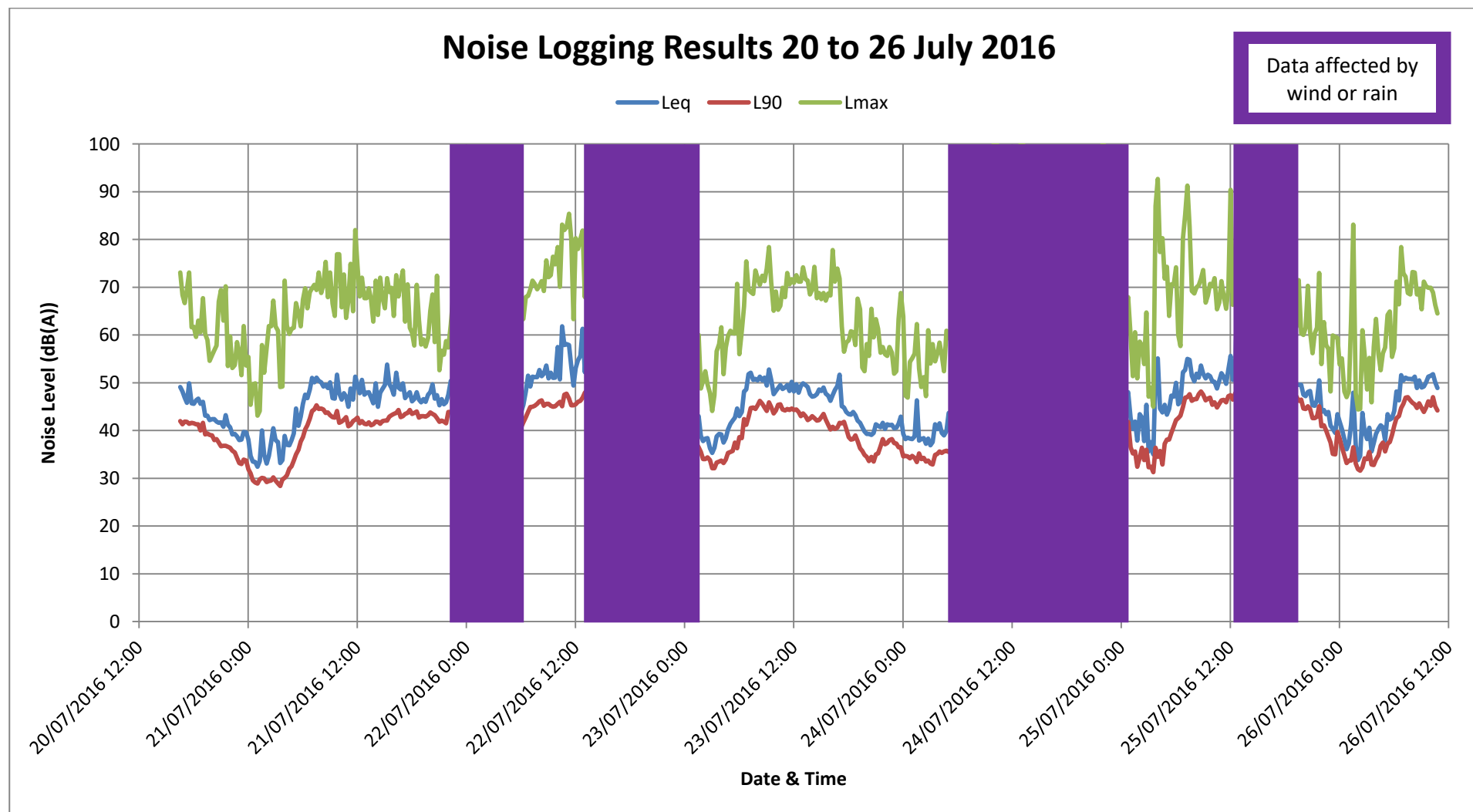
CONCLUSION

An assessment has been made of the environmental noise from the proposed ALDI Blackwood. Recommendations have been made for acoustic treatment to reduce the noise to the recommended noise levels of the *Environment Protection (Noise) Policy 2007*. With the Policy achieved, it is considered that the proposed ALDI Blackwood facility will not:

- cause excessive or disturbing noise at neighbouring properties;
- cause a nuisance or hazard arising from excessive noise;
- impair the amenity of the residential area; and
- create nuisance to occupiers of adjacent properties by way of noise

Based on the above, with the proposed acoustic measures as detailed in this assessment implemented, it is considered that the relevant Principles of Development Control related to noise will be achieved.

APPENDIX A: Background Noise Logging Results



In reply please quote 2017/01900/01, Process ID: 479167
Enquiries to Reece Loughron
Telephone (08) 8226 8386
E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

10/11/2017

**SAFETY AND SERVICE –
Traffic Operations**

GPO Box 1533
Adelaide SA 5001

Telephone: 61 8 8226 8222
Facsimile: 61 8 8226 8330

ABN 92 366 288 135

State Commission Assessment Panel
C/- Mr David Storey
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear David,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	080/E017/17
Applicant	Nielsen Architects
Location	198-200 Main Road (cnr Chapman Street), Blackwood
Proposal	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket with at grade and undercover car parking, associated signage and landscaping.

I refer to the above development application forwarded to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

The development involves the partial demolition of the existing structure and modifications to the remaining building and the construction of a supermarket with undercroft car parking

CONSIDERATION

The subject site abuts the Main Road and Chapman Street. Main Road is identified as a Peak Hour Route, a Major Cycling Route and a High Activity pedestrian Area under DPTI's '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location Main Road has an AADT of 20,400 vehicles per day (2% commercial vehicles) and a posted speed limit of 60 km/h. Chapman Street is a local road, under the care and control of Council with a default urban speed limit of 50km/h.

Access and Road Safety

The subject site currently has access to both Main Road and Chapman Street. It is proposed to retain access to both roads with all delivery movements occurring via Chapman Street. It is noted that two loading areas are proposed, one adjacent the

western property boundary serving the supermarket and one adjacent the Main Road access serving Tenancy A.

The GTA report identifies that a 14.0 metre semi-trailer (refer Figure 5.1, 5.2 and 5.3, p13 and 14) will undertake a turn left into Chapman Street, enter the site and reverse back into the supermarket loading dock adjacent the western boundary. Once finished, the delivery vehicle will then exit via the Chapman Street access in a forward direction (left out) and travel towards Main Road. With respect to the loading dock adjacent Main Road, the GTA report indicates that a 10.0 metres Heavy Rigid Vehicle (HRV as per AS2890.2-2002) will enter the site via the Chapman Street access, circulate through the site and then reverse into the proposed loading dock (refer Figure 5.7 and 5.8 p17 and 18).

Upon reviewing the proposed design, SSD raised concerns regarding the location of the loading dock (Tenancy A) adjacent the Main Road access and the impact of right turn movements to/from the Main Road access on the safe and efficient operation of Main Road, particularly the right turn lane into Chapman Street. SSD met with Ekistics and GTA on 3/10/17 to discuss these issues and identify potential design resolutions to these issues. DPTI sought that the loading dock adjacent the main road access be relocated to mitigate the potential for conflict associated with heavy vehicle manoeuvring adjacent the access. However, constraints imposed on the proposed design by a need to retain the existing built form closest to Main Road and a contractual obligation to ensure an existing tenant is rehoused in the new development have meant that the loading facilities cannot be integrated.

Following the meeting, GTA provided additional information which included revised turning profiles for delivery vehicles at the loading dock adjacent Main Road and a review of the right turn issue at the Main Road access point. SSD has reviewed how the Main Road loading dock will function and whilst the design is not a preferred outcome, it is considered tolerable subject to stringent conditions limiting its operation. However, it is advised that should the existing structure be altered in the future SSD will recommend that the loading facilities are further modified to provide greater setback from Main Road access point.

With respect to the proposed Main Road access design, whilst the access will provide a raised separator (delineating left in and left out movements), this will not physically restrict right turns to/from this access. Given the access is located adjacent to the right turn lane into Chapman Street, SSD requires that a section of raised median is installed on Main Road to prevent right turn movements associated with this access impacting the operation of the right turn lane and road safety along Main Road. The plans also identify a new transformer to the north of the Main Road access that may restrict sightlines at the access. It is recommended that this transformer be located further to the north to maximise sightlines at the Main Road access.

It is noted that the GTA report shows that delivery vehicles can safely enter and exit the site via the Chapman Street access, albeit with some minor modifications to the existing line marking at the Main Road / Chapman Street junction. However, the turn paths provided by GTA also indicate that the presence of cars parked along both sides of Chapman Street would restrict turning movements to/from this access. Subsequently, it is strongly recommended that a full time ban of on-street parking be imposed along both sides of Chapman Street east of the access point. The necessary line marking should be installed at the same time as the line marking changes at the Main Road / Chapman Street junction are undertaken.

Parking

The eastern portion of the car park design is largely similar to the existing layout. However, it is noted that spaces 23 and 24 appear to be difficult to access via the Main Road access. Consequently, it is recommended that these spaces be dedicated as staff spaces.

Provided that all passenger car parks are designed and constructed in accordance with AS/NZS 2890.1:2004 and AS/NZS2890.6:2009, SSD raises no objection to the car park design. Notwithstanding this, the Commission will need to be satisfied that sufficient car parking is being provided onsite to cater for the projected demand, particularly given that on-street parking will need to be banned along Chapman Street.

Illuminated Signage

The subject development incorporates the installation of new pylon sign on the Main Road / Chapman Street corner. The pylon sign does not include any LED/LCD display and is not expected to restrict driver sightlines. The sign should be limited to a low level of illumination so as to minimise distraction to motorists and any non-illuminated signage should be finished in a material of low reflectivity to minimise the risk of sun/headlamp glare that may dazzle or distract motorists.

CONCLUSION

In-principle, no objections are raised to the development subject to the following conditions.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

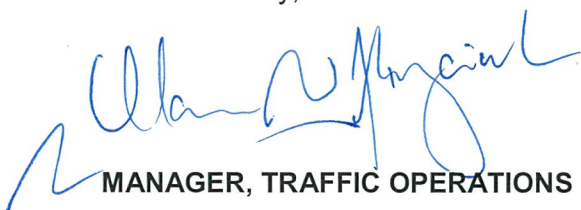
1. The access points to Main Road and Chapman Street shall be constructed in general accordance with GTA plan 16A1283200-AT01-01P1 (received 16/10/17).
2. A section of raised median shall be installed on Main Road in order to physically restrict right turn movements to/from the Main Road access point.
3. A flush median shall be installed within Chapman Street at the Main Road/Chapman Street intersection in order to delineate traffic movements to/from Main Road.
4. All road works required to maximise the safety of access to the development shall be designed and constructed in accordance with Austroads Guides/Australian Standards and to DPTI's satisfaction prior to operation of the development. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant. The applicant shall contact DPTI, Traffic Operations, Network Integrity Engineer Mrs Christina Canatselis on telephone (08) 8226 8262, mobile 0401 120 490 or via email christina.canatselis@sa.gov.au to obtain approval and discuss any technical issues regarding the required works.
5. The applicant shall undertake all necessary consultation with all affected parties that will be impacted by the above road works.
6. The road and access upgrades shall be completed prior to operation of the development.
7. All vehicles shall enter and exit the site in a forward direction.
8. All service vehicles shall enter the site via the Chapman Street access only.
9. The largest vehicle permitted to access the western loading dock shall be restricted to a 14.0 metres semi-trailer. The largest vehicle permitted to access the eastern loading dock (adjacent the Main Road access) shall be limited to a 10.0 metres rigid truck.
10. The deliveries to the supermarket shall be undertaken outside of the peak traffic periods on Main Road.

11. All servicing of the eastern loading dock (adjacent to Main Road) shall be undertaken between 7.00 am and 9.00 am Monday to Friday only in order to minimise the potential for vehicular conflict at the Main Road access point.
12. All on-site car parking and vehicle manoeuvring areas shall be consistent with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
13. Car parking spaces 23 and 24 shall be dedicated to staff parking only.
14. Signage and line marking shall be provided within the car parking areas that defines and reinforces the desired traffic flow to/from and through the site.
15. The transformer adjacent the Main Road access shall be located to maximise sightlines at the Main Road access.
16. All advertising signs viewable from the adjacent roads shall not contain any element of LED or LCD display.
17. All advertising signage shall be static at all times. No element of the signage shall flash, scroll, move or change.
18. All signage upon the site shall be finished in a material of low reflectivity to minimise the likelihood of sun/headlamp glare.
19. All illuminated signs visible from Main Road (and Chapman Street) shall be limited to a low level of illumination (i.e. <150Cd/m²).
20. The utilisation of Trailer Mounted Variable Message Displays for advertising purposes shall not be permitted on or adjacent to the subject land.
21. No stormwater from this development shall be permitted to discharge on-surface to the adjacent roads. In addition, any existing drainage of the roads is to be accommodated in the development and any alterations to road drainage infrastructure as a result of this development are to be at the expense of the applicant.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- It is advised that should the existing building adjacent Main Road be altered in the future, SSD will recommend that the loading facilities are modified to provide greater setback from Main Road access point.

Yours sincerely,



MANAGER, TRAFFIC OPERATIONS

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

CITY OF



MITCHAM

Office of the Mayor
Glenn Spear

27th September 2017



Mr David Storey
State Commission Assessment Panel
Level 50 Flinders Street
ADELAIDE SA 5000

Dear Mr Storey

Ref: Application 080/E017/17

Re: Partial demolition, modification of remaining building into two shop tenancies, construction of a supermarket, advertising displays and car parking 198-200 Main Road, Blackwood

Thank you for the opportunity to comment on the abovementioned development application that has been lodged with the State Commission Assessment Panel (SCAP) within the area of the City of Mitcham (Council).

The key planning issues have been considered against the Council's Development Plan. Council should note that the application does not fit precisely within the envisaged confines of the existing planning policy largely due to the dated nature of policies for Centres (of which there has been no change since the early 1990's) in which time, shopping uses have changed significantly with the advent of changing consumer preferences and demand.

It is clear from the application documentation, there is an undersupply of supermarket floor space in the region meaning that residents have to travel further afield for their requirements, including to the ALDI store in Hawthorn.

It is also important to note the empirical evidence generated by the ALDI Store development at Hawthorn to assist with the pragmatic interpretation of the provisions of the Development Plan. That store, like that of the subject proposal, has generated significantly less demand for car parking than suggested by the Development Plan.

Other planning impacts of that development have also been adequately addressed post implementation, notwithstanding some initial concerns with it from a traffic, stormwater and residential interface perspective.

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Land Use

The subject land is located wholly within the Commercial (Main Road) Zone, with the western boundary of the site adjoining the Residential (Hills) Zone.

The underlying Objectives for the zone seek a range of uses including "residential", "minor servicing", "commercial", "community" and "office related uses".

Street Address:
131 Belair Road
Torrens Park SA 5062

Postal Address:
PO Box 21
Mitcham Shopping Centre
Torrens Park SA 5062

Phone: (08) 8372 8867
Fax: (08) 8372 8101
Mobile: 0438 221 762
gspear@mitchamcouncil.sa.gov.au
www.mitchamcouncil.sa.gov.au

Whilst the subject land would be developed in a manner that is not entirely consistent with these uses, given the already significant amount of retail uses within the zone the proposal is unlikely to undermine the functionality of the Zone as it exists today and will complement those uses already present.

Ideally, uses such as shopping and retail should be located within the core retail precinct of District Centre Zones. However, it is noted there are limited opportunities to achieve this and the existing Coles and Woolworths in Blackwood are already constrained in terms of floor plate size due to the lack of appropriately zoned land for their purposes.

Traffic Management / Car Parking

Currently, there are 72 car parks on the site. This equates to a current parking supply of 4.5 spaces per 100m² (and a theoretical shortfall of 40 spaces when assessed against the Development Plan).

As a result of this development, should it proceed, there will be another 17 car parks provided, providing 89 car parking spaces in total and 8 dedicated bicycle parks.

Considering all of the shops together Aldi, Browse In & Save and Can Do Hearing) this equates to the provision of 4.2 car parks per 100m² of retail space.

The applicant has provided a Traffic Assessment report prepared by GTA Consultants that includes a detailed analysis of traffic generation, pedestrian flows and car parking demands associated with the proposed development. In summary, the Traffic Assessment establishes that:

- The car parking areas have been designed in accordance with the relevant standard for off-street parking (AS/NZS 2890.1-2004);
- While the relevant Development Plan test calls for 7 car parking spaces per 100m², this is considered excessive. Similar ALDI store developments within the Council area have generated the need for approximately 4.1 spaces per 100m²;
- Other ALDI Stores around Australia typically generate peak car park demand of between 3.4 - 4.6 spaces per 100m². The average across Australia is 4.1 spaces per 100m².

Given the practical realities of car parking demand in Blackwood, an additional 17 car parking spaces is considered sufficient to meet demand. The rate in the Development Plan is considered arbitrary and the advice upon which it is based is in need of update.

Other shopping developments within the Council have been approved with car parking supply significantly under the rate set out in the Development Plan.

It is also noted that the proposed development does not propose any additional access points onto Chapman or Main Roads.

Residential Land Use Interface

The western boundary of the subject land borders the Residential (Hills) Zone to the east. The proposed development provides satisfactory side setbacks and it is demonstrated to comply with the EPA noise standards for developments adjoining residential areas with respect to the operation of plant and the delivery of goods to the site.

Council understands that SCAP will impose the necessary conditions on approval (should it be granted) to protect the amenity of the residential neighbours to the development.

Council wishes to express its in-principle support for the proposal by ALDI Stores to construct a new supermarket at 198 – 200 Main Road, Blackwood subject to the following amendments and outstanding matters being addressed:

- the application will be subject to the applicant paying particular consideration to the design to enable all delivery vehicles to enter and exit the site in a forward direction. This process further requires the applicant obtaining the approval of the engineering department of the Council for amendments to the existing on-street car parking arrangements to ensure safe access and egress to the development site as envisaged in the application documents.
- It is noted that under croft car parking is to be built right up to the northern and western boundary of the subject site and management of the excavation and construction of this process will need to be carefully managed.
- The interface issues with the residential land to the north and west, particularly regarding wall heights, setbacks, location of refuse storage and loading docks, hours of delivery and the location of mechanical plant associated with the development are to be carefully designed and subject to appropriate conditions to ensure minimal impact on the residents occupying these dwellings.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Glenn Spear', written over a horizontal line.

Glenn Spear
MAYOR

**SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: Dr Muller
My phone number: 82181111
PRIMARY METHOD(s) OF CONTACT: Email address: Russell Clinic
Postal address: 202 Main Rd
Blackwood Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are: ☐ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is 202 Main Rd Blackwood Postcode 5051

The specific aspects of the application to which I make comment on are:

Parking is inadequate, and will add to pre-existing parking problems. The Aldi development plan would add to already congested traffic conditions on Main Rd. Sick patients will have difficulty accessing the doctors clinic, as would ambulances

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

I ☒ wish to be heard in support of my submission
☐ do not wish to be heard in support of my submission
(Please tick one)

By ☐ appearing personally
☒ being represented by the following person: Practice Manager or delegated Principle doctor
(Please tick one)

Date 9/10/17 Signature [Signature]

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

Leading Edge Town Planners Pty Ltd

www.leadingedgetownplanners.com.au

ABN: 70 165 463 203

9 October 2017

Mr David Storey
Planner
State Planning Commission
GPO Box 1815
Adelaide SA 5001

**Re: Development Application 080/E017/17
Category 2 Notification
198-200 Main Road Blackwood**

Dear David;

Leading Edge Town Planners has been engaged by the ACH Group, owners of 192 Main Road Blackwood to review the proposed development outlined in Development Application 080/E017/17 and outline their objection to the proposed development at 198-200 Main Road, Blackwood as part of the Category 2 public notice process.

The ACH Group property (192 Main Road, Blackwood) is located to the north of the subject land and they have been directly notified of the proposed development. The ACH Group site contains nine (9) single storey dwellings that provide aged accommodation.

The ACH Group is one of Australia's leading aged care organisations supporting more than 20,000 older people in South Australia and Victoria to live a good life at home, in the community, in residential care and in independent living units. This year ACH Group commemorates its 65th year since its foundation as a not-for-profit organisation.

It is our understanding that the proposed development consists of the partial demolition of an existing building and modification of the remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping at 198-200 Main Road, Blackwood.

Some of the key features of the proposed development are:

- An Aldi supermarket comprises a net floor area of 1,596m²;
- Loading dock located on western side of the proposed Aldi supermarket;
- Proposed supermarket building to provide at-grade ground level parking adjacent 192 Main Street property boundary below the building and a 2.4m fence on the property boundary;
- Proposed supermarket to be on the northern property boundary adjacent 192 Main Road, Blackwood at Level 1;

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- Proposed building to be 2 storey at the northern boundary adjacent 192 Main Road, Blackwood;
- Proposed development to provide 89 car parking spaces while the Development Plan calls for 162 spaces to be provided;
- Likely opening times no earlier than 7am and closing times no later than 9pm, other than in limited seasonal peaks such as Christmas and Easter (note applicant has flagged that hours may change in line with Shop Trading Hours Act 1977);
- Bin storage will be located in the loading bay area;
- A number of existing trees will be removed from the subject land in the vicinity of 192 Main Road, Blackwood.

Figure 1 Subject Site & Locality



Source: <http://maps.sa.gov.au/plb/>

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Figure 2 Adjacent property at 192 Main Road, Blackwood



Source: <http://maps.sa.gov.au/plb/>

The owners of 192 Main Road, Blackwood wish to express their objection to the development as currently proposed given the significant potential for impact on adjacent residents.

The primary issue of concern is the proposed height of the commercial building (Aldi Supermarket) on the common boundary between 198-200 Main Road and 192 Main Road. The building height on this common boundary appears to be approximately 8.9m (Proposed Northern Elevation Drawing DA03.2) in proximity to 192 Main Road, Blackwood.

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This building location and height is described in the planning report, prepared by Ekistics Planning and Design, accompanying the development application as:

The building is to be sited on the northern boundary, that being, the boundary wall of the existing building remains unchanged and the ALDI store wall is to be built up to its northern boundary.

The building height measures 11.93 metres to the top of the 'tower' element and 8.95 metres to the top of the upper level parapet

This proposed built form will have a significant visual impact on the residents of 192 Main Road, Blackwood given its siting on the common boundary.

The height of the two-storey element of the proposed supermarket building is approximately 8.9 metres at the common boundary. This element of the proposed development will create a significant visual impact when viewed by the occupants of 192 Main Road, particularly Unit 6.

The development site and ACH Group site at 192 Main Road Blackwood are in the Commercial (Main Road) Zone of the City of Mitcham Development Plan. This zone encourages primarily residential, minor servicing, commercial, community and office related activities and land uses of a low scale and which generate low traffic volumes.

The Mitcham Development Plan has many principles that an application for development should address and the most relevant to the proposed development (Development Application 080/E017/17) and the objection of the adjacent land owners are outlined below (underlining added).

Commercial (Main Road) Zone

Objective 1: A zone accommodating primarily residential, minor servicing, commercial, community and office related activities which generate low traffic volumes, and in a manner which will enhance the appearance of the zone and maintain the free flow of traffic on Main Road.

Objective 2: A zone accommodating a variety of residential uses, low-intensity community, office, leisure and minor service activities and in which landscaping and residential building form enhances the local environment and forms an attractive 'gateway' to the Blackwood Centre.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development undertaken in this zone should be for a range of residential uses and for community, commercial, office and minor service activities which are of low-scale and which generate low traffic volumes.

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3 Shop development should generally comprise a maximum gross leasable floor area in the order of 250 square metres.

4 Building development should provide a high standard of design and construction, be in keeping with the scale of adjacent development and be enhanced by substantial landscaping between the building and street frontage.

7 Development adjacent to residential zones should provide a two metre wide landscaped strip to screen such development from adjoining residential activities.

The above provisions of the Development Plan demonstrate that new development within the Commercial (Main Road) Zone should be compatible with the existing built form within the zone. The location of a commercial two storey building with a height of approximately 8.9m on the common boundary between 192 & 198-200 Main Road is not considered compatible with the adjacent single storey residential dwellings.

The Commercial (Main Road) Zone calls for a range of residential uses and for community, commercial, office and minor service activities which are of low-scale and which generate low traffic volumes.

Figure 3: Common Boundary between 192 & 198-200 Main Road



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The scale of development within the Commercial (Main Road) Zone should be in keeping with the scale of adjacent development. The adjacent development at 192 Main Road is single storey dwellings and the proposed development is well in excess of the scale and bulk of this existing adjacent development.

While 192 Main Road is not contained within a Residential Zone it does contain existing residential development which is an envisaged land use in the Commercial (Main Road) Zone. On that basis, it is considered that some guidance from Principle of Development Control 7 can be taken and that landscaping between commercial and residential development is envisaged by the Development Plan. It is noted that landscaping adjacent the common boundary currently exists as outlined in Figure 4.

Figure 4: Trees on the subject land to be removed and Unit 6 192 Main Road



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In addition to the zone and policy area provisions of the Commercial (Main Road) Zone there are relevant Council-wide & Metropolitan objectives and principles of development control that any proposed development at 198-200 Main Road, Blackwood should consider.

The Council wide objectives and principles of development control most relevant to the current proposal and the concerns of the adjacent residents are outlined below (underlining added):

Appearance of Land and Buildings

150 The appearance of land, buildings, and objects should not impair the amenity of the locality in which they are situated.

Centres and Shops

Objective 14 Non-residential development adjacent to residential development and/or zones should, where appropriate, be designed, sited, constructed, landscaped and operated in a manner which will minimise the impact of such activities on adjacent residential development and occupants.

Figure 5: Single Storey Built form at 192 Main Road, Blackwood



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62 The principle focus for shopping, administrative, cultural, community, entertainment, office, educational, religious and commercially-based recreational facilities should be within centre zones.

63 Shopping development should be located as follows:

(a) A shop or group of shops excluding retail showrooms, with a gross leasable area of greater than 250 square metres should be located in a centre zone.

(b) A shop or group of shops excluding retail showrooms, with a gross leasable area of 250 square metres or less should not be located on an arterial road as shown on Map Mit/1 (Overlay 1) unless located in a centre zone.

The proposed 2 storey commercial building with an overall height of approximately 8.9 metres setback 1m metre from the closest dwelling (on the common boundary) is not consistent with existing built form and residential character and will impact on the amenity of the residents of 192 Main Road.

The proposed development does not sufficiently minimise the impact on adjacent residential development and occupants through design, siting or landscaping given its proximity to the existing residential development at 192 Main Road, recognising that residential development is an anticipated land use within the Commercial (Main Road) Zone.

Metropolitan Adelaide

18 Development or redevelopment within business, centre, and shopping zones, or areas, should meet the following criteria:

(a) Their location and assigned role in the centre hierarchy of designated centres and designated centre zones, or areas.

