

ALDI
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16 November 2021

Engagement Summary Report

Proposed Code Amendment
19-29 Glynburn Road, Glynde

Proposed Code Amendment - 19-29 Glynburn Road, Glynde Engagement Summary Report

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1. Introduction

On 15 February 2021, the Minister for Planning and Local Government approved the commencement of a Code Amendment initiated by ALDI Foods Pty Ltd ('ALDI'). This amendment seeks to amend the Planning and Design Code as it relates to land located at 19-29 Glynburn Road, Glynde from *Housing Diversity Neighbourhood Zone* and the *Employment Zone* to the *Suburban Activity Centre Zone*.

The affected area comprises six (6) titles of which ALDI has a contractual interest. It currently comprises commercial uses (including a shop, service trade premise and office) along with associated car parking and storage. The site has a 110 metre frontage onto Glynburn Road, which is in the care and control of the Department for Infrastructure and Transport. It is bounded by Lewis Road to the north.

The area is bounded by residential land uses to the north west and west, and commercial uses to the south. The Glynde Lutheran Church is directly north of the site, over Lewis Road. There are a mix of residential and commercial uses opposite the site on Glynburn Road.

Figure 1 shows the affected area that is the subject of the Code Amendment in context of current zoning.

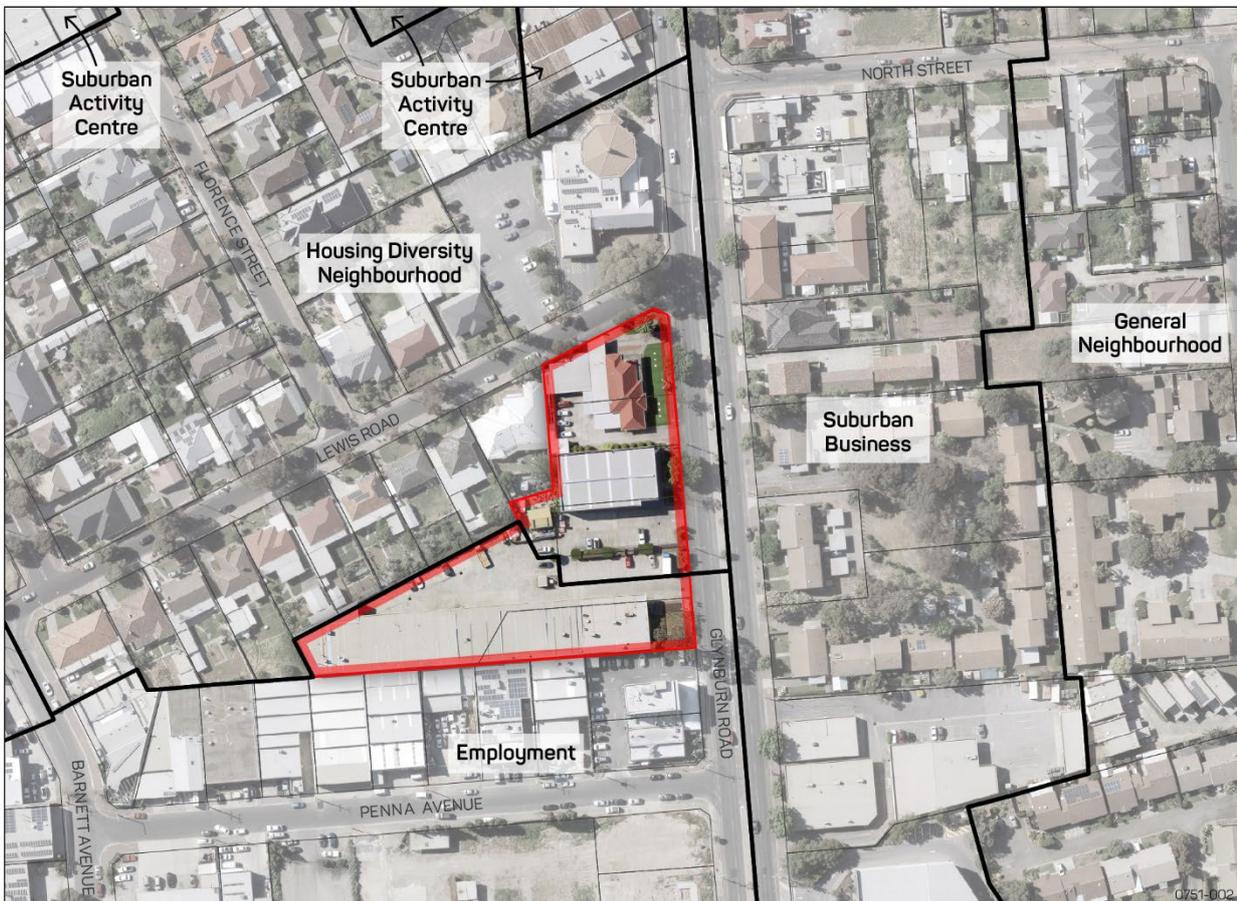


Figure 1 Affected Area

1.1 Role of URPS and the Designated Entity

URPS has been engaged by the Designated Entity to design, manage and implement a suitable engagement process for the Code Amendment which meets the requirements and guidelines contained in the *Community Engagement Charter and Practice Direction 2: Preparation and Amendment of a Designated Instrument*.

URPS has also been engaged to prepare a report on the outcomes of the engagement process to assist the Designated Entity to determine whether or not any changes are required to the consultation version of the Code Amendment. Accordingly, the main body of this report contains an analysis of the engagement process while the Designated Entity's detailed response is contained in Appendix A

1.2 Purpose of the engagement

The purpose of the engagement was to ensure that individuals, businesses, organisations and communities interested in and/or affected by the proposed Code Amendment are engaged in the process of preparing and finalising the Code Amendment.