(b) The need to integrate facilities in the zone, or area.

(c) Staging of development within the centre and the needs for any future expansion of the zone, or area, as a whole.

(d) Multiple use of facilities and sharing of utility spaces.

(e) Attractive development, with a unified design of buildings and produce a close relationship between shops in a lively setting.

(f) Materials compatible with the natural features of the site and adjacent buildings.

(g) Acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings, and locating open space and car parking areas.

(h) Development and operation of facilities within a zone, or area, compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

As it is currently proposed the development of supermarket building with a height of approximately 8.9m on the common boundary is not considered to be compatible with the adjoining land use to the north. A land use which is an envisaged use within the Commercial (Main Road) Zone of the Mitcham Development Plan.

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ABN: 70 165 463 203

Other concerns for the owners of the adjacent land at 192 Main Road, Blackwood include:

- Potential impacts of noise from the car parking area located adjacent 192 Main Road;
- Potential for light spill from external lighting;
- Potential impact of bin storage areas (odour);
- Potential for extended hours of operation given the hours outlined seem to be only indicative.

The objection of the adjoining owners in relation to visual impact and loss of amenity could be overcome by the relocation of the proposed Aldi Supermarket building off the common boundary between 192 & 198-200 Main Road with sufficient separation to allow landscaping to be included on the subject land. This approach would be similar to the proposed setback and landscaping on part of the western elevation between the Supermarket building and the existing dwellings to the west of the subject land. Also a more sensitive treatment of the proposed western wall that breaks up the bulk of the elevation (given the use of precast RC panels and a grey finish) when viewed from the adjacent residential development would contribute to overcoming the ACH Group objection.

Please consider this representation and should you wish to discuss any of the points outlined please contact the undersigned on 0413 898 143 or darren@leadingedgetownplanners.com.au

Yours sincerely

A handwritten signature in blue ink that reads "Darren Starr".

Darren Starr RPIA

Director & Registered Planner

Leading Edge Town Planners Pty Ltd.

**SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: Aged Care and Housing Group (ACH Group)
My phone number: Michael O'Sullivan - 8159 3413
PRIMARY METHOD(S) OF CONTACT: Email address: mosullivan@ach.org.au
Postal address: PO Box 646 Torrensville Plaza
Torrensville SA Postcode 5031

You may be contacted via your nominated PRIMARY METHOD(S) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

- My interests are:
- ☐ owner of local property
 - ☐ occupier of local property
 - ☒ a representative of a company/other organisation affected by the proposal
 - ☐ a private citizen

The address of the property affected is 192 Main Rd Blackwood Postcode 5031

The specific aspects of the application to which I make comment on are:

See attached submission

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I
- ☒ wish to be heard in support of my submission
 - ☐ do not wish to be heard in support of my submission
- (Please tick one)

- By
- ☐ appearing personally
 - ☒ being represented by the following person: Darren Stail
- (Please tick one)

Date 9/10/2017 Signature M O'Sullivan

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: Kerry Ovalle
My phone number: 0402681156
PRIMARY METHOD(S) OF CONTACT: Email address: Kovalle23@hotmail.com
Postal address: 9 Gordon Rd Black Forest
Postcode 5038

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are: ☐ owner of local property
☐ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☒ a private citizen

The address of the property affected is 199 Main Rd & 198-200 Main Rd Blackwood Postcode 5031

The specific aspects of the application to which I make comment on are:

- 1) Closure of Healthy Inspirations gym of which I am a member & chose primarily due to location.
- 2) Employee at 199 Main Rd, concerns are congestion due to traffic at an already congested area.

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

I ☐ wish to be heard in support of my submission
☒ do not wish to be heard in support of my submission
(Please tick one)

By ☐ appearing personally
☒ being represented by the following person: Sam Duluk
(Please tick one)

Date 9/10/17 Signature [Signature]

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

Kerry and Craig Webber
30 Ross Smith Cres
Scullin ACT 2614
Ph 0417 625 452 (Kerry)
0409 443 699 (Craig)
Email: webberkc@inet.net.au

8 Oct 2017

The Secretary
State Commission Assessment Panel
scapadmin@sa.gov.au

Contact Officer: David Storey

Objection to the development proposal identified below:

Application Number: 080/E017/17

Applicant: Nielsen Architects

Proposed Development: Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping

Type of development: Retail Zone/Policy Area: Commercial (Main Road) Zone Subject Land: 198-200 Main Road, Blackwood

Contact Officer: David Storey Phone Number: 7109 7205

Start Date: 21 September 2017 Close Date: 9 October 2017

Dear Sir/Madam

We write as long-time owners of Unit 5/8 Chapman St, which shares the western boundary of the property to be developed and is the home of Kerry's elderly mother. We wish to be heard in support of our submission, either personally or by being represented by another person (name unknown at this time).

We wish to object to this proposal on the grounds of non-compliance with the Mitcham City Council Development Plan (Consolidated 21 April 2016) (referred to as Development Plan) and ask State Commission Assessment Panel (SCAP) members to consider the seriousness of the breaches we identify and to adopt the actions we propose relating to each matter outlined below.

Development Zones

Actions: That SCAP:

1. reject the current proposal as it does not meet the current zoning development requirements;
2. request amendments to the proposal which will likely include redesign of the building location/orientation on the block, including for the loading bay, rubbish areas and other western boundary matters, so that the zoning requirements are met;
3. not allow significant exceptions (such as this) to the current zoning requirements without community consultation and due process which sits outside the consideration of any individual planning application.

The proposed development shares a boundary with 8 Chapman St which is Residential (Hills) Zone, part of a broader Residential (Hills) Zone area in the vicinity. It also sits adjacent to the Residential (Blackwood) zone. The applicant does not recognise key differences between the nature of the two residential zones, rather choosing to refer to them as 'Residential'.

The differences as described in the Development Plan are, however, important to us as they encompass the reasons why we chose this area to purchase residential housing and reflect the financial value of the property and aesthetic desirability of location. Without thoughtful and substantial changes to the proposed development both will be negatively affected.

The location proposed to be further developed is within the Commercial (Main Road) Zone but the actual proposal for change has been developed to meet the requirements of the nearby District Central Zone. An example of this is where the proposal states: '.....we note the adjoining District Centre Zone suggests buildings up to two-storeys are acceptable and accordingly taking cues from this policy'. The applicant justifies doing this by describing the Development Plan as 'outdated' 'considerably out dated planning policy' etc and therefore not pertinent to their proposal.

This conduct is arrogant and unacceptable to those in the Mitcham district who comply with the zoning guidelines. If the applicant considers that changes to zoning regulations are warranted then Council should be approached with a separate submission on this matter. It should not be used to underpin planning proposals that do not meet current zoning requirements and all references to this reasoning in the proposal should be disregarded. If they are not, then properties directly affected by any zoning exceptions should not be disadvantaged, but compensated accordingly.

The proposed development does not meet many of the Principles of Development Control for a Commercial (Main Road) zoned property including; it could not be considered a low-scale development, it will likely increase traffic volumes and cause congestion of traffic on Main Road.

Interface with boundary on the west side of the proposed development

Action: That SCAP:

4. reject those elements of the proposal that directly relate to the residences at 8 Chapman St on the western boundary as they do not comply with interface principles outlined in the Development Plan;
5. request that the applicant undertake face-to-face consultations with owners and residents affected by the shared boundary at 8 Chapman St with the intent of reaching a shared position on suitable amendments to the proposal.

The applicant's disregard for the rights of adjoining residential property owners is truly alarming; it's summed up with this quote from the proposal: 'If people choose to live at or near the boundary between a residential zone and a business zone, they must expect some noise, traffic, overshadowing and the like which would not be appropriate further into the residential zone.'

We would remind SCAP members and Council members that we did choose this residential zone adjoining a commercial zone with protection from inappropriate further development afforded by the Development Plan as it currently exists, not according to how a property developer wants it to exist. We pay local government taxes according to current zoning and the described principles and objectives. We have not received any Council notification that zoning in Blackwood might change or been advised of any consultations in this regard.

The applicant inaccurately describes the property as: ‘ the dwellings to the west (which comprise small units with courtyards).’ In fact the property consists of 5 freestanding 2 bedroom, 2 bathroom, 2 living area homes each with their own good-sized back and/or side garden. Each home is surrounded by native plantings, including mature eucalypts, both within the property boundaries and from adjoining properties. The setting reflects the features of the broader Adelaide Hills as described in Development Plan for the Residential (Hills) Zone.

The application also states that: ‘The subject site abuts a Residential Zone to the west and for a portion of the boundary’. In fact, the proposed development runs along the entire boundary of 8 Chapman St, as shown in the maps provided in the application, and will have a major negative impact on all aspects of living here.

We also note that the requirement in the Development Plan for storage and collection of refuse to be at least 10 metres from any Residential Zone boundary or a dwelling has not been met as it is proposed to be located on the boundary fence, directly behind Unit 5.

In conflict with a Development Plan requirement, the proposed development is substantially different than the current development approved by Council. As owners with a shared boundary we expect any new development to comply with this principle.

Overshadowing, Views and Privacy

Action: That SCAP:

6. reject those elements of the proposal that directly affect the views and privacy of the residences at 8 Chapman St on the western boundary;
7. request that the applicant provide the owners at 8 Chapman St with a 3-D view (artist impression) of the proposed development with accurately marked line-of-site between Unit 5 and the building (including the tower), plant, semitrailer when parked, the rubbish truck and people using the outdoor stairway and loading bay and the inside windows, and lighting.

The proposed development causes unacceptable visual intrusion for the property at 8 Chapman St.

As stated in the application: ‘.....the visibility of the proposed building to the west (and north) will be more evident than the current building.....’ This is an understatement when describing the impact of the proposed 9-metre high building, and the tower height of 11.93 metres. We consider this to be highly inappropriate to consider imposing on a residential boundary and not at all in character with the surrounding buildings. Further, the Planning Document requirement that commercial developers adjacent to residential zones should provide a two-metre-wide landscaped strip to screen such development from adjoining residential activities is unable to be achieved due to the height of the building.

The twice-day presence (and more during peak times) of trucks in the back area of Unit 5 will further diminish the liveability of this space. The 19 metre length semi-trailer (prime mover +trailer) will extend along the entire property-line, the 2.5 metre width means it will sit up against the boundary fence and the over 4 metre height means it will sit well above the proposed 2.4 metre wall.

The inside and outside living area of Unit 5, 8 Chapman St face the back of the current commercial property. As the photos below show, the current view is appealing with plenty of sky and trees to enjoy. The photo of an Aldi semi-trailer is included to show the extent of intrusiveness it will cause when parked next to a single storey building.



Sourced 1 Oct 2017 - <http://c8.alamy.com/comp/E0AEJX/aldi-delivery-truck-lorry-with-spend-a-little-live-a-lot-motto-on-E0AEJX.jpg>



Photos of the boundary pergola, fence and garden at Unit 5/8 Chapman St.

Note that the kitchen window looks out onto the pergola area which is accessed from a large glass sliding door from the living area. The living area also has a large main window which looks out onto the lawn and garden area. This means that views of the existing commercial building, as shown in the photos, are the same from inside the unit.

The proposed two-storey building will completely block-out the existing view and the winter morning sun which is currently enjoyed across the inside and outside living areas. The removal of the tall trees along the boundary, not only obliterates the 'green' view but also removes the summer shade across the garden area, affecting how the space can be used (too hot) and likely resulting in the garden plants dying as the species chosen can only survive hot summers by being protected by this shade. We note that this 8.64m tree (*Eucalyptus macrocarpa*) is recommended for removal due to poor structure and a history of branch failure. The structure could be easily improved with pruning (as should have been undertaken by the previous owner) and in the time we have owned our property there has been only one branch fall, a not uncommon feature of eucalypts.

These highly negative changes to the shading currently experienced in the garden area of Unit 5 mean that the applicant claim that the: '.....proposal therefore achieves the Development Plan provisions relating to microclimatic considerations' is not supported by the facts.

The current satisfactory level of privacy and security enjoyed by residents in Unit 5 will likely be severely disrupted, although the extent of this is unknown as relevant information is not provided in the submission. We know that there will be windows at the top of the two-storey building, stairs and loading facilities to the second level of the building, as well as prime movers and other trucks throughout the day; but the application doesn't describe how high this activity sits above the proposed 2.4-metre-high fence. This extra information is requested so the extent of the problem can be known and appropriate remedial action be proposed re screening .

Noise

Action: That SCAP:

8. postpone a decision on those elements of the proposal that relate to noise levels and mitigation as it affects residences at 8 Chapman St on the western boundary;
9. request that the applicant provide the owners at 8 Chapman St with a 3-D view (artist impression) of the proposed development with accurately marked line-of-sound between Unit 5 and the building (including the tower), plant, semitrailer, the rubbish truck and people using the outdoor stairway and loading bay and the inside upstairs windows.
10. Require the applicant to discuss all noise-related issues with us and other residents at 8 Chapman St.

The additional noise to be generated by the proposed development is of considerable concern to us and breaches the Development Plan requirement: ('...do not cause excessive or disturbing noise at neighbouring properties'). The developers need to ensure that all noise sources (customers, vehicles, plant, delivery people, delivery unloading, lifts etc) are identified and that all maximum decibel levels and their duration is included in the proposal.

To properly assess what noise mitigation measures will be adequate, we also require more comprehensive information that takes account of the behaviour of sound waves. We understand, for example: that sound travels in a direct line of sight; the effectiveness of reducing decibel levels relates to the frequency (high or low) being emitted; sound rebounds off non-sound-proofed surfaces with increased intensity; the angle from the source of the noise to the person hearing is important; and any vibrations is also a factor in noise levels.

We expect that this information when available will show that additional noise mitigation will be required.

Below are our comments on the information provided in the proposal:

- Restricting truck arrival times will not reduce the noise and assumes that people will not be disturbed during the times that trucks arrive and depart and unloading takes place - this is not the case and is not acceptable to us.
- A 2.4 metre fence will only reduce noise which is emitted below this level. Any noise emitted from above this level will travel over the top fence and into the neighbouring property.
- The proposed 9mm fibre cement sheet fence would seem inadequate but this cannot be fully determined until we know the absorption capacity of this thickness and the maximum sound level to be absorbed.
- The rubbish container (the size of this is not specified) sits against the boundary wall and it is unknown whether this will cause vibrations and whether emitted noise will bounce back from nearby surfaces.

If a cement wall is constructed, it is unclear from the proposal what it would look like on our side of the fence. We would expect the developer to ensure it is attractive and has plants or other features that fit the outside decor. This would need agreement with us. Also, it is unclear how the cement wall fits with the Colourbond wall also mentioned on the plan.

Traffic and Parking

Action: That SCAP:

11. make no decision on the proposal until further independent evidence supporting the claims made by the applicant is provided to SCAP and publicly. This would be regarding traffic flow, traffic numbers, traffic safety for children, cyclists and the elderly and include community studies, customer and resident surveys from other Aldi Stores, including the Hawthorn store;
12. request that the applicant hold a public meeting/s to outline their findings and interpretations to ensure there is community understanding;
13. request the applicant to make changes to the proposal based on the additional findings and feedback.

The information provided in the proposal about traffic and parking matters is necessarily lengthy and complex. It is also of fundamental importance to the local and wider community who live and commute in the area. The Development Plan outlines many requirements regarding traffic and parking for new commercial developments. These are also lengthy and open to interpretation.

Consequently, extra effort is required by the applicant to ensure that the information provided is comprehensive and based on real-life evidence as well as theoretical assumptions. It also means that extra effort is required to ensure that the explanations, diagrams, graphs etc are fully understood by the community.

Construction

Action: That SCAP:

14. Make no decision on the proposal until details of the construction are provided and approved as satisfactory, including to local residents. At a minimum this would include dates, times and mitigation works related to dust, noise and water pollution control.

This photo of the Hawthorne site under construction does not show physical barriers to protect nearby residents against noise or dust. The close proximity of Unit 5 to the building demolition and construction work, makes this unacceptable to us given the age and health of the person living in the unit.



Sourced 6 October 2017: <http://www.news.com.au/national/south-australia/we-can-hardly-get-out-of-our-driveway-residents-call-on-council-to-investigate-traffic-parking/news-story/b9c734969a2113c306e6908ae7f090f6>

Summary

As expressed above, we have serious concerns about the negative impact to us personally and to the local and wider community of the proposed development. We are not professionals in the areas we have addressed but have tried to clearly outline how we will be affected and suggest practical ways forward. We do, however, rely heavily on the Mitcham Council and SCAP, as gatekeepers on our behalf, to make decisions that comply with the Development Plan requirements and to include adequate mitigating measures as well as financial compensation for us when this not possible.

Yours sincerely

Kerry and Craig Webber

Gormly, Will (DPTI)

From: DPTI:State Commission Assessment Panel
Sent: Monday, 9 October 2017 8:13 AM
To: Storey, David (DPTI)
Subject: FW: Development application 080/E017/17

Cathryn Jones

Senior Administration Officer
Strategic Development Assessment
Planning and Development (Performance Support Services, People and Business)
Department of Planning, Transport and Infrastructure
T 71097101 (ext 97101) • E cathryn.jones@sa.gov.au
Level 5, 50 Flinders Street, Adelaide SA 5000 • PO Box 1815 Adelaide SA 5001 • DX 967 • www.dpti.sa.gov.au



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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: Margaret Southcott [mailto:teragram@esc.net.au]
Sent: Sunday, 8 October 2017 6:16 PM
To: DPTI:State Commission Assessment Panel <scapadmin@sa.gov.au>
Subject: Re: Development application 080/E017/17

7 October 2017

The Secretary
State Commission Assessment Panel
Adelaide, South Australia

Dear Secretary,

Re: Proposed redevelopment of 198-200 Main Road, Blackwood

I am writing to you relation to the development proposal for 198-200 Main Road, Blackwood. I would support appropriate commercial development on the site, however, I do have major concerns about the siting of the proposed development, and the overall size of the proposed building. I would therefore request that the SCAP not approve the proposed development in its current form.

My main concerns with the proposed development are:

1. Placing an extremely large and tall building along the boundary fence on the western side of the site would have a significant and detrimental impact on the two residential units located adjacent to that boundary. These include:

- significant loss of daylight available on that side of the residences

- total elimination of direct sunlight to windows on the eastern side of the residences
- major loss of amenity with an extremely tall and dark wall within a few metres of that side of the buildings, making the outdoor patio areas unuseable
- siting the underground car park directly adjacent to the boundary, and venting it along the boundary fence, means that noise (cars and people) as well as fumes would be funneled up into the adjoining premises, again making the outdoor areas on that side unuseable with associated health impacts.
- the plant room for the entire complex is located near the residential complex and will inevitably create, at best, a constant low-level noise, again with serious health impacts on the residents.
- while the impact on the other units in the complex won't be as significant, the tall building would reduce access to morning sunlight and general amenity, causing serious damage to the property values in the complex.

I would like to suggest that serious consideration be given to rotating the proposed building 90 degrees and moving the entire structure towards the eastern end of the site. The thinking behind this suggestion is that siting the proposed supermarket adjacent to the northern boundary would eliminate all the concerns outlined above:

- moving/rotating the large building away from the western boundary will significantly reduce the impact on the light/sunlight required, and received by, the residences in the adjoining complexes
- the residences in the adjoining complexes would no longer be overwhelmed by the building.
- apart from the residence in the back corner on the northern boundary, there are no residential buildings immediately adjacent to the northern boundary (and moving the proposed structure to the east would mean it would not be immediately adjacent to that residence). There is a business to the north of the site at the Main Road end, but this operates only during business hours and is separated from the boundary by a driveway. The land behind those premises is vacant and used for parking.
- siting the proposed building along the northern boundary would also move the plant room up towards Main Road and away from the residences.
- noise and fumes from the underground carpark would have much less impact along the northern boundary because there is no immediate residential development.
- aligning the building on an east-west axis will minimise the negative impacts on light reduction on all nearby buildings.

2. The existing commercial activities on the site, together with other nearby businesses, frequently create major congestion in Chapman Street. A much larger development, such as proposed, will exacerbate this problem. The fact that the proposal for on-site parking is below regulations will only add to parking and traffic problems in the street. It is requested that the main entrances into and out of the development be located on Main Road.

Yours sincerely,

Margaret Southcott

2/8 Chapman Street, Blackwood

Mob: 0439 933 728

Mrs. Holly Nancy Nixon
Unit 5 / 8 Chapman Street,
Blackwood SA 5051
Mob: 0428 782 284

The Secretary
The State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Dear Sir,

As an immediate neighbor of the proposed ALDI redevelopment site and principally affected by the development plan, I would like to present some of my objections and I hope you take the time to read.

The height of the structure is on my fence line and thus is close to my back door and outdoor living area. This will block out my sun and light that I currently enjoy in my backyard.

Noise and air pollution from cars and delivery trucks accessing loading bay, not only articulated semis for ALDI but also from the many cars using the car park.

Rubbish bin collection is also well known for creating noise and air pollution.

I believe that commercial air conditioners are also situated on this side of the building creating noise 24 hours a day, seven days a week.

Local cars accessing underground car park, exhaust fumes, noise of doors slamming, trunks being closed etc.

On checking plans, I noticed that bin storage is placed on my fence line adjacent to my pergola and outdoor living area, thus creating more excessive noise when used and with inevitable smells and stench associated with bin use.

Also on the plan, about 15 trees and shrubs are planned for removal, including several gray box gum trees which I believe are native to the area and are a threatened species.

If some residents in Blackwood feel that there is a need for an ALDI in the area, the surely more thought could have been given to the selection of a suitable site, not one that is surrounded by residential areas.

It is not hard to imagine the stressful effect that the overshadowing of the two story building and the resultant noise and pollution will have on those unfortunate to live adjacent to the planned development.

I have been living in Blackwood for sixty years and have loved living here. My children have been schooled here and I have seen Blackwood grow from a village to a thriving hills community.

Putting a large commercial building in the midst of a residential area is not in keeping with the ambience and style of the surrounding area.

If you would like to visualize how this would look from our side of the fence, you are welcome to ring me on Mob: 0428 782 284

The above are only a few of the problems to be expected. I would like a reply.

Yours Sincerely

Nancy Nixon

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: Holly Nixon
My phone number: 0428 782284
PRIMARY METHOD(s) OF CONTACT: Email address: nancynixon@adam.com.au
Postal address: Unit 5, 8 Chapman St
Blackwood Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

- ☐ owner of local property
- ☒ occupier of local property
- ☐ a representative of a company/other organisation affected by the proposal
- ☐ a private citizen

The address of the property affected is 180-200 Main Rd Blackwood Postcode 5051

The specific aspects of the application to which I make comment on are:

1) TWO STORY ALDI BUILDING OVERSHADOWING MY PROPERTY
2) TURNING A QUIET AREA INTO ONE OF NOISE AND AIR POLLUTION
3) TRAFFIC CONGESTION ON CHAPMAN ST.

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

I ☒ wish to be heard in support of my submission
☐ do not wish to be heard in support of my submission
(Please tick one)

By ☒ appearing personally
☐ being represented by the following person:
(Please tick one)

Date 5/10/2017 Signature Holly Nixon

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

Greg and Cheryl Johnson
PO Box 203,
Blackwood SA 5051

7/10/2017

The Secretary,
State Commission Assessment Panel,
Level 5, 50 Flinders Street,
Adelaide 5001.

Attention Mr David Storey

Dear Sir,

Applicant No 080/EO17/17 – Aldi Blackwood

I refer to your letter dated 15th September 2017. We are the owners of Unit 4, 8 Chapman Street, Blackwood and arguably the most affected by the proposed development as it is immediately adjacent to our Unit.

One of the co-owners of unit 4 is Cheryl Johnson and she is the Secretary/Treasurer of the Unit Strata. There are 5 Units in the Strata and each will give there own submission to the panel where possible. A couple of the owners are unwell or elderly and may not be in a position to respond directly. What we say here is coming from Greg and Cheryl Johnson as owners of Unit 4 and the collective Strata, plus anything that they may say independently.

You should also take into account that a majority of the unit occupiers have been here since these units were built 27 years ago and others have been there for many years. We accept that it is zoned for the intended purpose, but who could foresee that in our opinion a dominant and gross over development of the site which would dwarf anything else in the vicinity, would be allowed to occur in this section.

We wish to make it clear that we are not opposed to the development of the site for Aldi or anyone else for that matter. What we strongly oppose is that it does not go anywhere near far enough to protect nearby residents right of amenity and mainly

- noise issues
- traffic and parking issues
- visual and shading issues
- devaluation of the surrounding property values
- building work
- gross over development of the site
- detrimental to the overall good of the local community

- limited or very minimal consideration in the design of the building given to the local community to protect them from the above inevitable problems.

We will attempt to expand on these and other issues in this letter.

I would also wish to record our utter dismay at the way this has been handled to date, in secrecy, giving all people affected limited time to respond. The Aldi submission is 200 pages plus and the development plan is 300 pages plus. In our case we only found out about this a week and a half ago and to responsibly respond is near impossible. We do not have the resources or the time to respond properly or employ an expert on our behalf. You would assume that this submission would have taken months and months to prepare and you give, in our case, a week and a half to respond, when I can only gain or have limited knowledge of the proposal or development plan. And we are not experts in these sort of matters, or able to defend ourselves adequately from what is increasingly becoming policy written by the developers themselves.

To me this is an attempt to subvert aspects of the development plan and rail road the adjoining residents. An abuse such as this provides benefit to those that have influence in the right quarters to the detriment of sections of the community who do not have the resources or ability to object. I wish to point out that the majority of the surrounding residents are elderly and not capable of accessing the internet to view plans or defend themselves and their way of life, or present objections to this unsavoury process and development. One of the residents in our strata died a few days ago but I know he would have been a vocal critic, one less for you to totally ignore and not consider at all. To our way of thinking it is supporting the commercial and profit interests of a large company even knowing that it will impact negatively to the detriment of the immediate surrounding community who have chosen this area to make their home.

It is requested that you thoroughly explain your Departments and Panels position which is demonstrably bullying tactics on people who are severely affected by this proposal and it seems you wish to silence and subdue into submission. Why you could not be more consultative and informative and provide a little more respect and time to respond is beyond me.

I would expect that in the future all party's involved from your Panel, the head of Aldi down to the labourer with the pick, to be considerably more consultative and take all of our concerns in hand and act responsibly and positively to all.

I note that a reasonable request to extend the time frame to respond has been rejected.

That said I will now attempt to explain our objections.

The issue of noise. There will be significant noise from the plant, refrigeration, condensers etc. transformers, scissor lifts, underground car park, including exhaust emissions, people talking, banging doors and boots, trolleys, lights, semi trailers, garbage trucks, unloading etc. The fence as proposed is not sufficient in height and should be heavily sound proofed. I note that no sound proofing is to be provided by our unit, how could the designer or aldi even think that that is acceptable? I would have thought a fence at least 4 metres in height and sound proofed to a very high level (above what is proposed), would go along way to solving the issue of noise and emissions from the car park and semi trailers unloading. Has any thought been given to the matter of car lights, under croft lighting and even lighting on the building and how that would effect us and the locality? This must be addressed.

Shopping hours are long enough now, but if changes occur in the future for 24 hour shopping the effect on us will be significantly increased above the nightmare it will be, if this development

proceeds in its current form or even with the changes suggested. There are some quarters in the community that call for increased shopping hours and you could assume that at sometime this may happen. You can bet that an organisation such as Aldi will increase shopping hours if permitted and are lobbying now to do so.

I would also like to ask what is proposed with the existing fencing. That must be removed as part of the project as it would only be a trap for rats and debris. What is the height of the retaining wall for the underground car park as there are structures on the boundary? There are gutters on the boundary and access to them will be impossible with this development. This issue must be addressed at the developers cost with any wall or fence.

The issue of noise from the plant is of major concern. These units will be going 24 hours a day and significant attention must be taken to ensure that there is no noise emanating from these units whatsoever. We request that all plant be relocated to the front of the building with suitable noise suppression.

You have only given minimal attention to the noise levels of vehicles and plant servicing the site and its effect on us and adjacent residents. We see the noise as a reasonable issue to raise and I am sure that the suggestions we have made are achievable and will go a long way to eliminating a serious issue for our amenity and long term health and well being. All sources of noise should be eliminated.

The issue of parking and traffic. Every body who lives in Blackwood and surrounds knows that parking and traffic are significant issues and will not improve with time. With more people coming into the area and developments such as this it will significantly exacerbate an already untenable problem and not improve the issue by any means. Residents of Chapman Street and immediate surrounds know that traffic flow and parking in this area is compromised now. The traffic report put forward is in my view using some irrelevant information for the circumstances surrounding this area and is unsatisfactory and misleading in parts. Overall the provision is for an increase in extra parking spaces over the existing that can be counted in single digits. This is grossly inadequate and substantially less than needed.

The reality is that the patrons to the close by fitness centre, and indeed other non shopping centre patrons, use a lot of parking in the area and at times it is not possible to get a car park. Try getting a car park at close by Coles, or in the street and surrounding area at certain times and I can guarantee that this problem will be a major issue at the proposed Aldi site as well.

With the advent of an operation such as this on that corner, it will increase the parking and traffic issues and it does not take into account the reality that there will be significant use by non Aldi customers. The need for more parking spaces in Blackwood will only increase and no future allowance or planning has been allowed.

Insufficient parking is being provided and is significantly less than what is required in the development plan. Parking will be taken away from the southern side of Chapman Street, a minimum of 8 spaces, just for the convenience of Aldi and their daily (for now) three large semis or trucks. Even now parking on the northern side is restricted to week days only. In effect insufficient on site parking is being provided and essential on street parking is being eliminated. It should be mandatory that at least the minimum parking spaces as stipulated in the development plan be provided, plus the on street parking being taken away.

The opposite corner is a pharmacy and surgery. Parking there is usually at a premium. The majority of the on street parking I suspect use those services. Where will they go, to the Aldi development if there are available parks of course. Another aspect not mentioned or taken into account.

Turning right from Chapman Street on to the main road is impossible at times and with the increased use on that corner it will become untenable. The report is confusing here and it seems to suggest that turning right is to be excluded. I request that you clarify what is proposed here. In my view just from the extra parking and traffic movements that this development will generate it should be refused. As a suggestion to resolve the traffic movement a round about or similar should be installed here as part of this proposal, as I have seen been a requirement at other developments. Some Bunnings ones come to mind. If it is approved a minimal condition must be that a round about or similar be installed at the developers cost. If you do not I believe you and Aldi will be culpable in causing a certain and dangerous increased risk of injury or even worse for people using that area.

Main road in front of this site at morning and peak times is very slow going and indeed stopped at times because of the amount of traffic on a road that is incapable of smoothly handling the flow now and more so if there is a train at the Glenalta crossing or traffic at the main Blackwood round about. The main Road north bound lane goes from two lanes to one right at this spot. How this can be seen as minimal impact and safe is beyond me.

It is clear that this development will cause significant more congestion and detract from the safety of traffic at that location and have a massive detrimental effect on the surrounding area. It will not have a minimal impact on traffic movements on the Main Road and Chapman Street as has been implied. It will generate significant increase in traffic in surrounding streets because people will not try to enter main road because it will be more dangerous than it is now, preferring to use local streets. It will not be a safe or convenient access or exit.

You say that Mitcham Council will be contacted at a later date to discuss traffic issues. This is grossly unacceptable and I would have thought and request that this important issue should be a mandatory requirement, responsibly addressed to the minimum as I have said and stipulated as part of the approval process. This should be a responsibility of the developer.

The visual and shading issues. This development will not have a minimal adverse impact on the residential area as it is to be built right on our boundary and is substantially bigger in height than the existing building. It will not maintain the amenity of adjoining dwellings in terms of noise, privacy and sunlight. It does not minimise the impact of bulk and scale of development on adjoining properties. It does not provide adequate space to maintain areas between buildings and property boundaries in a clean, safe and healthy condition. It will cause a major nuisance by overshadowing and visual intrusion. If this project goes ahead the stairs should be substantially screened as it overlooks the garden in Unit 5. This I suggest is another issue at variance to the development plan.

This proposed development will dominate this location as no other in Blackwood does and dwarf the surrounding area. It takes away a significant enjoyment for residents as we will now look at a huge building right on the boundary rather than trees and other vegetation which we now enjoy. It will be a visual eyesore from the residents viewing points. Our morning sunlight which is enjoyed from our pergolas, kitchen and living room will be taken away from us.

The issue of devaluing of the properties is real. We feel that this building will detract from the amenity of the area and will have a significant and adverse effect on surrounding property values. This area is regarded as a premium residential area in Blackwood as it is on flat ground, at the top of the hill and close to all facilities. It is a sought after area, but with the advent of this unsavoury

development this will change and the values will decrease, particularly for those right on the boundary. The adjoining properties will become difficult to sell or rent as the case maybe. These important aspects should be taken into account and not lightly overlooked.

The issue of the building work should it proceed is a major concern. Excavation works, dust, noise suppression, hours of work etc. are relevant particularly for those on the boundary where substantial works will be undertaken. All of us will need to be fully involved to make that unpleasant period more amenable. A detailed programme and scope of works will need to be provided and how it is to be managed taking the residents concerns into account. I would ask that you provide details now of the height of the retaining wall on the boundary as there are building structures there and how that is intended to be managed, without causing structural damage now or in the future.

The issue of garbage is not really addressed adequately. They appear to be right up against the residential fence, what about the odours emanating from that? This must be clearly and satisfactorily addressed.

On Attachment B4 there are areas marked F and C. What are these used for?

What are the many symbols marked with an X inside a rectangle. What are these?

There should be a no smoking policy on the site, particularly close to residential boundaries.

We are disappointed that the site is to be cleared of most of the trees for this development. We note that you propose to keep a handful, particularly the 2 grey boxes, 12 and 13. It is requested that these trees be given every protection through the building process and afterwards on a long term basis. We see time and time again, promises to retain trees and then, whoops, sorry about that. This is a hills environment and people come here for that environment, albeit that if a tree gets in the way of a commercial interest or even a residential interest these days, out it goes. The grey boxes are slow growing, endangered and those 2 are probably well over 100 years old.

The lemon scented gum on the units property is an iconic tree in the area and its value in so many ways cannot be underestimated. You are requested to ensure that this tree is protected at all costs. We also wish to employ an arborist of our choosing at the developers cost to advise on methods required to protect this tree and to monitor through this process and afterwards.

We would also like to see what the development would look like from our perspective, looking from our units. An artists impression would help significantly.

The landscaping of the area, other than the protection of trees, is not something we have a right to insist upon. We would ask that why would you not consider native plants endemic to this area, i.e. grass trees, correas, acacias etc. There are many native plants that are hardy once established, easy to manage and look after and would improve and soften any development. Local feel.

Aldi have based there proposal with number of daily trucks, garbage collection, closing of car park at 9pm and other issues on their current internal policy. This can be changed at will. Any approval should be based on the current policy and submission and not be allowed to vary without proper justification or validation and approval/consultation by immediate residents. At night time I expect that the under croft car park and building will be lit up like a Xmas tree. This would be unacceptable to us as the adjoining owners.

Blackwood is already well served by 3 supermarkets. An Aldi has just been built 10 minutes away in the same Council area. I am not a trader or shop owner and have no vested interest other than an

adjoining owner. I see an Aldi as having a significant and detrimental effect to smaller traders in the areas. The effect on those businesses and reduced opportunities for employment in the area cannot be overstated. An Aldi shop will not provide additional employment to what exists at the moment and in fact will in my view result in a reduction.

Another option which has been suggested and for which there is considerable advantage is for the building envelope to be rotated say 90 degrees, or in some other way and have parking at the rear. The idea to orientate the development another way has merit and would make it more compatible with adjoining areas and if promoted through landscaping, proper screen and acoustic walls and proper buffer strips could be more appealing to the local community. This would solve most issues immediately as most of our concerns would be removed a little further away. I am sure that a competent architect with vision would be able to prepare plans around that idea without compromising the existing budget. Your comment and justification as to why that could not be achieved would be appreciated.

We believe the issues we have raised are reasonable from the local residents viewpoint and in the overall scheme and budget for this project would not have a significant impact. If all of our requests are considered and properly implemented, I would anticipate that it would go along way to making the local residents lives a little more bearable if this project, as we suspect, has been given the green light to proceed.

In conclusion we believe and hope that this development not proceed for the following reasons

- It will have a significant and adverse impact with the current application giving no real regard to the amenity and lives of the local community.
- It will dominate this location, dwarf all the surrounds and is a gross over development of the site.
- It will have a significant and adverse impact on the residents and community living adjacent or near the site.
- It will significantly increase long standing parking problems in the area.
- It will significantly increase traffic congestion on main road, Chapman and Waite Streets particularly. Turning right or indeed left, from Chapman Street or the development on to Main Road will become more dangerous and almost impossible at times.
- Not being an expert and not being given any time to consider, but I would suggest that it compromises and does not comply with the development plan in so many aspects ie. floor space, parking, access etc.
- No real allowance or consideration to the adjoining residents has been given in the planning that we can see in terms of traffic, parking, noise suppression, aesthetics and shading issues.
- Property values will fall and they will become difficult to sell or rent.

We request that the State Commission Assessment Panel reject the development application as it will cause significant ongoing issues for the nearby community and does not provide for orderly and appropriate development in that location.

We request that we be given a voice and opportunity to address the Panel when it is considered.

Yours Faithfully

Greg and Cheryl Johnson

V

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**SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

RECEIVED
- 4 OCT 2017
DAC

My name: Susan Hurst
My phone number: 0432 201 085
PRIMARY METHOD(S) OF CONTACT: Email address: suehurst2@optusnet.com.au
Postal address: 2/197 Main Rd Blackwood
Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are: ☒ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☒ a private citizen

The address of the property affected is 197 Main Rd Blackwood Postcode 5051

The specific aspects of the application to which I make comment on are:

1/ The Pedestrian access in particular the difficulty crossing main road to access this centre. I think Mitcham Council should be approached re pedestrian lights at crossing by Gulfview Road.

2/ Car access into my property is directly opposite the centre entry (over Main Rd) safety of (RT) turn out of car park or our driveway will be impacted by increased shopping car park access

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

I ☒ wish to be heard in support of my submission
☐ do not wish to be heard in support of my submission
(Please tick one)

By ☒ appearing personally
☐ being represented by the following person:
(Please tick one)

Date 28-9-17 Signature [Signature]

driveway will be impacted by increased shopping car park access
RT turns already very difficult in Peak hour.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

RECEIVED
- 4 OCT 2017
DAC

My name: ADRIENNE CECIL

My phone number: 82784174

PRIMARY METHOD(S) OF CONTACT: Email address: adrienne.cecil@optusnet.com.au
Postal address: 9/192 MAIN RD
BLACKWOOD Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(S) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

- My interests are:
- ☒ owner of local property
 - ☐ occupier of local property
 - ☐ a representative of a company/other organisation affected by the proposal
 - ☐ a private citizen

The address of the property affected is 192 MAIN RD BLACKWOOD Postcode 5051

The specific aspects of the application to which I make comment on are:

- 1) DO WE REALLY NEED ANOTHER SUPERMARKET IN BLACKWOOD?
- 2) I HAVE LOOKED AT THE PLANS AT MITCHAM COUNCIL AND AM MOST CONCERNED AS THE NORTHER WALL OF ALDI WILL BE RIGHT UP AGAINST MY SIDE FENCE & BLOCKING THE LIGHT INTO MY KITCHEN.
- 3) I AM CONCERNED ABOUT THE NOISE FROM THE AIR-CONDITIONING + REFRIGERATION PLANT

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I
- ☒ wish to be heard in support of my submission
 - ☐ do not wish to be heard in support of my submission
- (Please tick one)

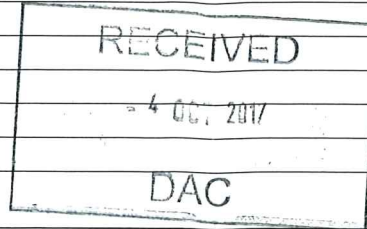
- By
- ☒ appearing personally
 - ☐ being represented by the following person:
- (Please tick one)

Date 28/9/17 Signature Adrienne Cecil

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017



My name: Mrs. Phyl Nunn
My phone number: 8278 3318
PRIMARY METHOD(S) OF CONTACT: Email address: —
Postal address: 5/192 MAIN RD BLACKWOOD
Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(S) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

- My interests are:
- ☒ owner of local property
 - ☒ occupier of local property
 - ☐ a representative of a company/other organisation affected by the proposal
 - ☐ a private citizen

The address of the property affected is As above Postcode 5051

The specific aspects of the application to which I make comment on are: I object to: —

1. Noise from excavating a building
2. " " large machinery
3. Dust " excavating a building
4. Too close proximity to housing at 192 Main Rd
5. Operational noises from top of Supermarket
6. Amplified music " Supermarket

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I ☐ wish to be heard in support of my submission
☒ do not wish to be heard in support of my submission
(Please tick one)

By ☐ appearing personally
☒ being represented by the following person: Mrs Adrienne Cecil (neighbour)
(Please tick one)

Date 28/9/17 Signature [Signature]

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: MIRYL O' MALLEY

My phone number: 8278 - 2728

PRIMARY METHOD(S) OF CONTACT:

Email address: _____
Postal address: UNIT 2/1 CHAPMAN ST
BLACKWOOD Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(S) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

- ☒ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is UNIT 2/1 CHAPMAN ST Postcode 5051
BLACKWOOD

The specific aspects of the application to which I make comment on are:

PARKING IS HOPELESS - WE HAVE
CARS PARKED OVER OUR DRIVE
CONTINUALLY - DANGEROUS - AND
DO NOT NEED MORE DANGER TO
ALL RESIDENTS. OBJECT TO ALL
STRENGTH

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I ☒ wish to be heard in support of my submission
☐ do not wish to be heard in support of my submission
(Please tick one)

By

- ☐ appearing personally
☐ being represented by the following person:
(Please tick one)

Date 29-10-17 Signature B. J. O' Malley

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or
scapadmin@sa.gov.au.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

RECEIVED

- 9 OCT 2017

DAC

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

My name: BERYL O'MALLEY

My phone number: 0407-717-429

PRIMARY METHOD(S) OF CONTACT:

Email address: _____

Postal address: _____

UNIT 2/1 CHAPMAN ST
13 BLACKWOOD Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

- ☒ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☒ a private citizen

The address of the property affected is AS ABOVE Postcode 5051

The specific aspects of the application to which I make comment on are:

I OBJECT STRONGLY TO ALL
PLANS AS PARKING IS DANGEROUS
IN CHAPMAN ST AND OFTEN
OUR DRIVE IS BLOCKED NOW WITHOUT
MORE CARS AND SEMITRAILERS.

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I ☒ wish to be heard in support of my submission
☐ do not wish to be heard in support of my submission
(Please tick one)

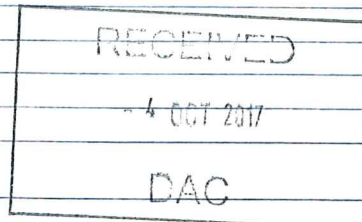
- By ☐ appearing personally
☐ being represented by the following person:
(Please tick one)

Date 5-10-17 Signature B. O'Malley

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or
scapadmin@sa.gov.au.

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
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Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017



My name: MR C.E. PHOENIX

My phone number: 8278 1170

PRIMARY METHOD(s) OF CONTACT:

Email address: _____

Postal address: 3/8 CHAPMAN STREET
BLACKWOOD

Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

- ☒ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is 3/8 CHAPMAN ST, BLACKWOOD Postcode 5051

The specific aspects of the application to which I make comment on are:

1. Increased noise and pollution
2. loss of morning sunlight, especially in winter
3. big increase in traffic in Chapman Street which is already chaotic
4. devaluation of my property.

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

- I ☐ wish to be heard in support of my submission
☒ do not wish to be heard in support of my submission
(Please tick one)

- By ☐ appearing personally
☐ being represented by the following person:
(Please tick one)

Date 30.9.17 Signature B.E. Doern

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

✓

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Nielsen Architects
Development Number:	080/E017/17
Nature of Development:	Partial demolition of an existing building and modification of remaining building into two shop tenancies, construction of a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping
Type of development:	Retail
Zone / Policy Area:	Commercial (Main Road) Zone
Subject Land:	198-200 Main Road, Blackwood
Contact Officer:	David Storey
Phone Number:	7109 7205
Close Date:	9 October 2017

RECEIVED

- 4 OCT 2017

DAC

My name: MICHAEL MASSEY

My phone number: 0419922767

PRIMARY METHOD(S) OF CONTACT: Email address: mike.massey@netspace.net.au

Postal address: 9, STURT AVE

HAWTHORNDENE SA Postcode 5051

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

☒ owner of local property

☐ occupier of local property

☐ a representative of a company/other organisation affected by the proposal

☐ a private citizen

The address of the property affected is 194 MAIN RD BLACKWOOD Postcode SA 5051

The specific aspects of the application to which I make comment on are:

CARPARKING PROVISIONS - DATA USED IS OUT OF DATE

? VALIDITY OF CONCLUSIONS

NO LARGE CARPARK CLOSE BY TO TAKE OVERFLOW

TRAFFIC - INCREASED TRAFFIC FLOW AFFECTING ENTRY & EXIT TO

ADJACENT PROPERTIES

Should the State Commission Assessment Panel conduct a public hearing for this Development Application:

I ☒ wish to be heard in support of my submission

☐ do not wish to be heard in support of my submission

 (Please tick one)

By ☒ appearing personally

☐ being represented by the following person:

 (Please tick one)

Date 1/10/2017 Signature M Massey

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide SA 5001 or scapadmin@sa.gov.au.

12 December 2017

REF No.: 00287-004

Department of Planning, Transport and Infrastructure
Planning and Development | Development Division
GPO Box 1533
ADELAIDE SA 5001

Attention: Will Gormly, Planning Officer – Development Assessment
By Email: Will.Gormly@sa.gov.au

Dear Will,

**RE: RESPONSE TO REPRESENTATIONS AND AGENCY SUBMISSIONS– APPLICATION 080/E017/17 –
SUPERMARKET AND SHOPS WITH ASSOCIATED ADVERTISING, CAR PARKING AND
LANDSCAPING – 198 – 200 MAIN ROAD, BLACKWOOD**

We refer to Development Application (DA080/E017/17) lodged on behalf of Nielsen Architects in August 2017 to partially demolish an existing building, modify the remaining building into two shop tenancies, construct a supermarket together with associated advertising displays, at grade and undercroft car parking and landscaping.

This correspondence seeks to review and respond to the following 13 valid representations received by the State Commission Assessment Panel in response to Category 2 public notification. These are summarised below in Table 1.

In addition, we note that Mitcham Council have provided correspondence to the Department of Planning, Transport and Infrastructure (DPTI) and have confirmed the following (summarised points from their letter dated 27th September 2017):

- While the application does not precisely fit within the existing planning policy, largely due to the dated nature of 'Centre' policy which has not been updated in the Mitcham Development Plan since the early 1990's, shopping uses have changed significantly with the advent of changing consumer preference and demand;
- There are already a significant amount of retail uses within the Commercial Zone which will be complemented by the proposed retail development and the proposal is unlikely to undermine the functionality of the District Centre Zone (which is already constrained in size); and
- It is clear there is an undersupply of supermarket floor space in the region.

Subject to the management of interface issues, suitable construction management arrangements and resolution of on-street parking on Chapman Street, Mitcham Council have offered in-principle support for the proposal.

Table 1 *Summary Representations*

Submission	Seeking to Present Verbally	Affected Property
Susan Hurst	Yes	2/197 Main Road
Michael Massey	Yes	194 Main Road
Mr C. Phoenix	No	3/8 Chapman Street
Beryl O'Malley	Yes	2/1 Chapman Street
Mrs Phyl Nunn	No	5/192 Main Road
Adrienne Cecil	Yes	192 Main Road
Russell Clinic C/- Dr Muller	Yes	202 Main Road
Margaret Southcott	No	2/8 Chapman Street
Kerry Ovalle	No	199 Main Road
ACH Group (Leading Edge Town Planners)	Yes	192 Main Road
Kerry & Craig Webber	Yes	5/8 Chapman Street
Greg & Cheryl Johnson	Yes	4/8 Chapman Street
Holly Nixon	Yes	5/8 Chapman Street

The relevant planning related issues and concerns raised within the remaining **Category 2 representations** can be summarised as follows:

- **Land Use** concerns related to the size of the retail proposed not in accordance with the Development Plan;
- **Traffic management** concerns, including an:
 - » increase in traffic volumes and congestion in local streets generally;
 - » inadequate onsite car parking;
 - » implications for availability of parking generally in the Blackwood township;
 - » noise and traffic disruptions from truck deliveries;
 - » deficient truck access and delivery arrangements;
 - » removal of on-street parking on Chapman Street;
- **Pedestrian movement** across Main Road;
- **Noise** generated by the development, particular the noise from cars and people in the undercroft carpark and truck deliveries;
- **Visual appearance and building design**, both in terms of the siting of the building, height and insufficient boundary setbacks;
- **Interface amenity** impacts from overshadowing/loss of sunlight, loss of privacy, tree removal, vehicle fumes, in adequate landscaping
- **Construction** noise, dust, security and associated and impacts; and

- **Operational** concerns, including operating hours, light spill, location of bin storage.

Some representors made suggestions in relation to changes to the proposal that may assist to reduce their concerns. These suggestions included:

- Rotating the building 90 degrees and move towards the east with parking at rear (west);
- Inclusion of more buffer landscaping, screening and acoustic fencing / walls;
- Increasing the fence height;
- Relocation of the refuse bin of the western boundary;
- Relocation of the roof plant and equipment further away from the residential building;
- Setback of the supermarket off northern boundary; and
- More articulation to the western and northern façade to break up the bulk of the wall elevation.

A written response to the issues raised by the representors and agencies is provided as follows, including a summary of certain amendments made to the proposed plans and elevations.

Proposed Amendments

In considering the issues raised and the suggestions offered, the following amendments to the proposed plans have been made and are reflected in the plans attached (refer *Appendix 1*).

Boundary Wall Setback

The proposed northern boundary wall (adjacent ACH units) has been setback 2 metres from the boundary, effectivity matching the western boundary. This will reduce the visual bulk of the building when viewed from the north and improve the variety of landscaping possible within the two corner landscaping beds within the carpark.

Boundary Fencing

Boundary fencing along the west and north has been increased in height from 2.4 metres to 3 metres (tapering gradually to 2.4m towards Chapman Street) meaning the fence will reach higher than the underside of the undercroft (2.7m) so that no part of the carpark will be visible from the neighbour's properties. This will also assist with the concern raised about car fumes (although the extent of natural ventilation provided will prevent the concentration of exhausts in accordance with Building Code requirements). The increase in fence height will also assist with the visibility of light from the carpark albeit this is low lux lighting which will not be particularly visible beyond the site (no more brightness than street lights).

Note that these fences will be new (replacing existing fencing) and the Applicant is agreeable to negotiating the profile and finish of the fence on the external (neighbour) sides which the adjoining property owners.

Acoustic Treatment

The acoustic treatment proposed for portion of the western boundary fencing has been extended to the full length of the western boundary. This fence will be constructed as per the Acoustics Engineers specifications, being a minimum of 9mm thick, air tight fibre cement sheet on the inside face of the fence.

All other acoustic treatment previously proposed remains part of the proposal including insulation to the underside of the undercroft carpark and on both sides of the loading dock walls. The roof top plant platform is also acoustically screened as previously proposed. Other features to minimise noise transfer and protect amenity include:

- A commitment that the shops (including the ALDI) will not trade before 7am or after 10pm;
- All truck deliveries not occurring before 7am or after 10pm;
- The implementation of measures described in the ALDI SA "Delivery and loading procedures", such as turning off refrigeration and reversing beepers to minimise the noise from the delivery process; and
- Use of low level exhausts on trucks (which is a specific modification made by ALDI to assist in optimising the noise reduction provided by boundary fencing).

The additional treatment in conjunction with the original measures to be taken will now result in the proposed exceeding the requirements of the Environment Protection (Noise) Policy 2007.

Sonus, who undertook the original acoustic assessment, have reviewed the amended plans and provide additional commentary in relation to the compliance of the project (*Appendix 2*).

Façade Appearance

The pre-cast façade on the northern and western elevations has been amended to incorporate alternating grey-green colour panels (rather than solid grey) to provide visual interest to these walls while still in a suitable, neutral tone.

Bin Store

The ALDI bin store on the western boundary has been shifted south so as to sit adjacent the neighbours solid brick wall (rather than the courtyard) and the bin is now shown as fully enclosed.

It should be noted that as there is no on-site food preparation (unlike other supermarkets), food odour issues are not experienced at ALDI Stores

Privacy Measures

The external stair on the western façade of the ALDI Store, used predominately by the ALDI truck driver to access the loading dock, will be constructed with solid screening so as to prevent views into neighbouring properties. ALDI have confirmed that this stair is rarely used (perhaps 3-4 times a day) and that no staff are permitted to smoke on the ALDI site or congregate on the stair during breaks.

Shadow Diagrams

The shadow diagrams have been amended to reflect the alterations made to the plans, in particular, to confirm the impact of the fence height increase. The plans reconfirm, even with the fence height increased, that the proposed development will not cast any shadow on adjoining properties after 11am during winter solstice (noting that the site orientation is slightly north-east).

The plan amendment and additional information provided above, seeks to respond to a number of the issue raised by the representors in their submissions.

Certain other matters raised such as the suitability of the land use have been comprehensively addressed in the original Ekistics report (refer to pages 23 to 31) and accordingly, we have not re-stated these views within this correspondence other than the state the local Councils are obligated to keep their Development Plans up to date and relevant to current data, best practice and social expectations and where this has blatantly not been done, it is unreasonable to disregard the clearly out-dated nature certain planning policy.

On the matter of trees, all the trees identified as regulated are to be retained, together with trees around the perimeter of the site. Only three (3) trees with a trunk circumference over 2 metres are to be removed and these are not 'protected'. While we note the preference of the neighbours to retains the three (3) trees on the western and northern boundary, the proximity of these trees and the extent of their root spread make their retention unfeasible for the proposed development layout.

We note the concerns raised by the owners of the units to the west in relation to construction inconveniences and confirm that, should the development proceed, the applicant would be pleased (and expect) to engage with those owners in relation to the construction strategy related to temporary fencing, damaged plant replacement and the like. Construction hours will be in accordance with Environment Protection (Noise) Policy 2007 (only between 7am and 7pm Monday to Saturday).

Traffic Matters

We note the various concerns raised in relation to traffic and parking. This has been comprehensively dealt with in the application and in addition, GTA Consultants have reviewed the representor concerns raised and prepared a further response to the various traffic related issues raised (refer *Appendix 3*)

Discussions with Mitcham Council in relation to alterations to parking on Chapman Street have commenced and the applicant, Ekistics and GTA also met with the Safety and Service -Traffic Operations section of DPTI. Following the provision of information to DPTI Traffic in relation to certain matters, we note that their referral response confirms their support subject to a set of standard conditions.

In relation to Parking, Mitcham Council have advised the following (summarised points from their letter dated 27th September 2017):

- The empirical parking evidence provided for the Hawthorn ALDI development has demonstrated that ALDI Store's generate significantly less parking demand than suggested by the Development Plan;

- Given the practical realities of car parking in Blackwood, an additional 17 car parking spaces (equating to 4.2 parks per 100m² of retail floor area), is considered sufficient to meet demand;
- The parking rate in the Development Plan is considered arbitrary and in need of an update;
- Other shopping development have been approved with carparking supply significantly under the Development Plan rate; and
- No additional access points are proposed on Main Road or Chapman Street.

In relation to the provision of a new pedestrian's crossing over Main Road, DPTI Traffic have confirmed that due to the existing road configuration and crossover arrangements, there is no opportunity to provide an additional pedestrian refuge in closer proximity to the site. Notwithstanding, a raised median is to be installed adjacent the Main Road crossover to restrict right turn movements to and from this access point and this median is likely to assist some people attempting to cross Main Road in this location.

We recognise that there are existing parking pressures within the Blackwood township however these pre-existing conditions should not determine the outcome of new local investment which provides sufficient on-site parking for the uses it is proposing. It is neither appropriate or reasonable to expect new developments to remedy what appears to be a wider, township issue.

In this context, the proposed development is considered to satisfactorily meet the relevant Development Plan provisions relating to traffic, access and parking.

Yours Sincerely



Rebecca Thomas
Senior Associate

Appendix 1. Revised Plans

PROPOSED ALDI BLACKWOOD

198-200 MAIN ROAD
BLACKWOOD SA 5051

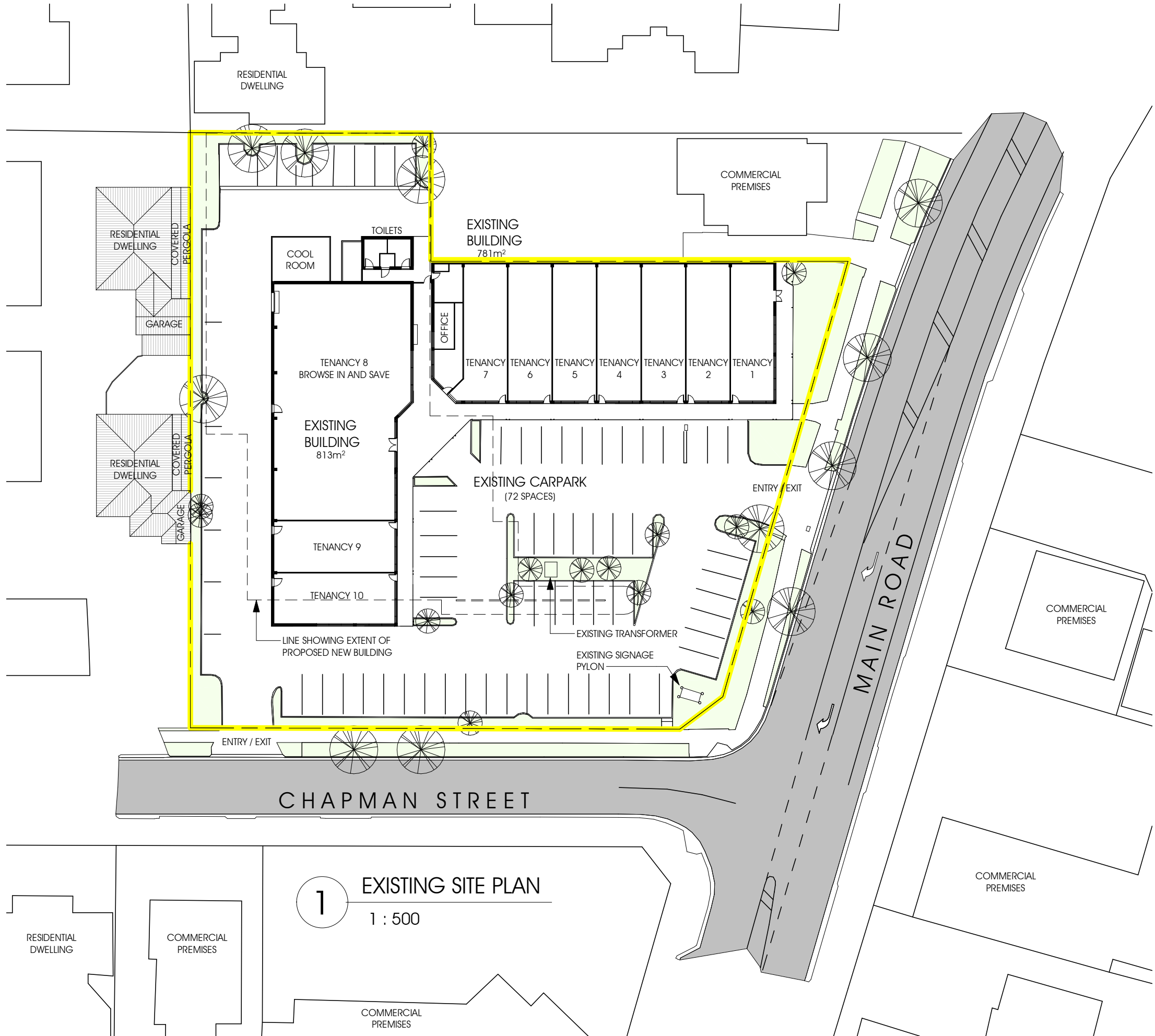


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www.nielsenarchitects.com.au

PROPOSED ALDI BLACKWOOD

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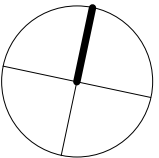


1 EXISTING SITE PLAN
1 : 500

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CLIENT



PROJECT
ALDI BLACKWOOD

DRAWING
EXISTING SITE PLAN

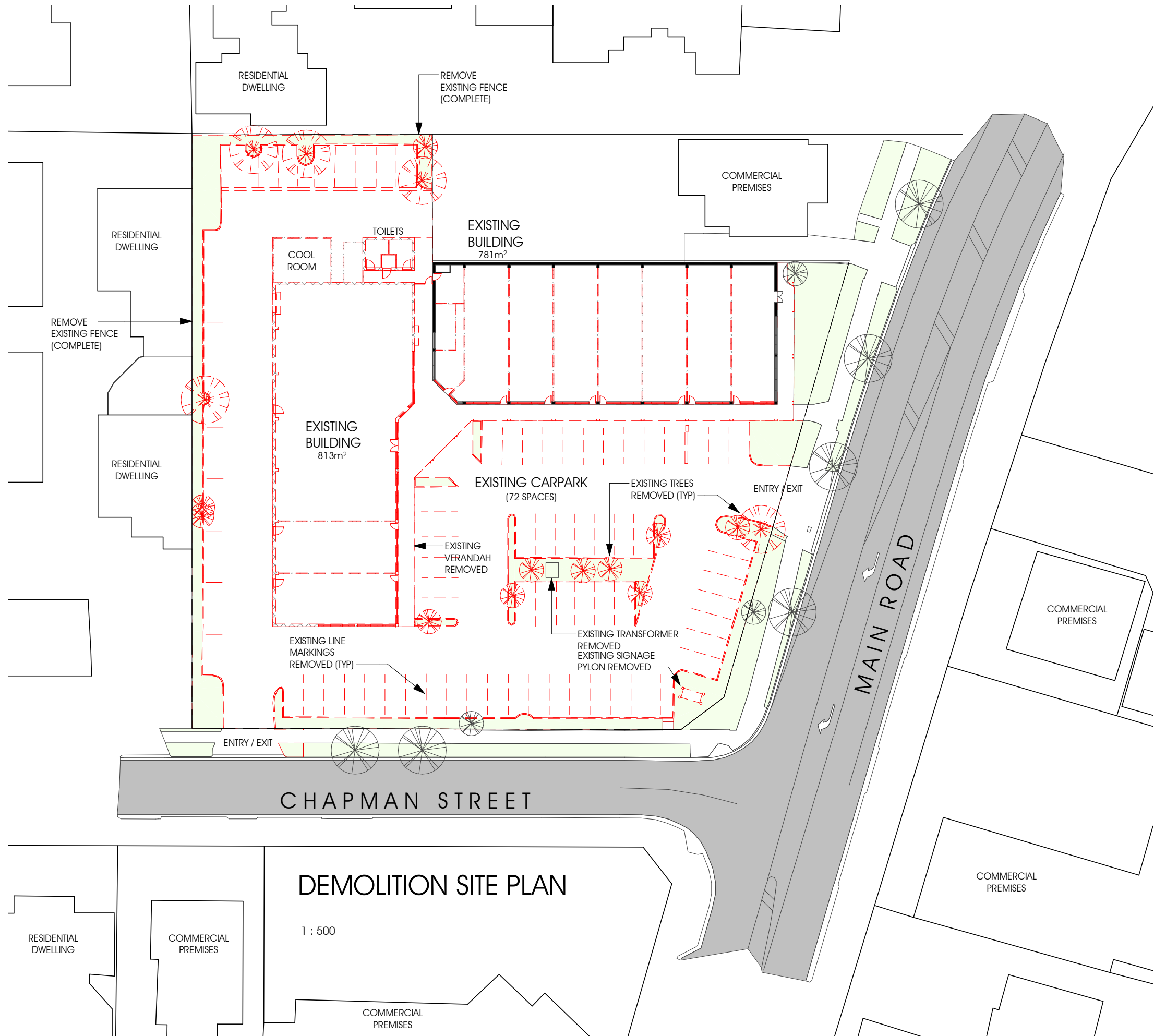


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DEMOLITION SITE PLAN

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NOTE:
ALL ITEMS SHOWN RED/DASHED TO
BE DEMOLISHED

CLIENT



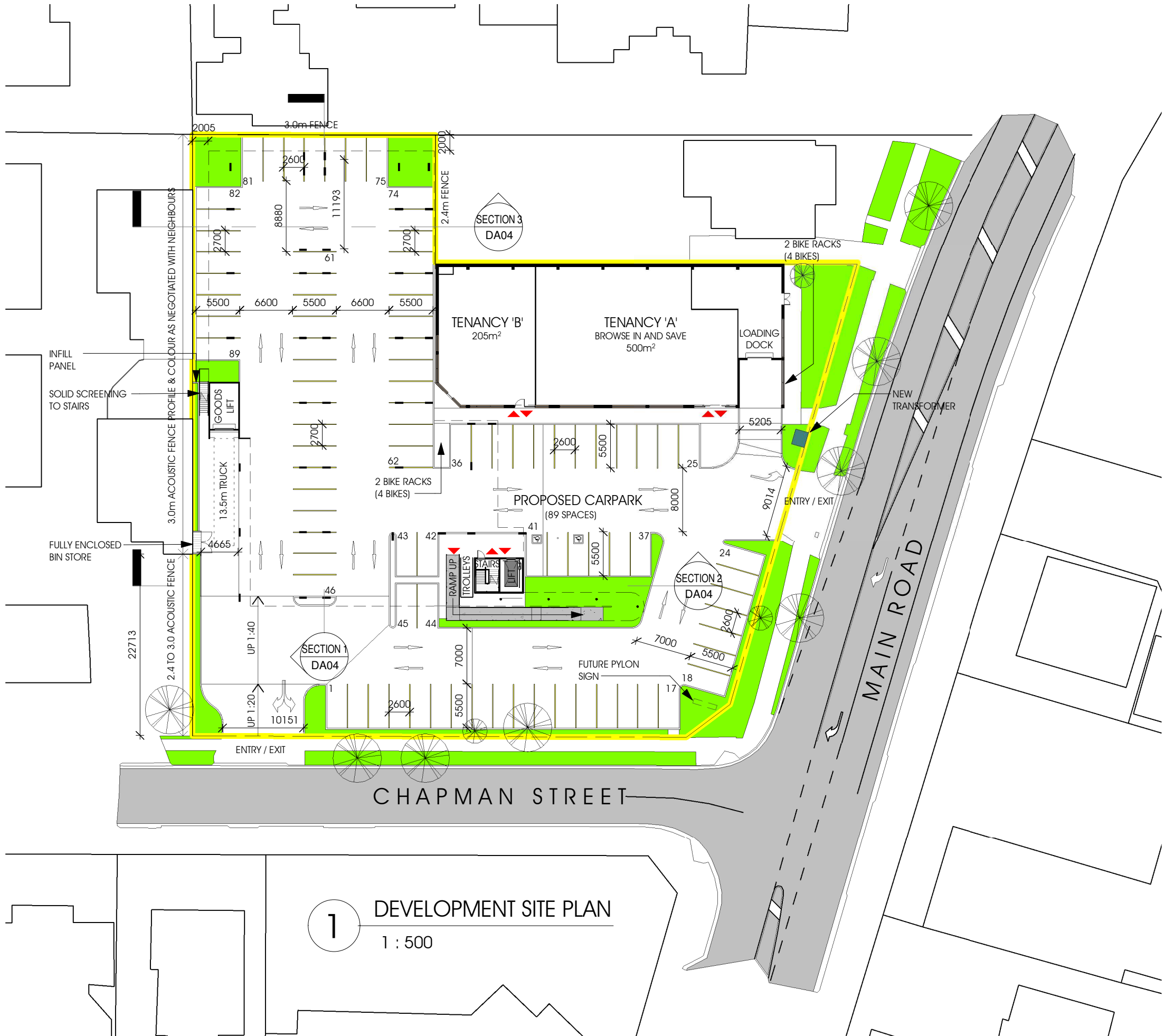
PROJECT
ALDI BLACKWOOD

DRAWING
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1 DEVELOPMENT SITE PLAN
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B	28/11/17	PLANNING	LE	TB

PROPERTY DESCRIPTION	
TOTAL SITE AREA	4911m ²
ALDI GROSS AREA	1580m ²
ALDI NETT AREA	1530m ²
ALDI RETAIL NETT AREA	1116m ²
ALDI BOH NETT AREA	341m ²
ALDI AMENITIES NETT AREA	68m ²
NUMBER OF CARS	89
SIZE OF TRUCK	13.5m
TENANCY GROSS AREA	1595m ²
TENANCY A NETT AREA	500m ²
TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	

CLIENT

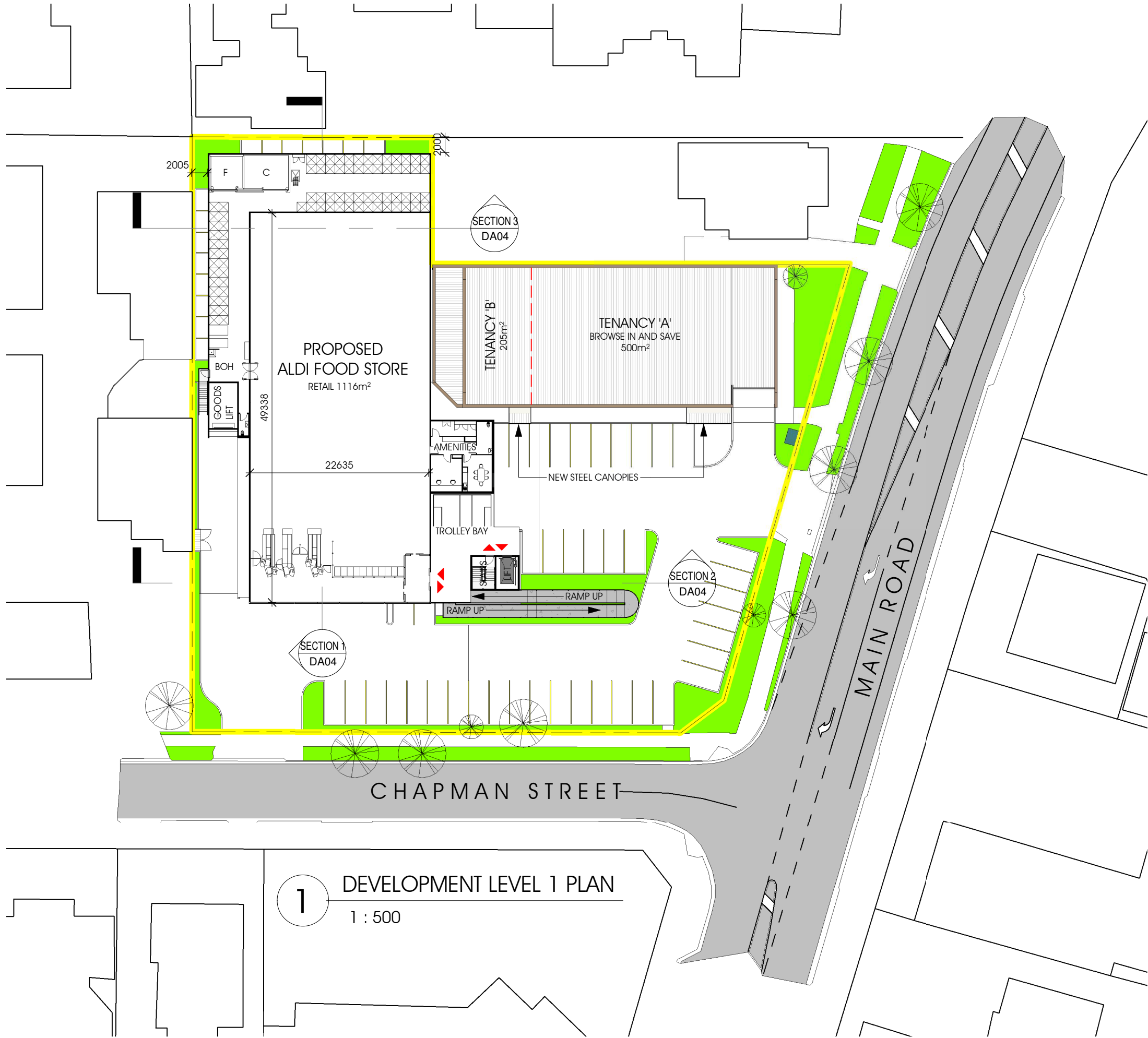
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1 DEVELOPMENT LEVEL 1 PLAN
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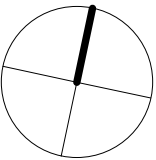
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TENANCY B NETT AREA	205m ²
SITE BOUNDARY	
LANDSCAPED AREA	



CLIENT



PROJECT
ALDI BLACKWOOD

DRAWING
DEVELOPMENT LEVEL 1 PLAN

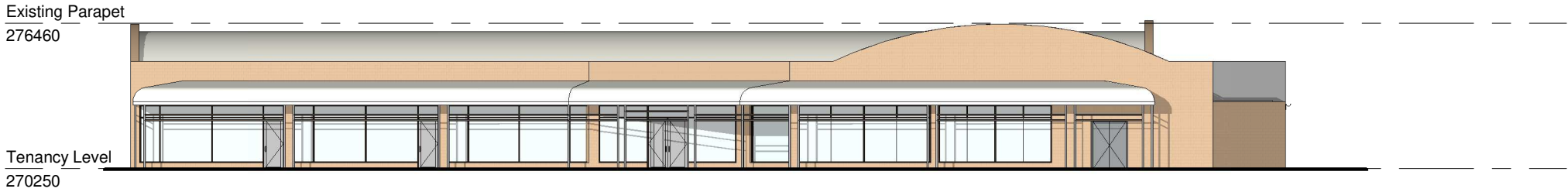
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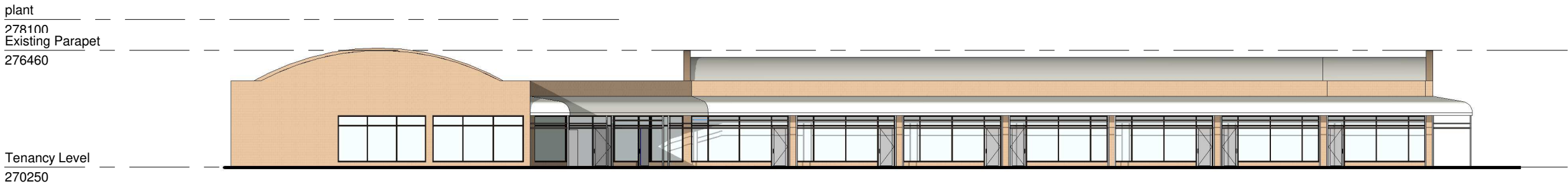
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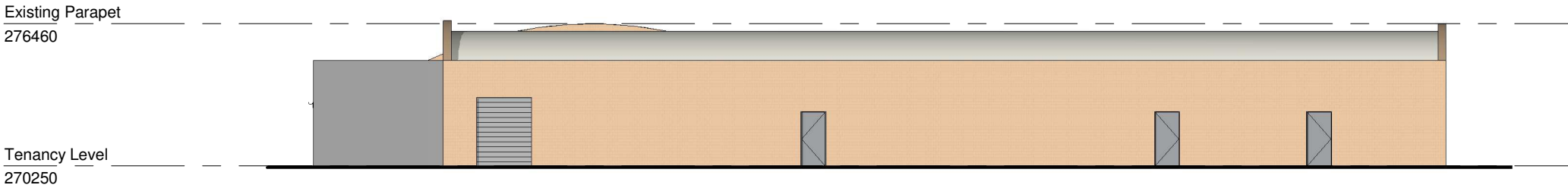
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2

EXISTING SOUTH ELEVATION

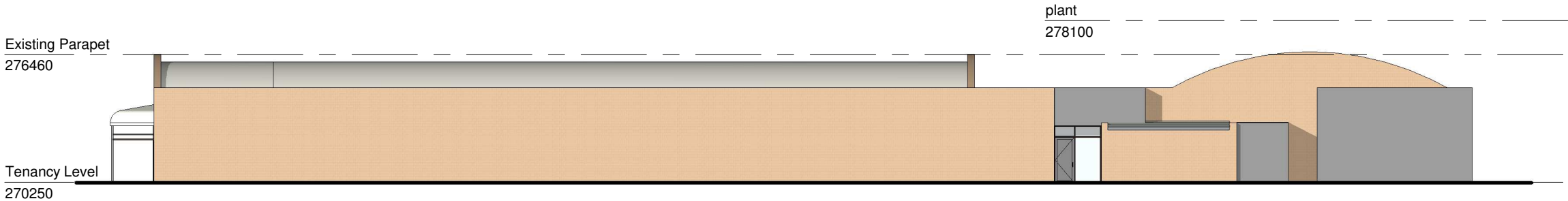
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3

EXISTING WEST ELEVATION

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4

EXISTING NORTH ELEVATION

1 : 250

CLIENT



PROJECT

ALDI BLACKWOOD

DRAWING

EXISTING EXTERNAL ELEVATIONS

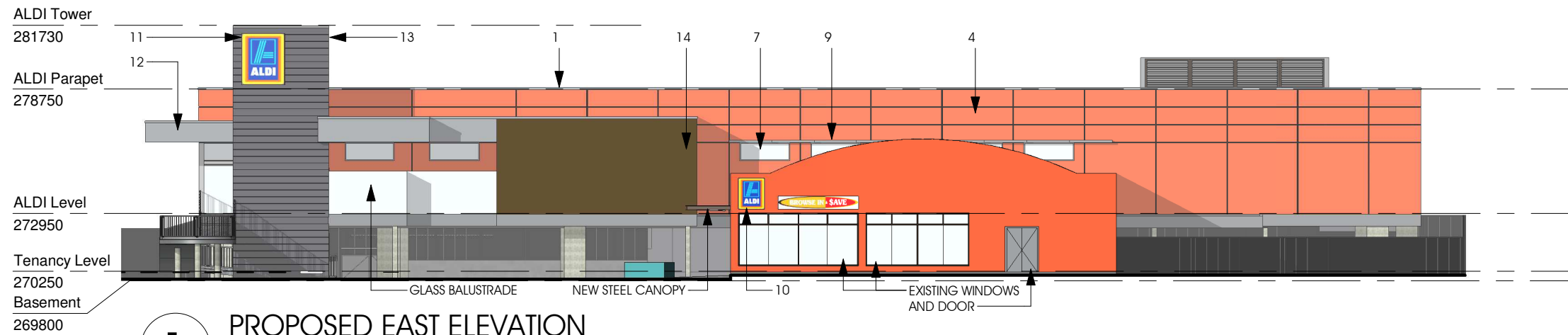


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PROJECT No	DRAWING No	STATUS	REV
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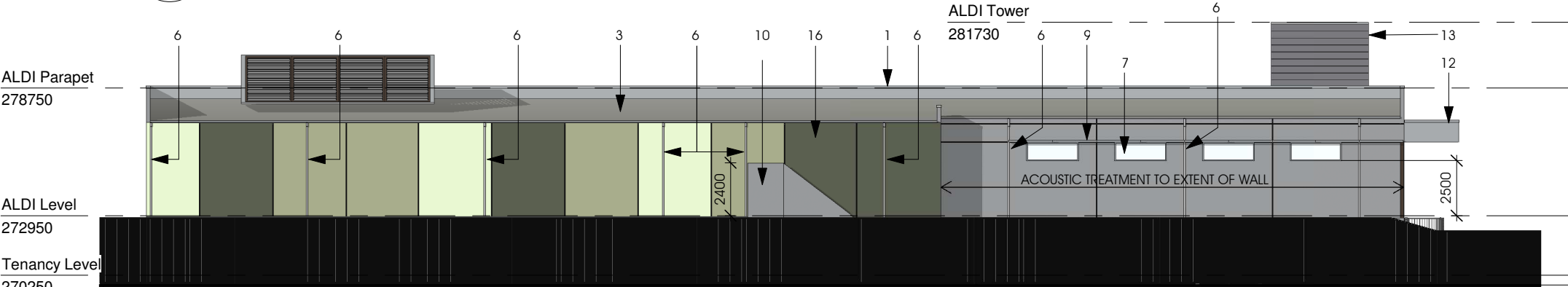
PROPOSED EAST ELEVATION

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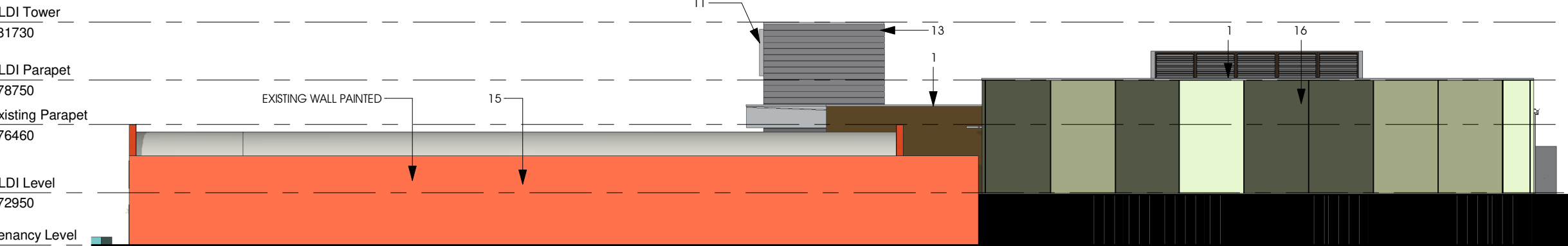
PROPOSED SOUTH ELEVATION

1 : 250



PROPOSED WEST ELEVATION

1 : 250



PROPOSED NORTH ELEVATION

1 : 250

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REV	DATE	DESCRIPTION	DRN	CHKD
A	17/11/17	PLANNING	RP	TB
B	28/11/17	PLANNING	LE	TB

MATERIAL SCHEDULE

	METAL PROFILED CLADDING - DULUX 'DRIVETIME'
	PRECAST RC PANEL, PAINT FINISH - DULUX 'OLD PEWTER'
	PRECAST RC PANEL, PAINT FINISH - DULUX 'FLUORESCENT FIRE'
	FIBRE CEMENT FASCIA, DULUX 'OLD PEWTER'
	PERFORATED METAL CLADDING, DULUX 'COPPER KINETIC'
1 - COLORBOND CAPPING, COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH	
2 - PANEL LIFT DOOR 'OLD PEWTER'	
3 - COLORBOND ROOF SHEETING 'SURFMIST'	
4 - PRECAST RC PANEL, DULUX 'FLUORESCENT FIRE'	
5 - PRECAST RC PANEL, DULUX 'OLD PEWTER'	
6 - GUTTER AND DOWNPIPES, 'BASALT GREY'	
7 - WINDOWS, ANODISED ALUMINIUM FRAMES, NATURAL FINISH	
8 - SHOPFRONT, ANODISED ALUMINIUM FRAMES, NATURAL FINISH	
9 - SUNSCREEN, POWDER COATED ALUMINIUM FRAME, COLORBOND BASALT GREY	
10 - SCREENING, DOOR & FRAME, DULUX 'OLDE PEWTER'/COLORBOND BASALT GREY	
11 - ALDI ILLUMINATED SIGNS	
12 - FIBRE CEMENT FASCIA, DULUX 'DRIVETIME'	
13 - METAL PROFILE CLADDING, DULUX 'DRIVETIME'	
14 - PERFORATED METAL SHEETING, POWDERCOATED DULUX 'COPPER KINETIC'	
15 - RENDER AND PAINT FINISH	
16 - VARIED COLOUR PRECAST TREATMENT	

CLIENT

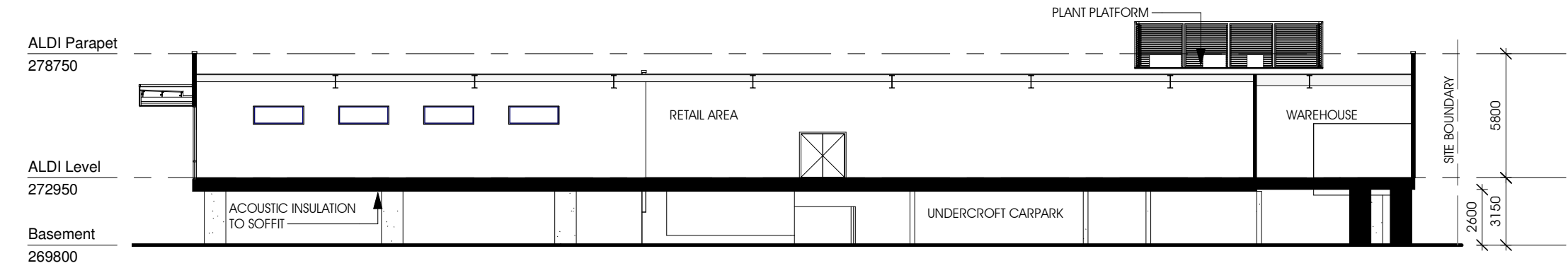
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED ELEVATIONS

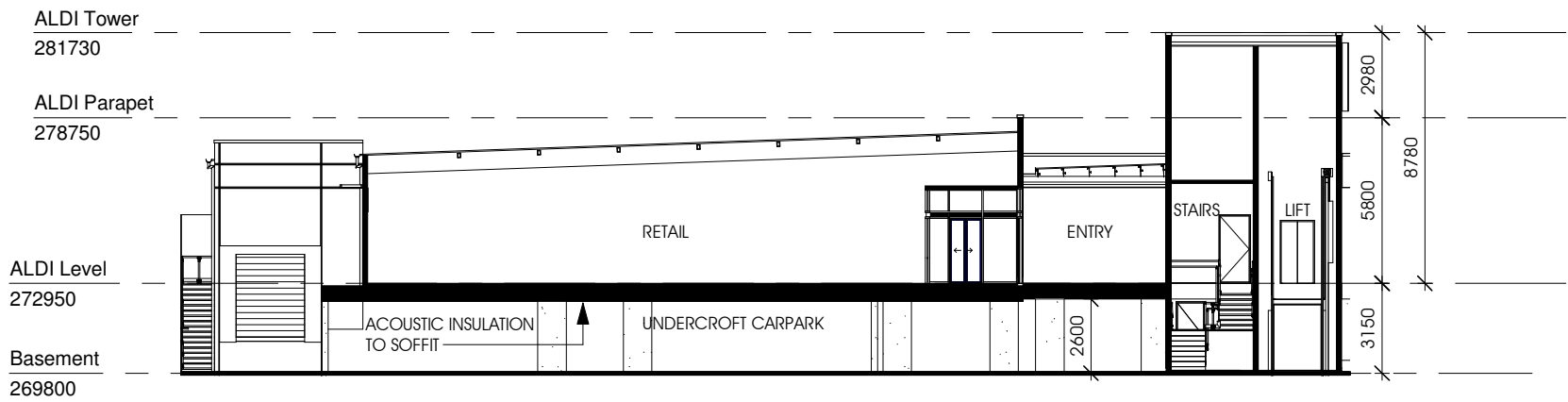
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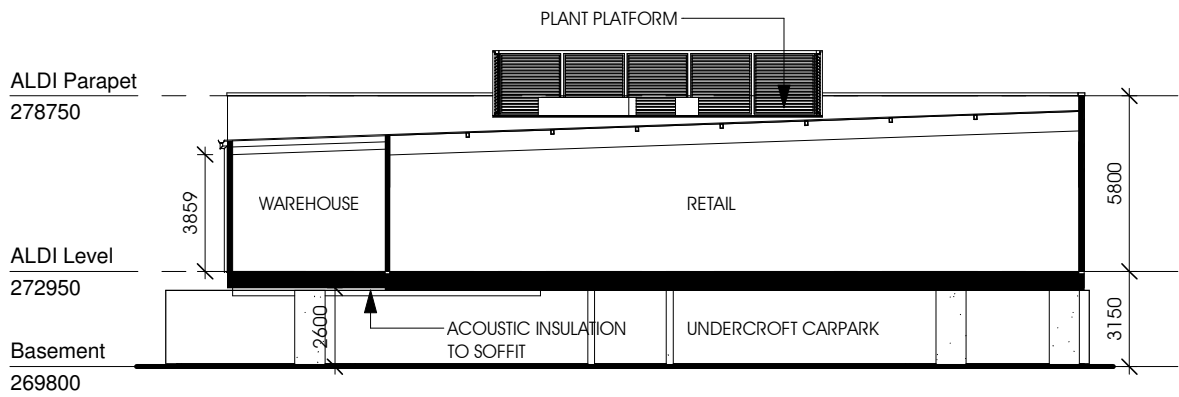
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2090	DA03.2		B



1 SECTION 1
1 : 250



2 SECTION 2
1 : 250



3 SECTION 3
1 : 250

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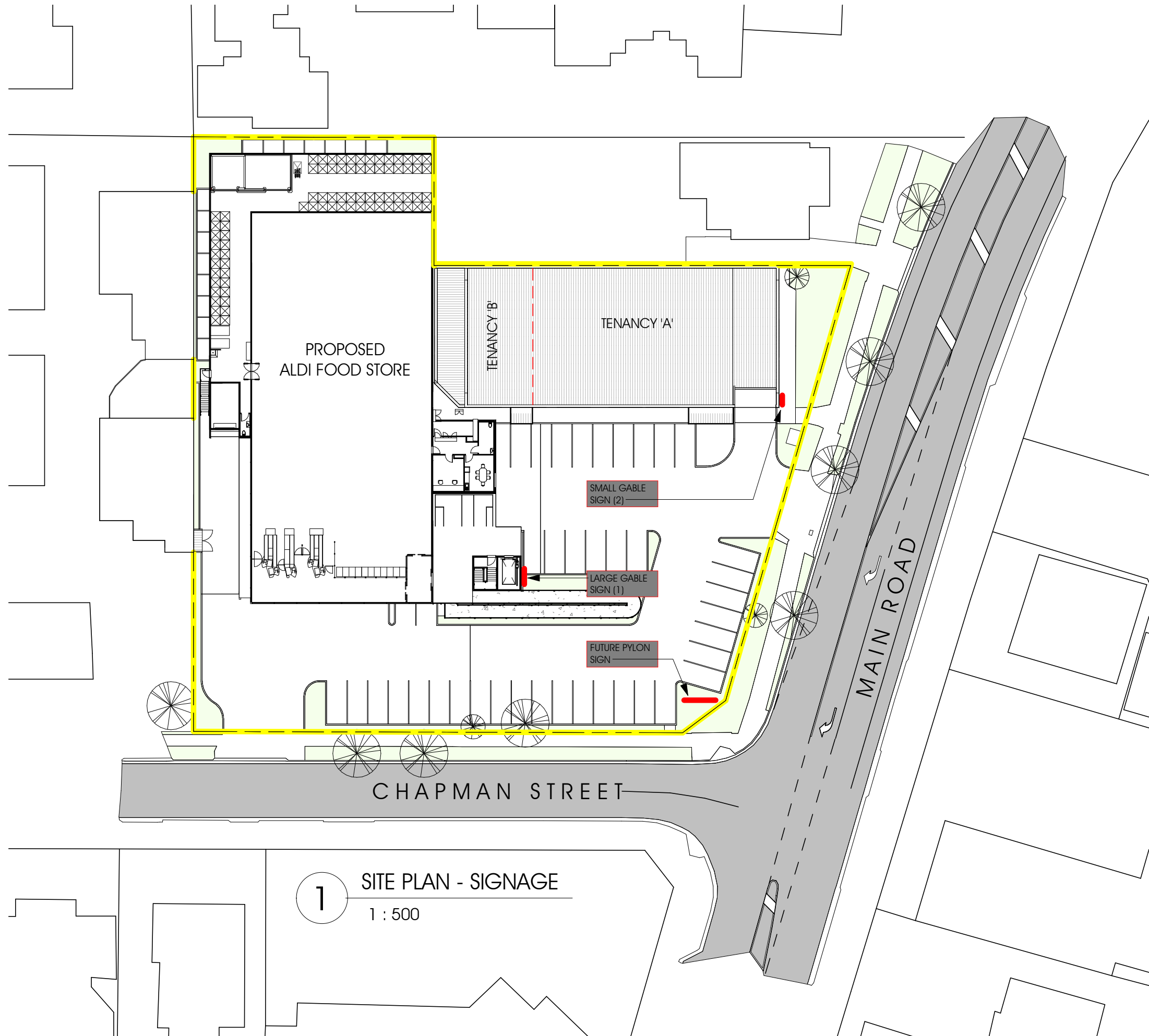
PROJECT
ALDI BLACKWOOD

DRAWING
SECTIONS

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PROJECT No	DRAWING No	STATUS	REV
2090	DA04		B



1 SITE PLAN - SIGNAGE
1 : 500

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PROJECT
ALDI BLACKWOOD

DRAWING
SIGNAGE PLAN

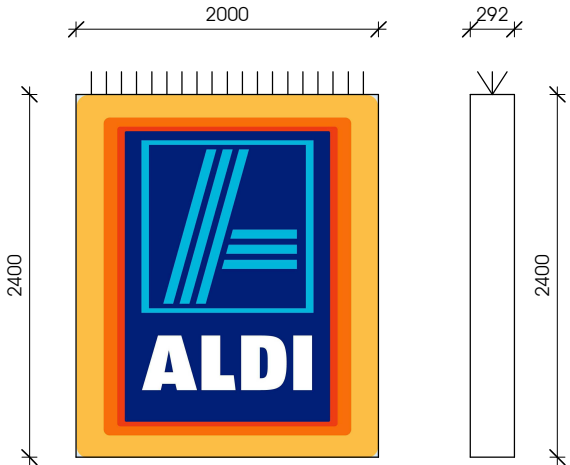

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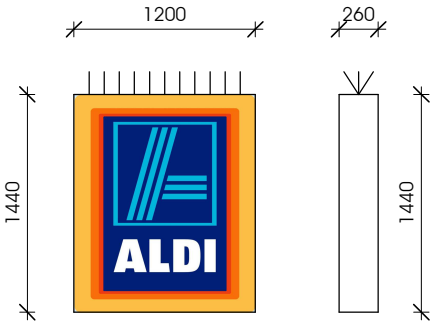
PROJECT No	DRAWING No	STATUS	REV
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LARGE GABLE SIGN
LIGHTBOX
2000w x 2400h x 292d mm SINGLE SIDED
FLEXFACE WALL SIGN
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUMCLADDING
TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT'
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000
LUMENS 16,500



SMALL GABLE SIGN
LIGHTBOX
1200w x 1440h x 260d mm SINGLE SIDED
FLEXFACE WALL SIGN
DIR-571 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUMCLADDING
TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT'
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000
LUMENS 16,500

1

SIGNAGE DETAILS

1 : 50

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PROJECT

ALDI BLACKWOOD

DRAWING

SIGNAGE DETAILS

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2090	DA05.2		

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PROJECT

ALDI BLACKWOOD

DRAWING

3D RENDERS SHEET 1



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2090	DA08.1		

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PROJECT

ALDI BLACKWOOD

DRAWING

3D RENDER SHEET 2

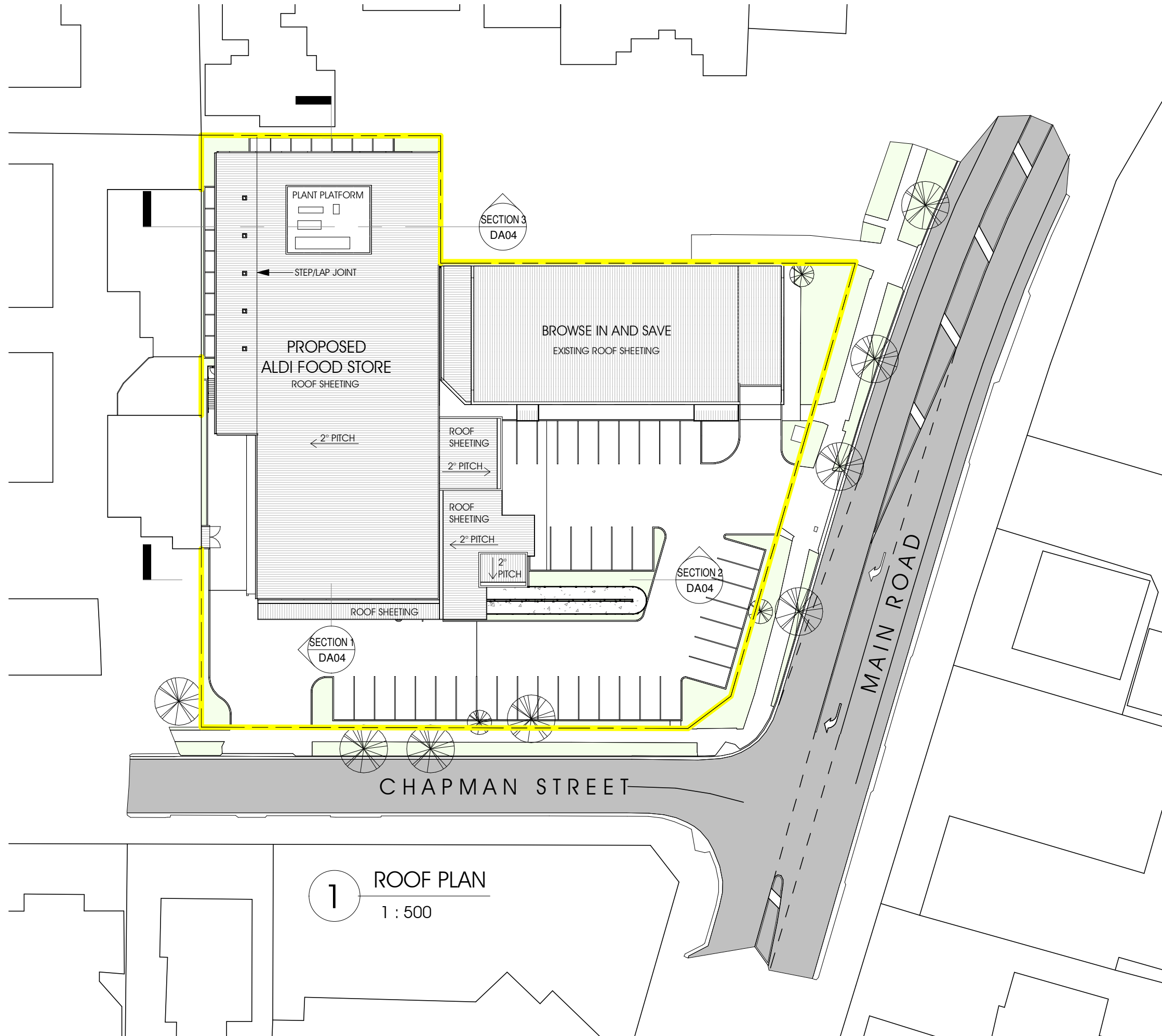


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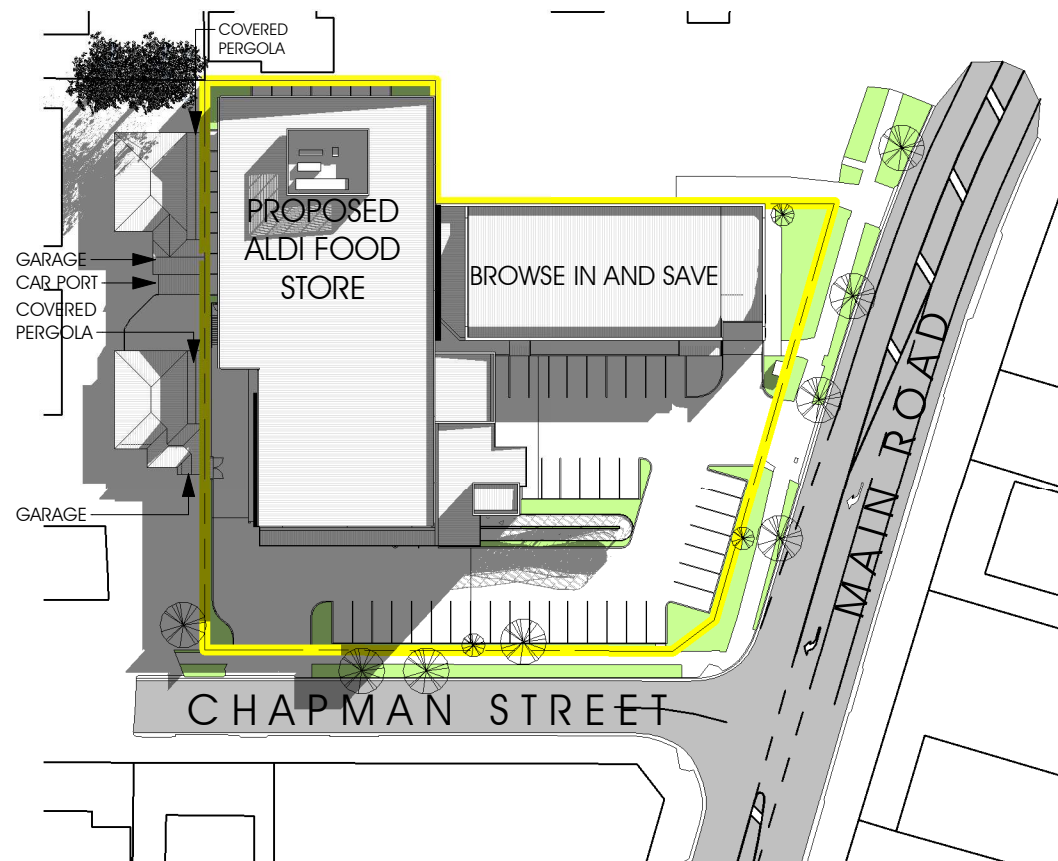
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED ROOF PLAN

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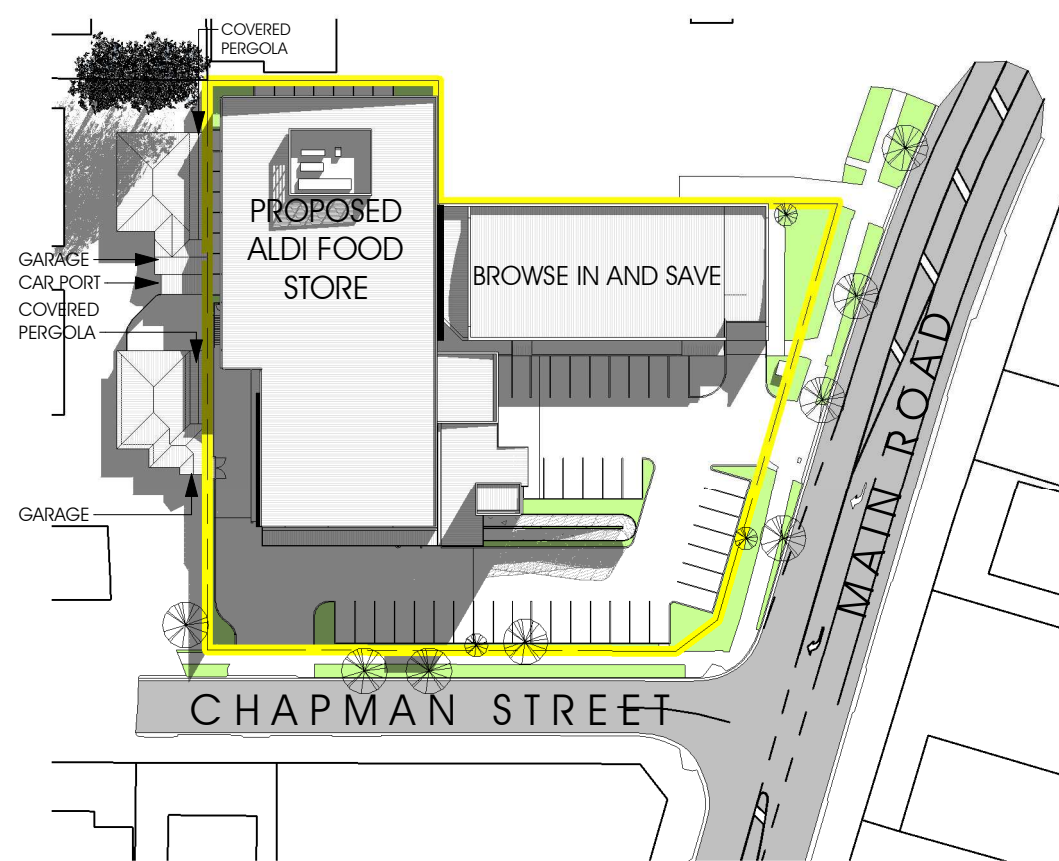
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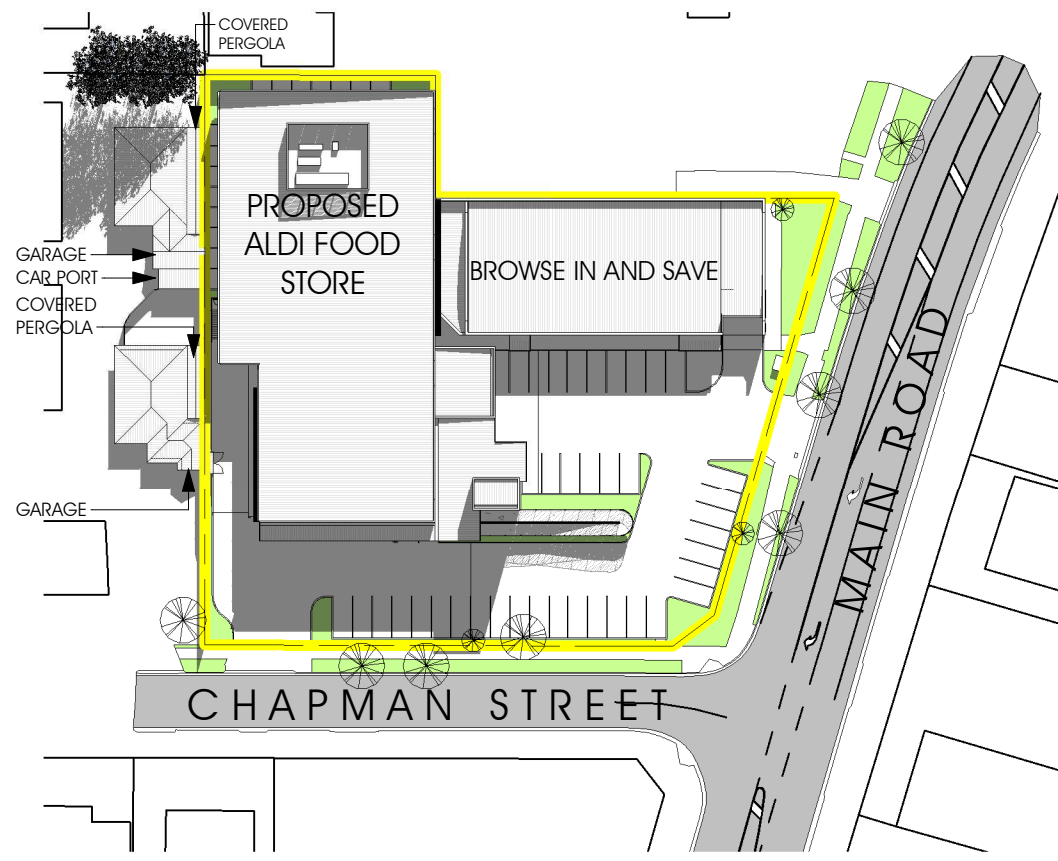
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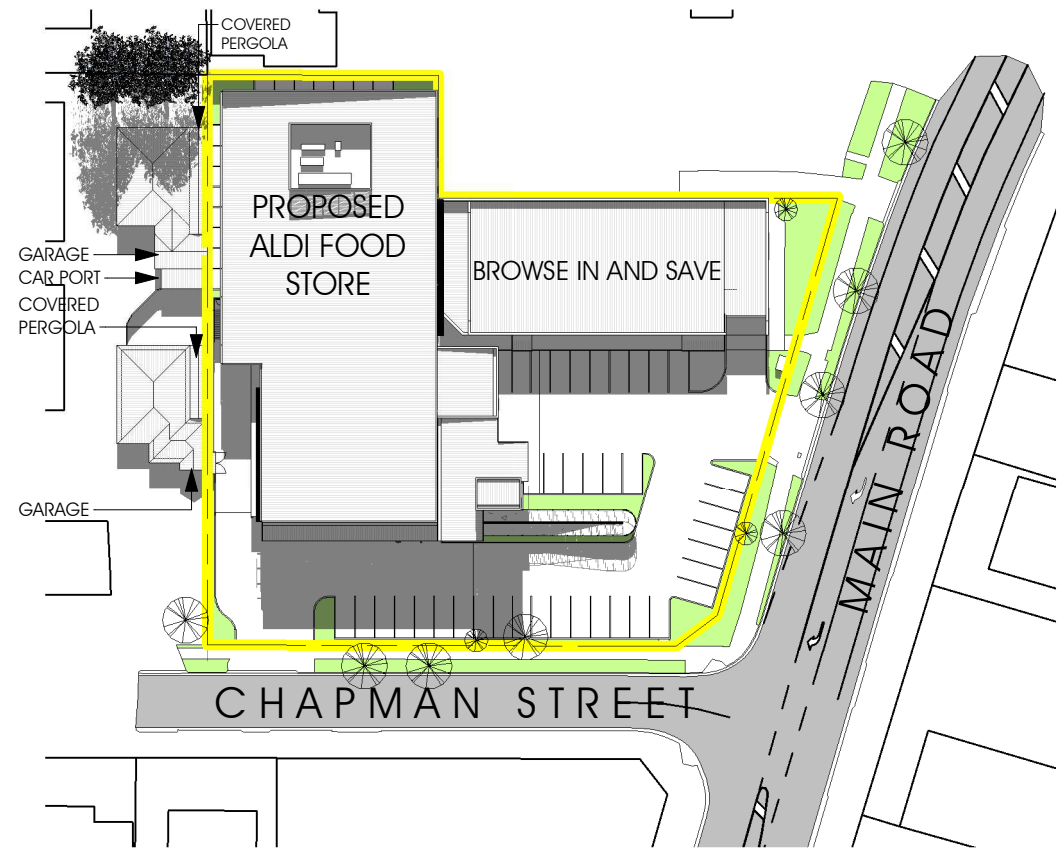
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SHADOW DIAGRAM - WINTER SOLSTICE 11am

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SHADOW DIAGRAM - WINTER SOLSTICE 12pm

1 : 1000

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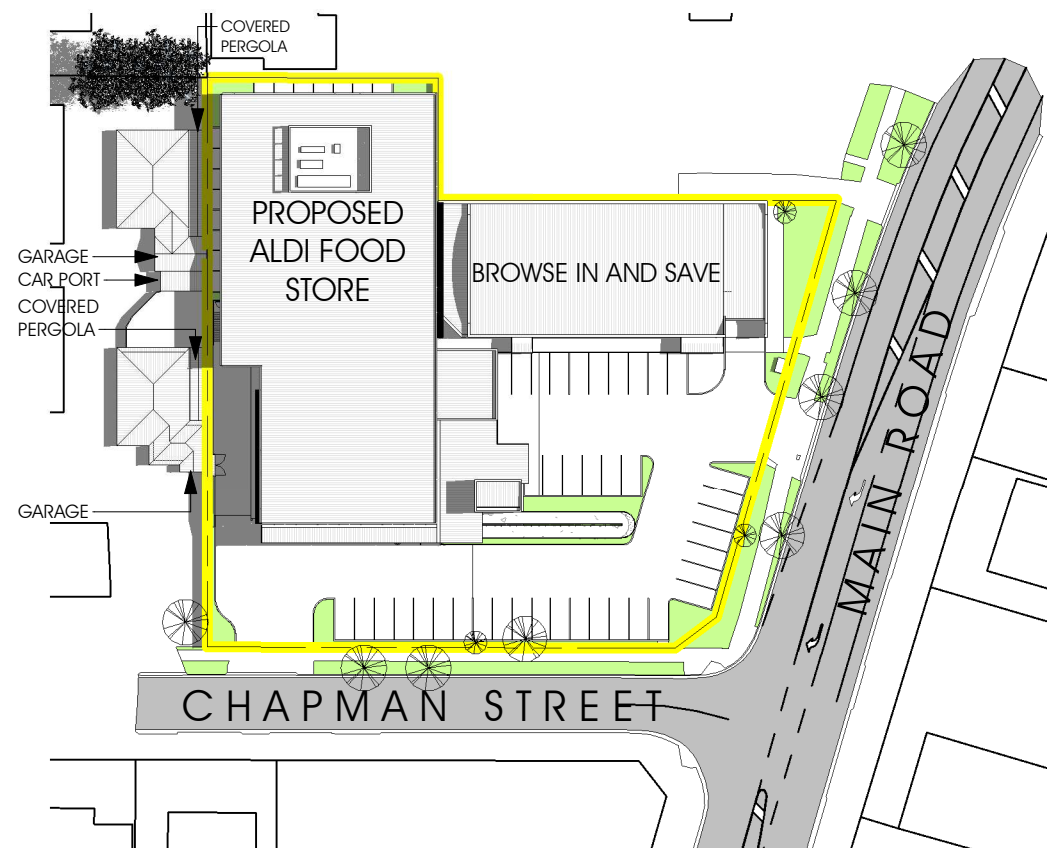
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED SHADOW DIAGRAM - WINTER SOLSTICE

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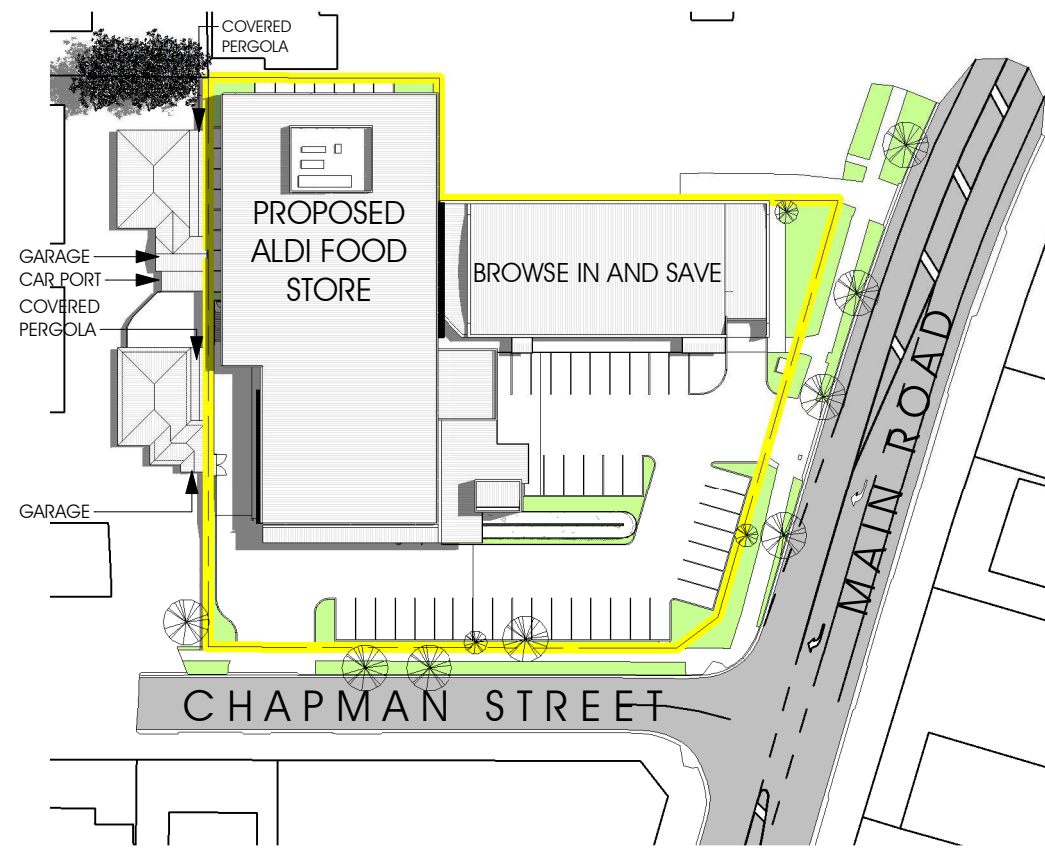
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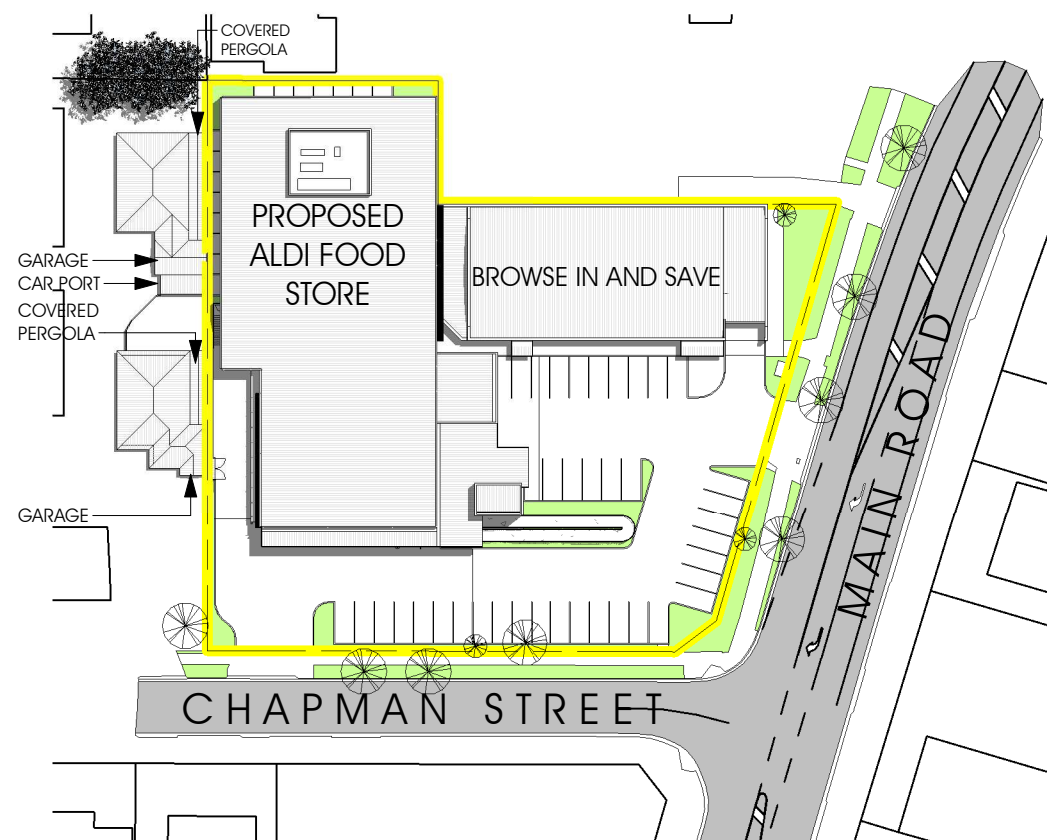
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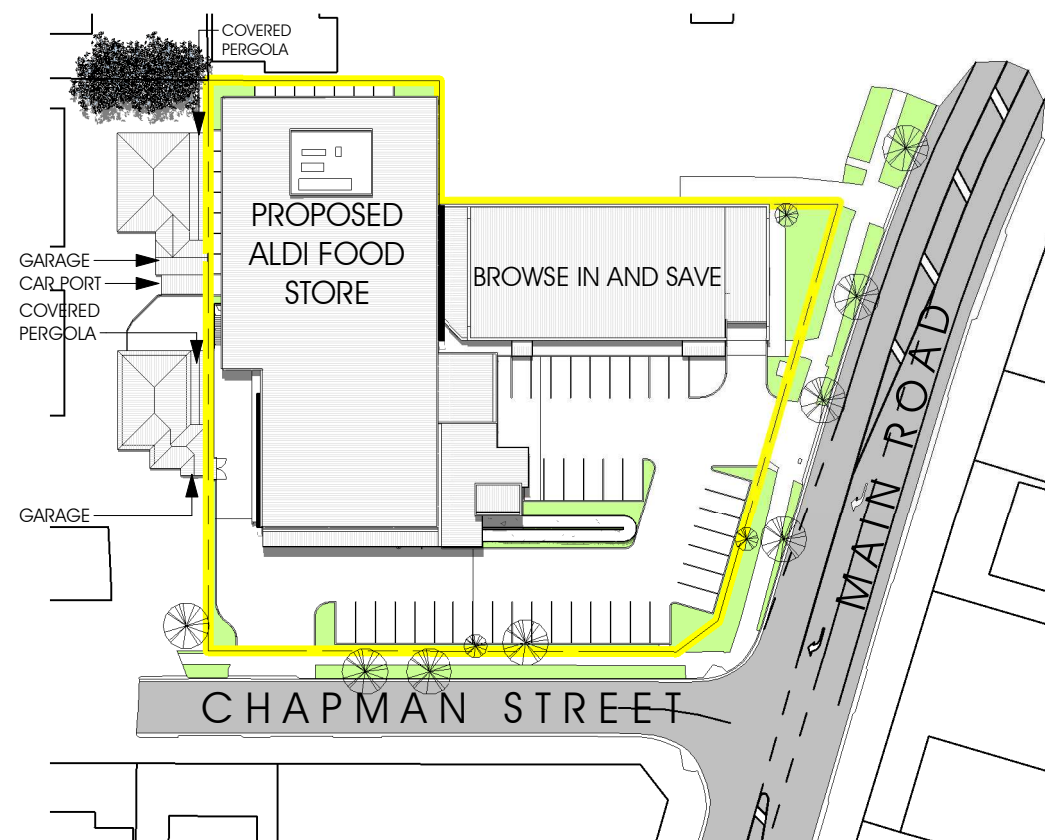
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10am

1 : 1000



SHADOW DIAGRAM - SUMMER SOLSTICE
11am

1 : 1000



SHADOW DIAGRAM - SUMMER SOLSTICE
12pm

1 : 1000

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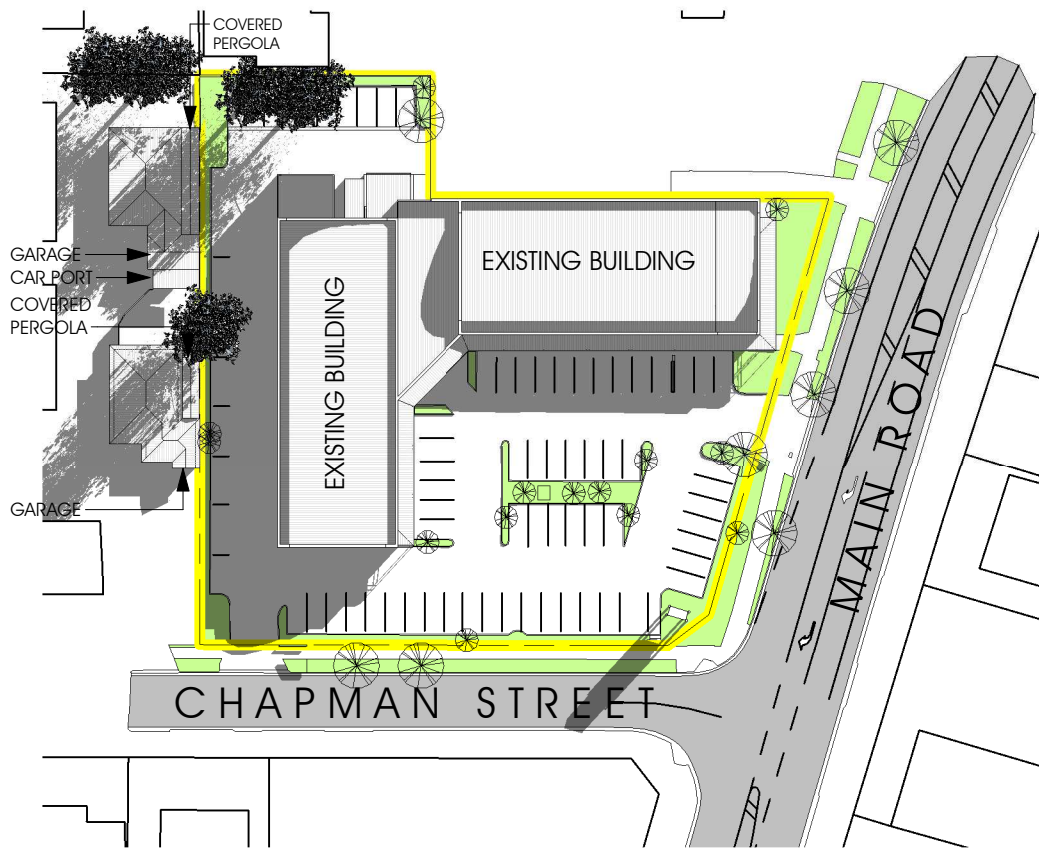
PROJECT
ALDI BLACKWOOD

DRAWING
PROPOSED SHADOW DIAGRAM -
SUMMER SOLSTICE

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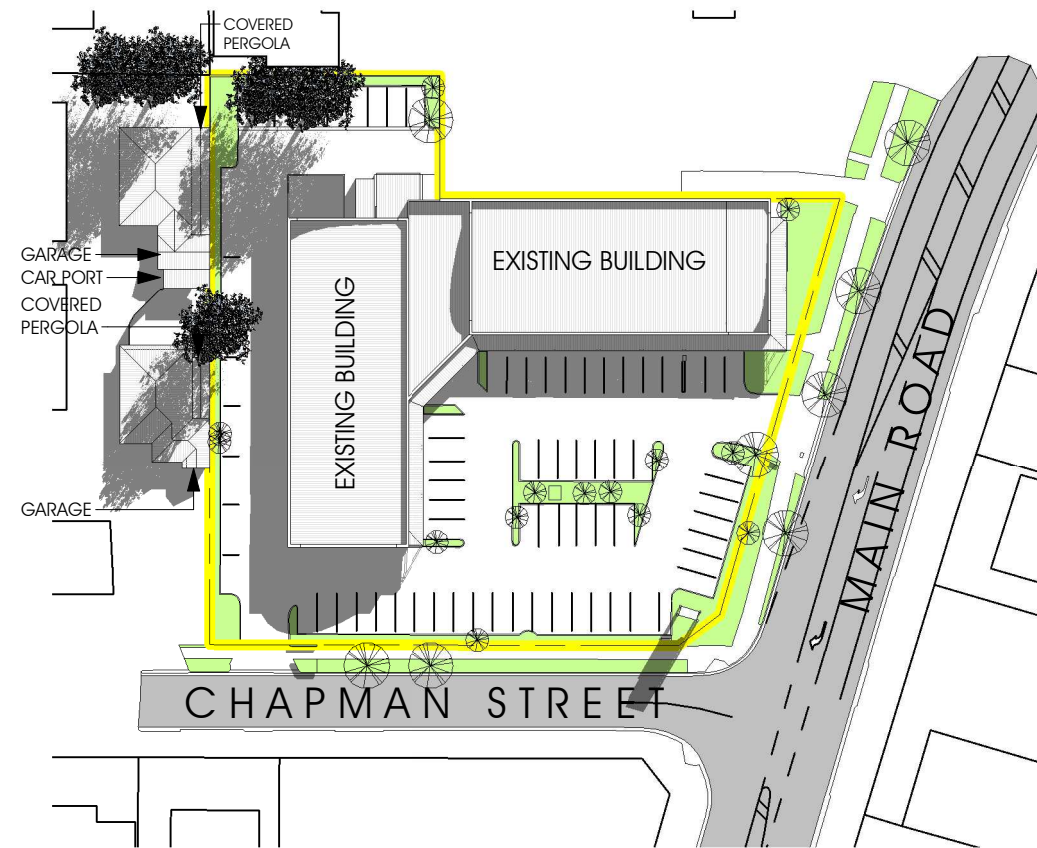
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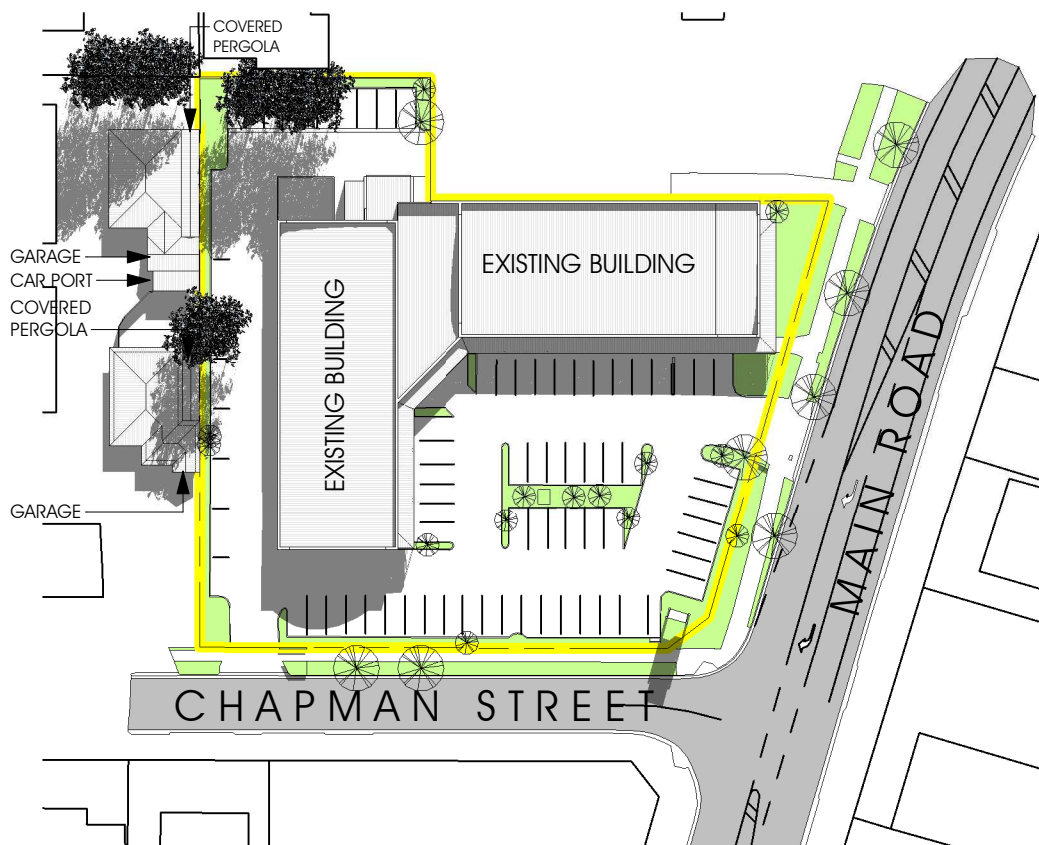
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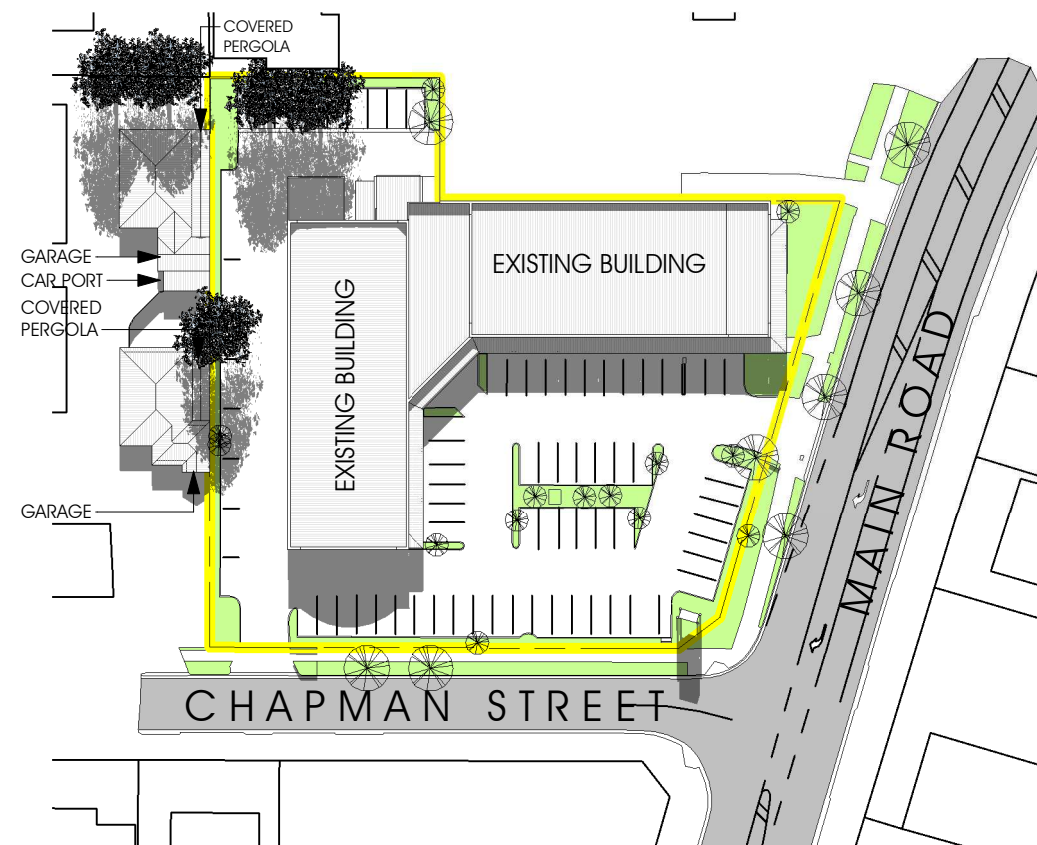
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SHADOW DIAGRAM - EXISTING WINTER SOLSTICE 11am

1 : 1000



SHADOW DIAGRAM - EXISTING WINTER SOLSTICE 12pm

1 : 1000

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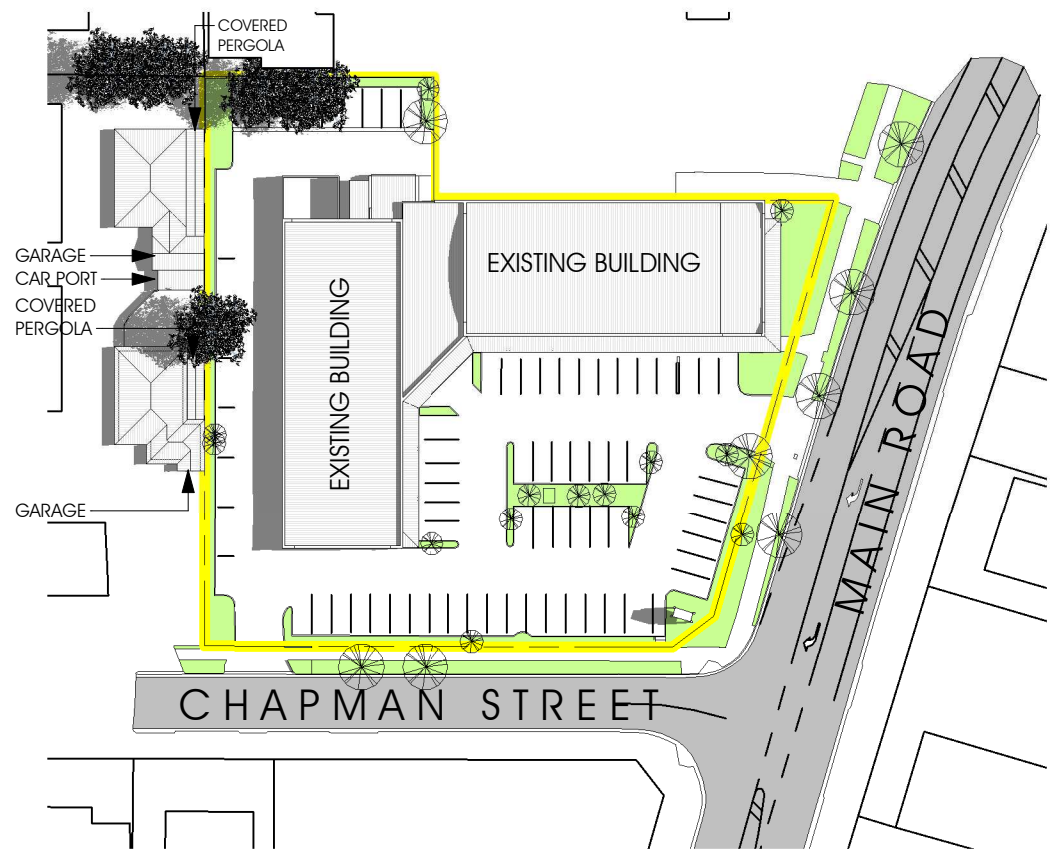
PROJECT
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DRAWING
EXISTING SHADOW DIAGRAM -
WINTER SOLSTICE

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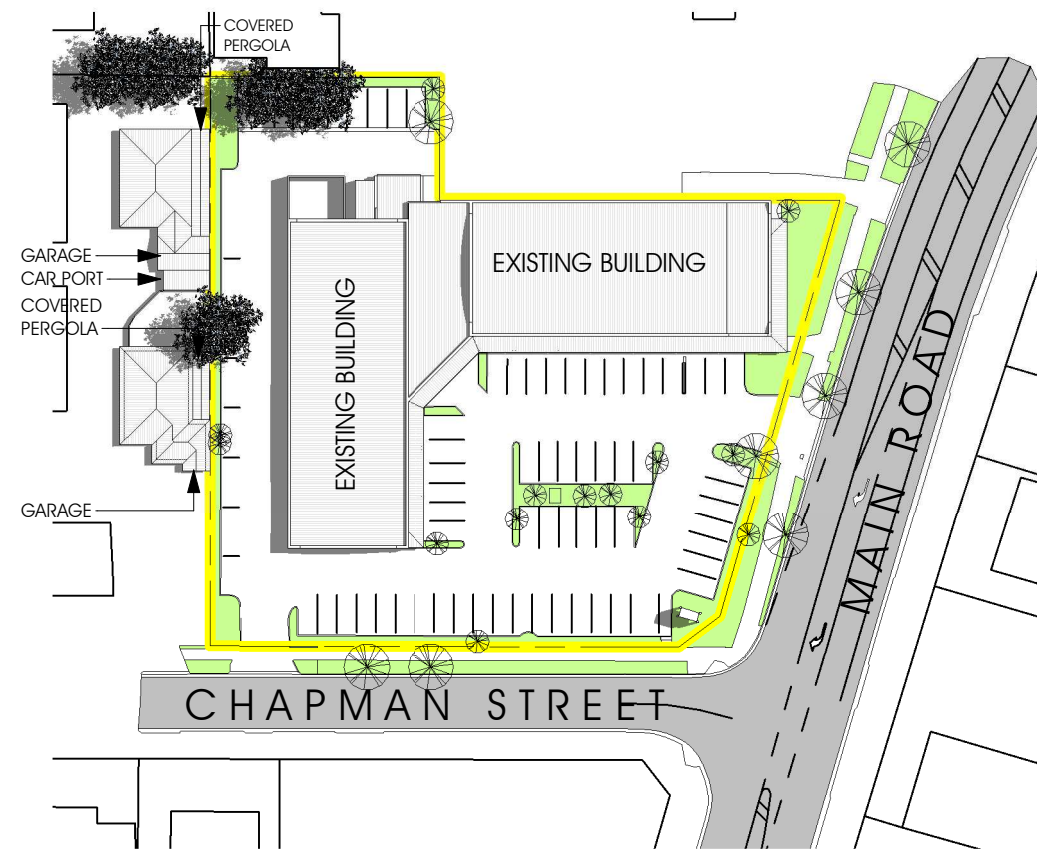
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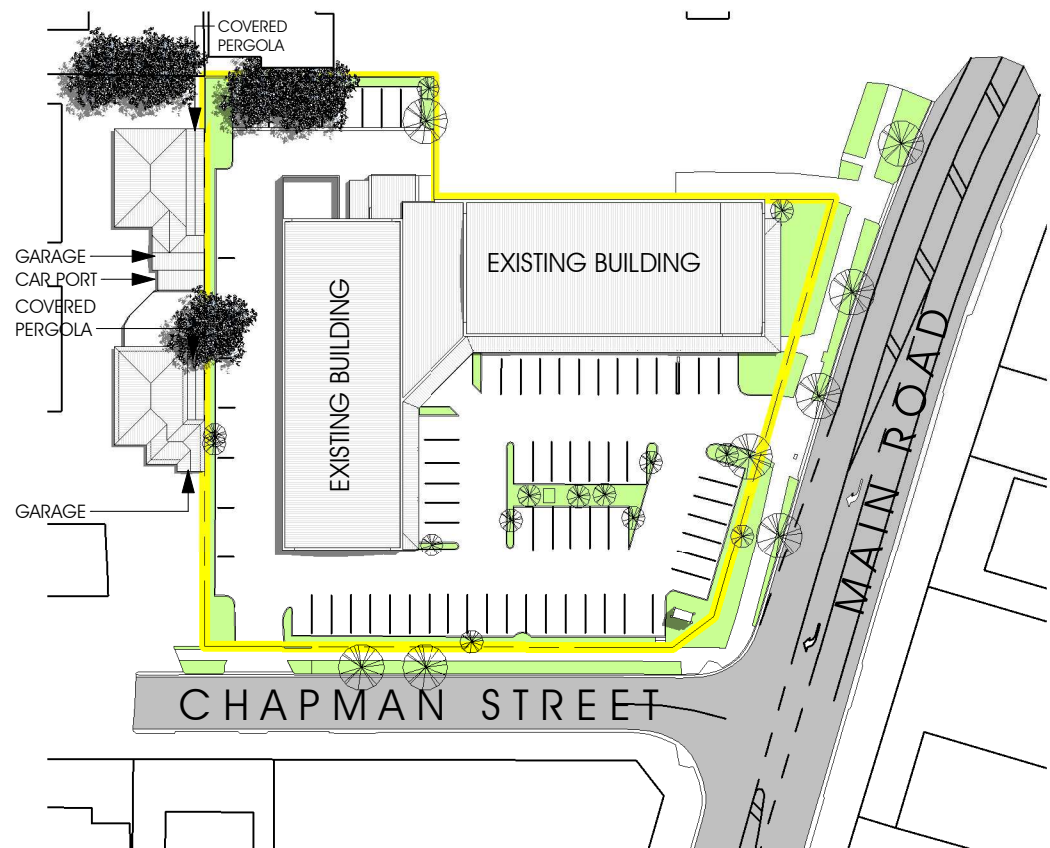
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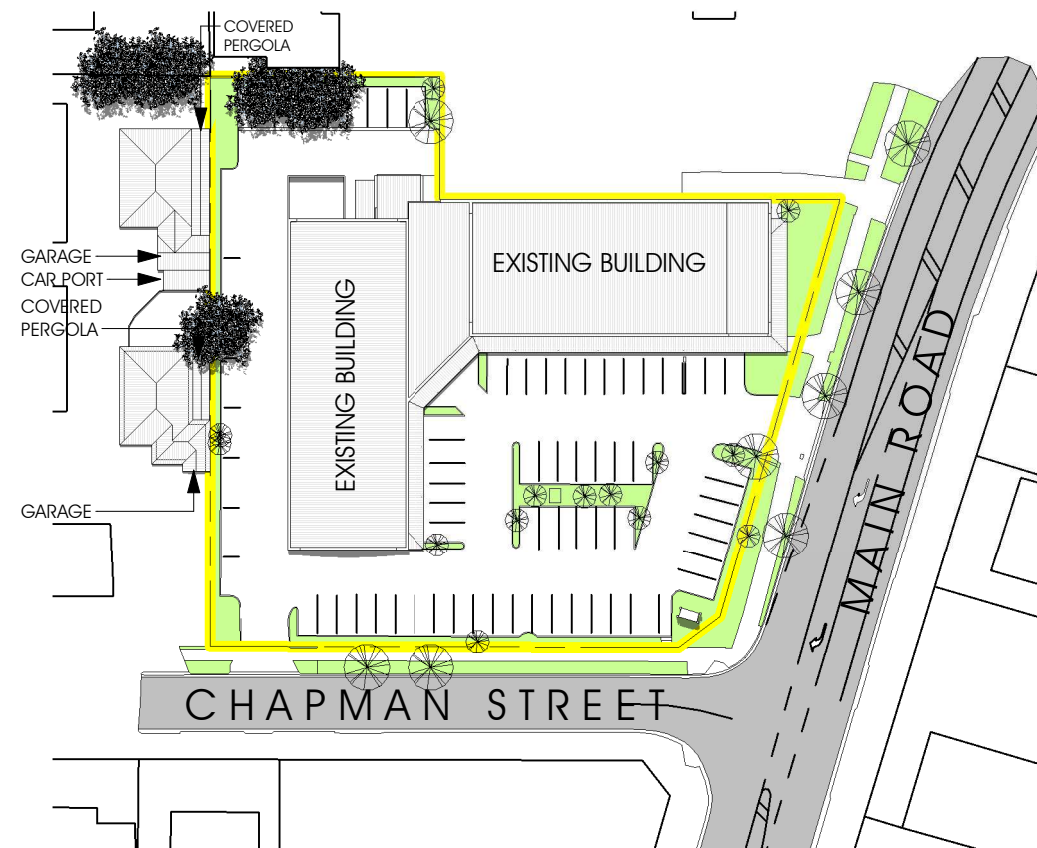
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SHADOW DIAGRAM - EXISTING SUMMER SOLSTICE 11am

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SHADOW DIAGRAM - EXISTING SUMMER SOLSTICE 12pm

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PROJECT
ALDI BLACKWOOD

DRAWING
EXISTING SHADOW DIAGRAM -
SUMMER SOLSTICE

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2090	DA10.4		A

Appendix 2. Sonus Correspondence

Ekistics
Level 1
16 Vardon Ave
ADELAIDE SA 5000

S4217.15C4

Attention: Rebecca Thomas

4 December 2017

Dear Rebecca,

ALDI BLACKWOOD RESPONSE TO REPRESENTATIONS

Sonus previously conducted an assessment of noise from the proposed development at 198-200 Main Road Blackwood. This assessment considered the noise from the operation of the proposed development including deliveries, car parking and mechanical plant and provided recommendations for acoustic treatment to achieve the requirements of the *Environment Protection (Noise) Policy 2007* (the Policy). The recommendations included:

- Restricting truck deliveries to the hours of 7am to 10pm;
- Installing acoustic fences on the western and northern boundaries of the carpark;
- Installing insulation on the inside face of the fence and part of the western facade of the ALDI building (adjacent the loading area);
- Installing insulation to underside of soffit in selected car park areas.

The representations related to the proposed development at 198-200 Main Road Blackwood have now been reviewed. Several of the representations raise concern regarding operational noise from mechanical plant, car parking and deliveries (which were previously assessed) as well as construction noise.

The proposed location of the mechanical plant platform on the roof, away from the edge of the building, will result in low noise levels at residences in the vicinity by using the building to block line of sight to the plant. Notwithstanding, during the detailed design, the mechanical plant will be selected such that the total noise from the site is no greater than 38 dB(A) at night and 45 dB(A) during the day. These levels are significantly less than the noise allowed from a domestic air conditioner.

Recommendations were previously made for measures to control the noise from deliveries and car parking. These measures included the construction of a 2.4m high acoustic fence on the northern and western boundaries. It is understood that it now proposed to increase the height of these fences to 3m. This additional treatment will significantly reduce the noise below the already onerous goal noise levels of the Policy.

sonus.

The noise associated with construction is covered by the Policy. The mandatory Policy defines the measures which must be taken to minimise the impact of any noise from construction. These measures include restricting noisy activity to the least sensitive times of day and taking all reasonable and practicable measures to reduce noise from all activity. The construction of the proposed development will be conducted in accordance with the Policy.

If you have any questions or require clarification, please call me.

Yours faithfully
Sonus Pty Ltd

A handwritten signature in black ink, appearing to read 'Chris Turnbull'.

Chris Turnbull
Principal

+61 417 845 720
ct@sonus.com.au

Appendix 3. GTA Correspondence

Reference: #16A1283200

4 December 2017

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Attention: The Secretary

Dear Sir/Madam

**RE: DA 080/E017/17 – PROPOSED ALDI STORE – 198-200 MAIN ROAD
BLACKWOOD - RESPONSE TO REPRESENTATIONS REGARDING TRAFFIC MATTERS**

I refer to the representations received for the above Development Application. As such, a response to the matters regarding traffic engineering and management is attached for your consideration.

I trust the attached is appropriate in response to the matters received. 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 Morris
Director

encl.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

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t// +618 8334 3600

www.gta.com.au

Representations:

M Massey, 9 Sturt Avenue, Hawthorndene (194 Main Road, Blackwood)

1. Car Parking Provision:

- 1.1 Data used is out of date
- 1.2 Validity of conclusions
- 1.3 No large car park close by to take overflow
- 1.4 Traffic: Increased traffic flow affecting entry and exit to adjacent properties

The proposed 89 car parking spaces exceeds the predicted parking demand based on existing ALDI parking demands in South Australia and Victoria. Parking requirement in the development plan has a parking rate significantly higher than the actual demands generated by similar ALDI stores and retail uses generally in South Australia.

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development.

The proposed development will have very little impact on existing traffic volumes on Main Road itself with much of the traffic accessing the proposed development being passing trade, that is already likely on Main Road.

Dr. Muller, 202 Main Road, Blackwood

2. Concerns raised include:

- 2.1. *Parking is inadequate and will add to pre-existing parking problems.*

Based on parking surveys conducted by GTA on Thursday 7 July 2016 between 4:30pm and 6:30pm and Saturday 27 May 2017 between 9:45am and 2pm, the car park for the existing site (including Browse In and other specialty retailer) does not have 'pre-existing parking problems'. The existing car park has 72 parking spaces, with a peak car parking demand of 44 spaces. At the same time, 6 spaces were occupied on Chapman Street opposite the site. GTA hence concluded the peak on-street parking demand on Chapman Street is not caused by the existing site (including Browse In and other specialty retailer on the site).

The proposed on-site parking of 89 spaces will accommodate the anticipated parking demand estimated using parking data from existing ALDI developments in South Australia and Victoria.

- 2.2. *The ALDI development plan would add to already congested traffic conditions on Main Road. Sick patients will have difficulty accessing the doctor's clinic, as would ambulance.*

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide.

Leading Edge Town Planners, representing ACH Group of 192 Main Road Blackwood

3. *Proposed development to provide 89 car parking spaces while the Development Plan calls for 162 spaces to be provided.*

The proposed 89 car parking spaces exceeds the predicted parking demand based on existing ALDI parking demands in South Australia and Victoria. Parking requirement in the development plan has a parking rate significantly higher than the actual demands generated by similar ALDI stores and retail uses generally in South Australia.

G. and C. Johnson, Owners of Unit 4/8 Chapman Street, Blackwood

4. *Concerns of parking and traffic include:*
- 4.1. *Everybody who lives in Blackwood and surrounds knows that parking and traffic are significant issues and will not improve with time. With more people coming into the area and developments such as this it will significantly exacerbate an already untenable problem and not improve the issue by any means. Residents of Chapman Street and immediate surrounds know that traffic flow and parking in this area is compromised now.*

This is an existing matter associated with other users of Chapman Street. The long term parking on Chapman Street to the west is a matter for Council to resolve and not related to the proposed development.

It is noted that traffic on arterial roads is a similar issue for representations at all development applications in metropolitan Adelaide. The arterial roads in Blackwood operate at a similar level of service to many roads in metropolitan Adelaide.

The traffic assessment was based on traffic surveys conducted at the Chapman Street and Main Road intersection and has concluded that the proposed development will have a minor impact in the context of current traffic conditions surrounding the site.

- 4.2. *The traffic report put forward is in my view using some irrelevant information for the circumstances surrounding this area and is unsatisfactory and misleading in parts.*

No basis for the view that the traffic report is using irrelevant information. Traffic and parking data has been compiled from ALDI stores in South Australia and Victoria with data collected in the last 12 months in South Australia. Traffic and parking surveys were undertaken at the existing site to ascertain existing traffic and parking conditions.

- 4.3. *Overall the provision is for an increase in extra parking spaces over the existing that can be counted in single digits. This is grossly inadequate and substantially less than needed.*

The existing car park has 72 onsite car parking spaces. The proposed car park comprising 89 parking spaces will have an additional 17 spaces more than the existing car park which will meet anticipated demands of the site.

- 4.4. *The reality is that the patrons to the close by fitness centre, and indeed other non shopping centre patrons, use a lot of parking in the area and at times it is not possible to get a car park. Try getting a car park at close by Coles, or in the street and surrounding area at certain times and I can guarantee that this problem will be a major issue at the proposed ALDI site as well.*
With the advent of an operation such as this on that corner, it will increase the parking and traffic issues and it does not take into account the reality that there will

be significant use by non-ALDI customers. The need for more parking spaces in Blackwood will only increase and no future allowance or planning has been allowed.

The shortfalls for parking spaces at the fitness centre and other developments at site surroundings are not relevant to the development application of the proposed ALDI store. The car park for the proposed development is intended for customers of ALDI and the two adjoining tenancies. The proposed development will provide sufficient parking for the anticipated parking demands at the site.

4.5. Insufficient parking is being provided and is significantly less than what is required in the development plan.

The proposed 89 car parking spaces exceeds the predicted parking demand based on existing ALDI parking demands in South Australia and Victoria. Parking requirement in the development plan has a parking rate significantly higher than the actual demands generated by similar ALDI stores and retail uses generally in South Australia.

4.6. Parking will be taken away from the southern side of Chapman Street, a minimum of 8 spaces, just for the convenience of ALDI and their daily (for now) three large semis or trucks. Even now parking on the northern side is restricted to week days only. In effect insufficient on site parking is being provided and essential on street parking is being eliminated. It should be mandatory that at least the minimum parking spaces as stipulated in the development plan be provided, plus the on street parking being taken away. The opposite corner is a pharmacy and surgery. Parking there is usually at a premium. The majority of the on street parking I suspect use those services. Where will they go, to the ALDI development if there are available parks of course. Another aspect not mentioned or taken into account.

The proposed 89 car parking spaces exceeds the predicted parking demand based on existing ALDI parking demands in South Australia and Victoria. Parking requirement in the development plan has a parking rate significantly higher than the actual demands generated by similar ALDI stores and retail uses generally in South Australia.

4.7. Turning right from Chapman Street on to the Main Road is impossible at times and with the increased use on that corner it will become untenable. The report is confusing here and it seems to suggest that turning right is to be excluded. I request that you clarify what is proposed here. In my view just from the extra parking and traffic movements that this development will generate it should be refused. As a suggestion to resolve the traffic movement a round about or similar should be installed here as part of this proposal, as I have seen been a requirement at other developments. Some Bunnings ones come to mind. If it is approved a minimal condition must be that a roundabout or similar be installed at the developers cost. If you do not I believe you and ALDI will be culpable in causing a certain and dangerous increased risk of injury or even worse for people using that area.

It is proposed that right turns will not be permitted into or out of the Main Road access point, not the Chapman Street intersection as suggested by the representor.

It is noted that traffic on arterial roads is a similar issue for representations at all development applications in metropolitan Adelaide. The arterial roads in Blackwood operate at a similar level of service to many roads in metropolitan Adelaide.

The traffic assessment was based on traffic surveys conducted at the Chapman Street and Main Road intersection and has concluded that the proposed development will have a minor impact in the context of current traffic conditions surrounding the site.

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development.

There is no warrant met for significant traffic control devices such as a roundabout as suggested in the representation.

- 4.8. *Main road in front of this site at morning and peak times is very slow going and indeed stopped at times because of the amount of traffic on a road that is incapable of smoothly handling the flow now and more so if there is a train at the Glenalta crossing or traffic at the main Blackwood roundabout. The main Road north bound lane goes from two lanes to one right at this spot. How this can be seen as minimal impact and safe is beyond me.*
It is clear that this development will cause significant more congestion and detract from the safety of traffic at that location and have a massive detrimental effect on the surrounding area. It will not have a minimal impact on traffic movements on the Main Road and Chapman Street as has been implied. It will generate significant increase in traffic in surrounding streets because people will not try to enter main road because it will be more dangerous than it is now, preferring to use local streets. It will not be a safe or convenient access or exit.

It is noted that traffic on arterial roads is a similar issue for representations at all development applications in metropolitan Adelaide. The arterial roads in Blackwood operate at a similar level of service to many roads in metropolitan Adelaide.

The traffic assessment was based on traffic surveys conducted at the Chapman Street and Main Road intersection and has concluded that the proposed development will have a minor impact in the context of current traffic conditions surrounding the site.

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide.

- 4.9. *You say that Mitcham Council will be contacted at a later date to discuss traffic issues. This is grossly unacceptable and I would have thought and request that this important issue should be a mandatory requirement, responsibly addressed to the minimum as I have said and stipulated as part of the approval process. This should be a responsibility of the developer.*

The City of Mitcham has provided comments on the proposed development for consideration.

- 4.10. *Another option which has been suggested and for which there is considerable advantage is for the building envelope to be rotated say 90 degrees, or in some other way and have parking at the rear. The idea to orientate the development another way has merit and would make it more compatible with adjoining areas and if promoted through landscaping, proper screen and acoustic walls and*

proper buffer strips could be more appealing to the local community. This would solve most issues immediately as most of our concerns would be removed a little further away. I am sure that a competent architect with vision would be able to prepare plans around that idea without compromising the existing budget. Your comment and justification as to why that could not be achieved would be appreciated.

The proposed development is maximising the efficiency of the site through an undercroft parking arrangement. Rotation of the building will not provide any benefits for parking over the proposed layout.

4.11. In conclusion:

- *It will significantly increase long standing parking problems in the area.*
- *It will significantly increase traffic congestion on main road, Chapman and Waite Streets particularly. Turning right or indeed left, from Chapman Street or the development on to Main Road will become more dangerous and almost impossible at times.*
- *Not being an expert and not being given any time to consider, but I would suggest that it compromises and does not comply with the development plan in so many aspects ie. Floor space, parking, access etc.*

Refer to individual points above.

K. and G. Webber, owners of Unit 5/8 Chapman Street, Blackwood

5. Traffic and parking comments:

- 5.1. *We also note that the requirement in the Development Plan for storage and collection of refuse to be at least 10 metres from any Residential Zone boundary or a dwelling has not been met as it is proposed to be located on the boundary fence, directly behind Unit 5.*

The loading dock has been located to separate heavy and light vehicle movements when the vehicle is reversing into the dock. Any other location will cause these vehicles to mix in the car park. Whilst manageable and safe, as shown at many ALDI Stores in Australia, it is desirable to separate where possible as shown in the proposed development.

- 5.2. *Make no decision on the proposal until further independent evidence supporting the claims made by the applicant is provided to SCAP and publicly. This would be regarding traffic flow, traffic numbers, traffic safety for children, cyclists and the elderly and include community studies, customer and resident surveys from other ALDI Stores, including the Hawthorn store;*

The traffic assessment has been based on data from other ALDI Stores around Australia and also the recently opened store at Hawthorn.

- 5.3. *The information provided in the proposal about traffic and parking matters is necessarily lengthy and complex. It is also of fundamental importance to the local and wider community who live and commute in the area. The Development Plan outlines many requirements regarding traffic and parking for new commercial developments. These are also lengthy and open to interpretation. Consequently, extra effort is required by the applicant to ensure that the information provided is comprehensive and based on real-life evidence as well as theoretical assumptions. It also means that extra effort is required to ensure that the explanations, diagrams, graphs etc are fully understood by the community.*

The traffic assessment provides a full technical assessment of the anticipated traffic operation of the proposed development.

H. Nixon, Unit 5/8 Chapman Street, Blackwood

6. Traffic congestion on Chapman Street

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide.

M. Southcott, Unit 2/8 Chapman Street, Blackwood

7. Concerns raised include:

- 7.1. The existing commercial activities on the site, together with other nearby businesses, frequently create major congestion in Chapman Street. A much larger development, such as proposed, will exacerbate this problem.*

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development.

- 7.2. The fact that the proposal for on-site parking is below regulations will only add to parking and traffic problems in the street.*

The proposed 89 car parking spaces exceeds the predicted parking demand based on existing ALDI parking demands in South Australia and Victoria. Parking requirement in the development plan has a parking rate significantly higher than the actual demands generated by similar ALDI stores and retail uses generally in South Australia.

The proposed development will increase parking in this precinct in Blackwood.

- 7.3. It is requested that the main entrances into and out of the development be located on Main Road.*

The proposed development will provide a main entrance and exit on Main Road but this will be limited to left turn entry and exit in accordance with Department of Planning Transport and Infrastructure requirements. Nonetheless, it is expected that the Main Road access point will service a large proportion of vehicles to and from the site.

Mr C.E. Phoenix, 3/8 Chapman Street, Blackwood

8. Big increase in traffic in Chapman Street which is already chaotic

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide.

B.O. Malley, Unit 2/1 Chapman Street, Blackwood

- 9. Parking is hopeless – we have cars parked over our drive continuously – dangerous – and do not need more danger to all residents. Object to ALDI strongly*

On-street parking matters, such as vehicles parking across driveways occurring currently, are the responsibility of Council and not related to the proposed development.

S. Hurst, 2/197 Main Road, Blackwood

10. Concerns raised include:

10.1. The pedestrian access in particular the difficulty crossing Main Road to access this centre. I think Mitcham Council should be approached re pedestrian lights at crossing by Gulfview Road.

The intersection of Gulfview Road is located 200 metres to the north of the site. Traffic signals at this intersection would be a matter for DPTI and Council to consider.

There are pedestrian refuge islands to the north and south of the site, as well as a painted median which assist pedestrians to cross Main Road.

10.2. Car access in to my property is directly opposite the centre entry (over Main Road) safety of right turn out of car park or our driveway will be impacted by increased shopping car park access. Right turns already very difficult in peak hour.

DPTI has recommended that a raised median be installed on Main Road opposite the existing driveway to the subject site to prevent right turns at the Main Road access point.

K. Ovalle, 9 Gordon Road, Blackwood

11. *Employee at 199 Main Road, concerns are congestion due to traffic at an already congested area.*

The traffic assessment has found that the Chapman Street intersection will continue to operate at Level of Service A for right turn entry movements, and Level of Service D for right turn exit movements to Main Road. The assessment also found there will be very little queueing and delays on Chapman Street due to the proposed development. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide. This is better than many comparable local road intersections at arterial roads in metropolitan Adelaide.

Retail showrooms, trading in furniture, floor coverings, household appliances and other similar articles of bulky merchandise, require expensive indoor areas for the display of products and exhibit a lower parking demand than convenience shops. Retail showrooms complement the overall provision of facilities in centres and should be located on the periphery of those centres.

In inner areas, the designation of service retail zones for retail showroom development may be appropriate in the event that a centre location cannot be achieved. Such a zone should not be created in a linear fashion along arterial roads.

Objective 19: Retailing not consistent with facilities envisaged in a centre located and operated so as not to adversely affect any designated centre, commercial, business or residential, zones, or areas, and traffic movements on local, primary, and primary arterial roads.

The diversification of locations for retailing providing goods and services not compatible with the grouping of facilities envisaged for regional, district, and neighbourhood, centres may be considered so long as the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality.

Retail development of this kind should be evaluated having regard to:

- (a) its locational and operational compatibility with existing shopping, business, commercial zones, or areas, including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site;
- (b) its effect on adjacent residential development;
- (c) the increased use of local and arterial roads;
- (d) the adequacy of vehicular access and car parking; and
- (e) the maintenance of building and site development standards required for centres.

Community Facilities

Objective 20: Appropriate community facilities conveniently accessible to the population they serve.

A sound education system and an adequate health service provide the basis for the social well-being of a community. Therefore, schools, hospitals, cemeteries and other institutions, must be located conveniently for the people they serve.

Primary schools should be within reasonable walking distance of children's homes, and so located that children do not have to cross main traffic routes on their way to and from school. State primary schools are usually located about one kilometre apart, each school serving a population of approximately 6500 persons.

The practical difficulties in meeting the standards for the siting of primary schools make the acquisition, or reservation, of sites well ahead of requirements particularly important.

Many kindergartens are associated with infant welfare centres. Sites should be about one kilometre apart, ensuring that a kindergarten is near every home.

Secondary school sites must be well drained and reasonably level, and should be served by public transport. Special attention is necessary to ensure the safety of pupils travelling by bicycle. State secondary schools are usually located about three kilometres apart, each school serving a population of between 15 000 and 20 000 persons.

Hospitals should be located where they can be reached conveniently by hospital patients, visitors and staff. Sites for major hospitals, therefore, should be acquired or reserved well in advance of requirements, and in locations convenient to the population they are to serve.

Objective 25: Minimisation of environmental impacts from the location, operation, closure and post management of landfill facilities.

Objective 26: Landfill facilities to be protected from incompatible development.

Regulated Trees

Objective 27: The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

Objective 28: Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

- (a) significantly contributes to the character or visual amenity of the locality;
- (b) indigenous to the locality;
- (c) a rare or endangered species;
- (d) an important habitat for native fauna.

Significant Trees

Objective 29: The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit.

Trees are a highly valued part of the Metropolitan Adelaide environment and are important for a number of reasons including high aesthetic value, conservation of bio-diversity, provision of habitat for fauna, and conservation of original and remnant vegetation.

While indiscriminate and inappropriate significant tree removal should be generally prevented, the conservation of significant trees should occur in balance with achieving appropriate development.

Telecommunications Facilities

Objective 30: Telecommunications facilities provided to meet the needs of the community.

Objective 31: Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

Telecommunications facilities are an essential infrastructure required to meet the rapidly increasing community demand for communications technologies. To meet this demand there will be a need for new telecommunications facilities to be constructed.

The Commonwealth Telecommunications Act 1997 is pre-eminent in relation to telecommunications facilities. The Telecommunications (Low-impact Facilities) Determination 1997 identifies a range of facilities that are exempt from State planning legislation. The development of low impact facilities to achieve necessary coverage is encouraged in all circumstances where possible to minimise visual impacts on local environments.

Where required, the construction of new facilities is encouraged in preferred industrial and commercial and appropriate non-residential zones. Recognising that new facility development will be unavoidable in more sensitive areas in order to achieve coverage for users of communications technologies, facility design and location in such circumstances must ensure visual impacts on the amenity of local environments are minimised.

Renewable Energy

Objective 32: The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

Objective 33: Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

PROPOSALS

Centres and Shops

Council proposes to undertake streetscape improvement schemes relating to street planting, walkway pavement, kerb alignments and street furniture within centres to provide increased amenity, safety and a unifying element in each centre.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should be in accordance with the City of Mitcham Structure Plan, [Map Mit/1 \(Overlay 1\)](#).
- 2 Development should be orderly and economic.
- 3 New housing and other urban development should:
 - (a) form a compact and continuous extension of an existing built-up area;
 - (b) be located so as to achieve economy in the provision of public services; and
 - (c) create a safe, convenient and pleasant environment in which to live.
- 4 Development in localities having a bad or unsatisfactory layout, or unhealthy or obsolete development, should improve or rectify those conditions.
- 5 Development in areas separating 'metropolitan districts' should have an open character.
- 6 Land, used for the erection of buildings, should be stable.
- 7 Development which may lead to soil erosion should not be undertaken.
- 8 Poorly drained land should not be developed for urban purposes.
- 9 Development should not be undertaken on land liable to inundation by drainage or flood waters.
- 10 Development should not take place unless served by an adequate water supply and waste water disposal system.
- 11 Development should not take place in a manner which will interfere with or obstruct watercourses, or which may aggravate flooding elsewhere.
- 12 Development should not take place if it may result in over exploitation of surface or underground water resources.
- 13 Development should not be undertaken where it requires a septic tank for dispersal of its waste water and, the allotment on which the effluent is to be disposed of, is not large enough to provide for the dispersal of the effluent within the allotment boundaries without detriment to health.
- 14 Non-residential development adjacent to residential development and/or zones should, where appropriate, be designed, sited, constructed, landscaped and operated in a manner which will minimise the impact of such activities on adjacent residential development and occupants.

- 60** Land should not be divided for closer settlement if the development of the land would be premature, having regard to:
- (a) the availability or non-availability of, and the cost of providing such services as roads, sewerage, water supplies, electricity, gas and public transport to the land;
 - (b) the availability, or non-availability, of community facilities; and
 - (c) the amount of land in the vicinity of the land depicted thereon which is already divided into allotments and the extent to which such allotments have not been used for the purposes for which they were so divided.
- 61** Land division within an area identified as being 'Excluded Area from Bushfire Protection Planning Provisions' on Bushfire Protection Area [Figures Mit\(BPA\)/1 to 17](#) should be designed to make provision for:
- (a) emergency vehicle access through to the Bushfire Protection Area and other areas of open space connected to it;
 - (b) a mainly continuous street pattern serving new allotments that eliminates the use of cul-de-sacs or dead end roads; and
 - (c) 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.

Centres and Shops

- 62** The principle focus for shopping, administrative, cultural, community, entertainment, office, educational, religious and commercially-based recreational facilities should be within centre zones.
- 63** Shopping development should be located as follows:
- (a) A shop or group of shops excluding retail showrooms, with a gross leasable area of greater than 250 square metres should be located in a centre zone.
 - (b) A shop or group of shops excluding retail showrooms, with a gross leasable area of 250 square metres or less should not be located on an arterial road as shown on [Map Mit/1 \(Overlay 1\)](#) unless located in a centre zone.
 - (c) A shop or group of shops excluding retail showrooms, with a gross leasable area of 250 square metres or less located outside a centre zone, should:
 - (i) not hinder the development or function of any business centre or shopping zone; and
 - (ii) conform to the access, car parking and design principles for centre zones set out below.
 - (d) Retail showrooms should be located in centre zones, the Mixed Use (Belair Road) Zone, the Mixed Use (Goodwood Road) Zone, the Commercial (Main Road) Zone and the Commercial (South Road) Zone.
- 64** The total gross leasable area of shops in a Local Centre Zone should not exceed 450 square metres.
- 65** Centre type development located outside centre zones should:
- (a) be of a size and type which would not hinder the development or function of any business, centre or shopping zone and be in accordance with the objectives for centres and shops and the objectives for the appropriate zones; and

- (c) community centre - one car parking space for every ten square metres of total floor area;
 - (d) hospital - one car parking space for every two beds in the development; and
 - (e) nursing home, rest home, or hostel - one car parking space for every three beds in the development.
- 71** Primary schools and educational establishments should provide an adequate area, within the facility site, for buses to pick up and set down passengers, and for day to day vehicular drop off and pick up of students.
- 72** Primary Schools and Secondary Schools should provide open space and recreational areas at a rate of no less than 50% of the total site.
- 73** Buildings in Primary Schools and Educational Establishments should be designed and located so that the enjoyment of adjacent residential development is not impaired by way of visual impact, loss of privacy due to overlooking, or overshadowing.
- 74** Buildings in Primary Schools and Educational Establishments should be set back generally at least 20 metres from residential development, and in the case of two or more storey buildings, at least 30 metres.
- 75** Within Primary Schools and Educational Establishment, landscaping areas of at least 5 metres in width should border residential development.
- 76** Where possible, community facilities should be provided within buildings of heritage significance to foster the public's appreciation of, and access to, the city's heritage.

Movement of People and Goods

- 77** Development should conform with the following principles relating to traffic, parking and vehicles access, in addition to any relevant land use specific parking standards:
- (a) Development should provide safe and convenient access for private vehicles, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.
 - (b) Development adjacent to arterial roads and outside centre or mixed use zones should be confined to land uses which generate low traffic volumes.
 - (c) Access points onto public roads should be designed and located so as to minimise traffic hazards, queuing on public roads, and intrusion into adjacent residential areas.
 - (d) The number, design and location of access points onto the arterial roads shown on [Map Mit/1 \(Overlay 1\)](#) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
 - (e) Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility for drivers of motor vehicles entering arterial roads.
 - (f) Development should provide sufficient off-street parking to accommodate resident, visitor, customer, employee, and service vehicles.
 - (g) (i) Where a development is required to provide car parking of 25 spaces or more, at least one car parking space should be provided in every 25 spaces for the disabled; and
 - (ii) Parking spaces for the disabled should be conveniently located in relation to building entrances, ramps, and other specialised access facilities required or necessary for use by the disabled.

- (h) Car parking areas should be designed and located so as to ensure safe and convenient pedestrian access from vehicles to facilities, and safe and convenient traffic circulation. Adequate provision should be made for manoeuvring into and out of parking bays, and, in the case of centre type development, parking areas and access ways should be designed to minimise conflict between customers and service vehicles.
- (i) The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads.
- (j) Car parking areas should be sealed with material which will minimise any mud or dust hazard and provide an even, low maintenance pavement.
- (k) Car parking areas should be:
 - (i) line marked to indicate parking bays, movement aisles and direction of traffic flow;
 - (ii) graded and drained to efficiently remove surface water; and
 - (iii) landscaped to screen and shade vehicles in the parking area whilst retaining suitable lines of sight for safe vehicle and pedestrian movements.
- (l) Individual car parking areas should, wherever possible, be designed and located so that:
 - (i) vehicular movement between them does not require the use of public roads; and
 - (ii) the number of access points is minimised.
- (m) Development should provide an opportunity for shared use of car parking facilities, and integration of car parking areas with adjacent development so as to reduce the total extent of car parking areas and reduce the number of access points.
- (n) Where traffic control measures, public works and other relevant facilities are required as a direct result of a development being undertaken, the cost of such works or facilities should be borne by the developer.
- (o) Residential development located within centre zones should have access and car parking facilities separate from any access and car parking areas serving centre facilities.
- (p) Landscaping should be provided and maintained to screen, shade and enhance the appearance of car parking area. To this end parking spaces should not be located closer than two metres from any adjacent street alignment to allow the provision of adequate screen planting.

78 All development should be adequately serviced by providing:

- (a) unobtrusive, screened areas for the storage and removal of waste materials;
- (b) in the case of centre-type development, adequate provision on the site to enable the loading, unloading and manoeuvring of vehicles without the necessity to use public roads, and in a manner which results in minimal conflict between customer and service vehicles; and
- (c) and adequate on-site area which enables the manoeuvring, loading, unloading, fuelling and storage of vehicles associated with the use of the site, and which facilitates the entry and exit of vehicles in a forward direction.

Commercial Development

- 79** Wholesaling, storage, transport and service industries or mixed uses of that kind together with administrative, showroom and workshop components should be located in the Commercial (South Road) or the General or Light Industry Zones.

- (d) lead to the deterioration in the quality of ground or surface waters; or
- (e) create or exacerbate the incidence or intensity of local or regional flooding.

149 When clearance is proposed, consideration should be given to:

- (a) retention of native vegetation for, or as:
 - (i) corridors or wildlife refuges;
 - (ii) amenity purposes;
 - (iii) livestock shade and shelter; or
 - (iv) protection from erosion along watercourses and the filtering of suspended solids and nutrients from run-off;
- (b) the effects of retention on farm management; and
- (c) the implications of retention or clearance on fire control.

Appearance of Land and Buildings

- 150** The appearance of land, buildings, and objects should not impair the amenity of the locality in which they are situated.
- 151** Development, including the clearance of mature indigenous vegetation, should not detract from the character of the locality or hinder the attainment of the desired character of the zone in which the development is to be undertaken.
- 152** Development should not impair the natural character of the face or the skyline of the Mount Lofty Ranges as seen from that part of metropolitan Adelaide located on the plains.
- 153** Buildings and structures within 100 metres of the Mount Lofty Ranges scenic road shown on [Map Mit/1 \(Overlay 1\)](#) should be designed and located such that the aesthetic appearance or natural beauty of the road or the landscape visible from any vantage point adjacent to it is not impaired, disfigured or detrimentally affected in any way.
- 154** Development should incorporate landscaping as an integral part of the design of the development.
- 155** Existing substantial landscaping should be retained in conjunction with development wherever practicable.
- 156** Tree and shrub species should be selected, located and maintained on the site of a development so as to provide shade for pedestrians and parked vehicles and should be of a type and in such location as to avoid structural damage to buildings both on and adjacent to the site.
- 157** Planting species utilized within landscaped areas in association with development should be of a type which require minimal maintenance.
- 158** Where practicable, landscaped areas associated with development should be served by an automatic watering system.
- 159** Landscaping should enhance the appearance of development, establish visual buffers to adjacent development and screen service, loading, outdoor storage and car parking areas.

Rural Development

- 160** Rural areas should be retained primarily for agricultural purposes, but other kinds of development, such as large institutions, may be appropriate in suitable locations.

- 161** New allotments should not be created in the Rural Landscape Zone and existing allotments should not accommodate more than one dwelling.

Advertisements

- 162** The siting, location, size, height, scale, design, colour, shape and materials of construction of advertisements should:

- (a) meet the objectives for the relevant zone or area;
- (b) complement and enhance the predominant character of the locality; and
- (c) not obscure the view of attractive landscapes, streetscapes, or significant buildings.

- 163** An advertisement should not endanger public safety, or cause nuisance or hazard by reason of its location, construction or design by:

- (a) emitting excessive glare or reflection from internal or external illumination or surface materials;
- (b) obscuring the view of drivers of vehicles, or of pedestrians, or by screening potentially hazardous road features;
- (c) distracting driver's attention from the primary task of driving;
- (d) being able to be confused with, or impair the conspicuous nature of, traffic control signs and devices; or
- (e) the flashing, animation or rotation of the advertisement.

- 164** Advertisements should not be erected upon:

- (a) a building so as to project above the eaves of the roof of the building, except on a fascia, parapet or gable end;
- (b) properties used wholly for residential purposes, unless erected to fulfil a statutory requirement associated with the residential use of the land;
- (c) a vehicle adapted and exhibited primarily as an advertisement; or
- (d) a public footway, vehicle carriageway, dividing strip or traffic island.

- 165** Advertisements should be located such that it is unnecessary to prune or lop branches from significant vegetation in order to improve the visibility of the display.

- 166** Advertisements should be simple, easily recognisable, utilise symbols where appropriate, not dominate or obscure other advertisements, and relate to the activity carried out upon the site on which it is to be located.

- 167** Provision for advertisements, whether on a building or free standing structure, should be made as part of the design of new development or redevelopment of a site.

- 168** The lettering, colouring and other design work of the advertisement should be carried out competently and professionally, utilising durable and weather resistant material.

- 169** The number of advertisements displayed on any site should be minimised in order to avoid:

- (a) visual clutter;
- (b) duplication of message; and

- (c) adverse impact on the amenity of adjacent sites and areas from which the advertisements are visible.

170 Advertisements attached to buildings should:

- (a) be of appropriate colour, scale and proportion, and of an integrated design to be co-ordinated and complementary with the architectural form and design of the building the advertisement or advertising display is located upon; and
- (b) not be located upon the roof or above the walls of a building, unless the advertisement or advertising display is appropriately designed to form an integrated and complementary extension of the existing building.

171 Advertisements suspended under a verandah should:

- (a) be a minimum of 2.5 metres above footpath level;
- (b) not exceed the width of the verandah;
- (c) be a minimum of 2.5 metres apart (measured laterally); and
- (d) have a minimum set-back of 0.45 metres to the vertical alignment of the road kerb or water table.

172 Advertisements mounted over a verandah or projecting from a building wall above a verandah should:

- (a) butt hard up against the wall to which it is attached;
- (b) not exceed the width of the verandah;
- (c) be a minimum of 2.5 metres apart (measured laterally); and
- (d) have a minimum set-back of 0.45 metres to the vertical alignment of the road kerb or water table.

173 Advertisements on multi-tenanted buildings should be co-ordinated and visually compatible with each other.

174 Sun blinds which incorporate an advertisement should not be installed in any location which will impair the safety of pedestrians or road users by restricting sight distances. Sun blinds on footways should be retractable to a minimum height of 2.3 metres and securely fastened when lowered.

175 Freestanding advertisements should:

- (a) be limited in number to only one primary advertisement per site or building complex although one secondary freestanding sign may be erected on sites with a major road frontage in excess of 100 metres;
- (b) be of a scale and size which is compatible with and complementary to development on the site and, in the locality and not exceed the height of such development; and
- (c) be consistent with the objectives for the relevant zone or area.

176 Freestanding flag poles should not exceed ten metres in height. Flag poles attached to a building should not extend more than four metres beyond the top of the building to which it is attached.

177 Advertisements comprising flags, bunting, streamers or the like should:

- (a) not be displayed in residential areas;

- (b) be placed or arranged to complement and accord with the scale of other development on the site; and
- (c) be kept in good repair and condition at all times.

178 Moveable business signs should only be displayed when:

- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanent advertisement;
- (b) no obstruction or infringement of safety occurs to pedestrians or vehicle movement;
- (c) no unnecessary duplication or proliferation of information or advertisements results; and
- (d) there is accordance with all the following:
 - (i) no conflict with any relevant objectives or principles of development control;
 - (ii) co-ordination and uniformity with the theme and design of all other advertisements on the subject site or buildings;
 - (iii) one such advertisement per site or per major road frontage;
 - (iv) no encroachment beyond the boundary alignment of the subject site or into car parking areas;
 - (v) no damage to or need for removal of any landscaping on the site;
 - (vi) maximum of one square metre in advertisement area per face, and one metre in height;
 - (vii) only displayed during the hours the subject business is open for trading; and
 - (viii) the sign to be securely fixed in its intended location during display hours.

179 Moveable business signs indicating the current fuel price at petrol filling stations should:

- (a) not have an advertisement area per face in excess of 1.5 square metres, or exceed 1.8 metres in height; and
- (b) be limited in number to one such advertisement per major road frontage.

180 The siting, scale and external appearance of building development and signs should complement and promote harmony in the streetscape.

181 Signs should contribute to and be integrated in design and scale with the total building development and site presentation to promote a cohesive and uncluttered appearance.

Building Set-backs

182 Buildings should be set back from roads, watercourses, bores and wells in accordance with [Table Mit/7](#).

Regulated Trees

183 Development should have minimum adverse effects on regulated trees.

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

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

COMMERCIAL (MAIN ROAD) ZONE

Introduction

The objectives and principles of development control that follow apply to the Commercial (Main Road) Zone shown on [Map Mit/15](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone accommodating primarily residential, minor servicing, commercial, community and office related activities which generate low traffic volumes, and in a manner which will enhance the appearance of the zone and maintain the free flow of traffic on Main Road.
- Objective 2:** A zone accommodating a variety of residential uses, low-intensity community, office, leisure and minor service activities and in which landscaping and residential building form enhances the local environment and forms an attractive 'gateway' to the Blackwood Centre.
- Objective 3:** Outdoor advertising display which is designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.
- Objective 4:** Outdoor advertising display which is specifically designed to have an overall co-ordinated appearance with all other advertisements complimentary to the building or site.
- Objective 5:** Advertisements directed primarily towards a pedestrian audience and are compatible with the broader design and streetscape objective for the area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1** Development undertaken in this zone should be for a range of residential uses and for community, commercial, office and minor service activities which are of low-scale and which generate low traffic volumes.
- 2** Sites for any form of dwelling should not be less than 450 square metres in area.
- 3** Shop development should generally comprise a maximum gross leasable floor area in the order of 250 square metres.
- 4** Building development should provide a high standard of design and construction, be in keeping with the scale of adjacent development and be enhanced by substantial landscaping between the building and street frontage.
- 5** Developments should provide sufficient on-site car parking and loading areas to avoid the need for vehicle parking or loading on Main Road. Where possible, adjoining developments should share car parking areas to make efficient use of space, reduce the expanse of hardpaved surface area and minimise points of access onto Main Road.
- 6** Vehicle parking should be provided in accordance with the rates set out in [Table Mit/9](#) - Off Street Vehicle Parking Requirements for Designated Areas (where applicable).
- 7** Development adjacent to residential zones should provide a two metre wide landscaped strip to screen such development from adjoining residential activities.
- 8** Development of the property located at 163 Main Road Blackwood should be restricted to a range of residential uses, or low traffic generating non-residential development which is of a low scale and unlikely to impact adversely on adjoining residential uses. Such development should not include industry or service activities.

9 Freestanding advertisements:

- (a) should be of a scale and size compatible with and complementary to the development on the site and in keeping with the character of the locality; and
- (b) should not exceed a maximum height of five metres or have an advertisement area on each face which exceeds three square metres.

10 Freestanding advertisements within the zone should contain some unifying elements derived from scale, shape, graphics or colour co-ordination.

11 The supporting structure of freestanding advertisements:

- (a) should be of dimensions which provide good visual balance to the structure in addition to the necessary structural support; and
- (b) should not be dominant.

12 Brilliant white and bright reflective colours should be avoided in advertisement and as a background to advertisements.

13 Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*. In addition, the following forms of development (except where the development is non-complying) are **complying**:

- (a) Advertisements listed in [Table Mit/1](#) and recreation area where all of the following are achieved (where applicable):
 - (i) compliance with the conditions prescribed in [Table Mit/1](#); and
 - (ii) the development not being located on a site or abutting a site containing an item of heritage significance listed in [Table Mit/3](#)
- (b) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
 - (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
 - (ii) the building is not a State heritage place
 - (iii) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
 - (iv) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
 - (A) all of the following:
 - (i) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (ii) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions

- (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (v) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
 - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road
 - (B) 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
- (vi) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Mit/9](#) - Off Street Vehicle Parking Requirements for Designated Areas (where applicable) to the nearest whole number, except in any one or more of the following circumstances:
 - (A) the building is a local heritage place
 - (B) 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
 - (C) 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.

14 The following kinds of development are **non-complying** in the Commercial (Main Road) Zone:

Advertisement:

- (a) which moves, rotates, flashes, incorporates an animated display or running lights; and
- (b) of freestanding type which has an advertisement area on each face which exceeds six square metres or an overall height which exceeds five metres

Advertisements on side or rear walls abut or are visible from residential areas

Amusement Machine Centre
 Builder's Yard
 Caravan Park
 Fuel Depot
 General Industry
 Refuse Destructor
 Road Transport Terminal
 Special Industry

15 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination thereof (except where the development is classified as non-complying), are designated:

Category 1

All forms of development other than where the site of the development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development.

Category 2

All forms of development not listed as Category 1.