The consultation period ran for just over six weeks from 9am Monday 6 September to 5pm, Tuesday 19 October 2021.

Specifically, the engagement:

- Communicated to raise awareness that a Code Amendment is being prepared.
- Provided information about what is proposed by the Code Amendment including the location of where the proposed changes will apply.
- Provided the opportunity for stakeholders and community to identify issues and opportunities early, so that they can be considered in the preparation of the Code Amendment.
- Enabled stakeholders and community to provide feedback on the Code Amendment prior to it being finalised and submitted to the Minister for Planning and Local Government.
- Will close the loop with stakeholders and community to inform them of the final version of the Code Amendment.
- Meet statutory requirements as they relate to engagement on a Code Amendment including:
 - Section 73(6) of the *Planning Development and Infrastructure Act 2016*;
 - The Community Engagement Charter; and
 - Practice Direction 2: Preparation and Amendment of a Designated Instrument.
- Build relationships and a community of interest to support future activities (i.e. construction) at the site.

1.3 Objectives

There were three stages of engagement relating to this Code Amendment:

- Stage 1 – To raise awareness about the Code Amendment and gather feedback on the Code Amendment (INFORM/CONSULT) – this is completed, and the process summarised in this report.

These two stages will follow:

- Stage 2 – To be informed of the final Code Amendment (INFORM)
- Stage 3 – To close the loop and evaluate engagement (INFORM/EVALUATE).

1.4 Scope of Influence

Aspects of the project which stakeholders and the community *can influence* are:

- Issues and/ or opportunities that should be considered in the preparation of the Code Amendment

Aspects of the project which stakeholders and the community *cannot influence* are:

- The initiation of a Code Amendment that seeks to rezone the subject land from *Housing Diversity Neighbourhood Zone* and the *Employment Zone* to the *Suburban Activity Centre Zone*.
- The extent of the subject land that forms the basis of the Code Amendment.

1.5 Community Engagement Charter

The preparation of the Code Amendment is required to comply with the principles of the Community Engagement Charter under the *Planning, Development and Infrastructure Act 2016*.

The Community Engagement Charter (the Charter) sets out best practice guidelines for community engagement in relation to the preparation and amendment of planning policies, strategies and schemes.

An Engagement Plan for this Code Amendment was prepared in line with this Charter. This Engagement Summary Report also meets the requirements of the Charter.

2. Engagement Approach

A bespoke engagement approach was designed for this Code Amendment in response to the requirements of the Community Engagement Charter. This approach focused on providing multiple points of information provision and multiple and convenient ways to provide feedback. These were tailored to reach the identified stakeholders most efficiently.

These methods are summarised in the table below.

2.1 Engagement Activities

Table 1 Engagement and promotion activities

Activity	Description/objectives	Target audience
Meetings	Meeting with two councils to provide an overview of Code Amendment and Engagement process	Senior planning staff – City of Norwood, Payneham & St Peters and City of Campbelltown
Plan SA Portal information	All information relevant to Code Amendment, Engagement and how to provide feedback, including Fact Sheet available on Plan SA Portal	All audiences
Fact Sheet	A plain-English fact sheet was prepared that clearly outlined what a Code Amendment is, and how people can provide feedback via online submission, online survey, phone, email, or via hard copy post.	All audiences
Online submissions	An online submission form was available through the Plan SA Portal as a way people could provide their feedback.	All audiences
Online survey	An online survey form was linked to the Plan SA Portal as a more targeted way that feedback could be received about particular elements of the Code Amendment, as well as some questions relating to evaluation.	All audiences
Phone and email contact	A phone number and dedicated email address was promoted through all correspondence and the fact sheet as a way that people could make contact to request further information or provide feedback.	All audiences
PO Box	A post office box address was promoted through all correspondence and the fact sheet as a way that people could provide feedback in hard copy.	All audiences

Activity	Description/objectives	Target audience
Mail out to land owners	A letter and fact sheet was mailed to the owners of the affected area. They have a legislated right to receive this information and respond to it.	Owners of the land in the affected area
Letter box drop to neighbours	A letter and fact sheet was letter box dropped to all properties within 500m of the affected area. Due to their proximity to living/doing business near the affected area, ensuring these stakeholders understood and had the opportunity to provide feedback on the Code Amendment was critical.	Neighbours of the affected area
Mail out to absent owners	A letter and fact sheet was mailed to any property owners not residing/conducting business at the address within 100m of the affected area. As owners of property near the affected area, ensuring these stakeholders understood and had the opportunity to provide feedback on the Code Amendment was critical.	Owners of property in the affected area
Fact sheets	Fact sheets were made available in hard copy at offices of both Councils.	General public
Letter to stakeholders	<p>A fact sheet and letter was sent electronically to identified stakeholders. These stakeholders were identified as having an interest in this Code Amendment and ensuring they understood and had the opportunity to provide feedback on the Code Amendment was critical.</p> <p>They were also offered to establish a meeting should they wish to receive further information or discuss their feedback in more detail.</p> <p>No meetings were requested.</p>	Department for Infrastructure and Transport, City of Norwood, Payneham & St Peters, City of Campbelltown, City of Port Adelaide Enfield, retail associations ¹ , utility providers ² , state and federal MPs ³
Door knocking	All commercial premises within the Suburban Activity Centre Zone to the north of the affected area were door-knocked to discuss Code Amendment and invite feedback, or information left where no one was present.	Businesses within the Suburban Activity Centre Zone to the north of the affected area

¹ Retail associations engaged via letter comprised the SA Independent Retailers and the Australian Retailers Association

² Utility providers engaged via letter comprised Electranet, SA Water, SA Power Networks, Epic Energy

³ MPs engaged via letter comprised Steven Marshall MP, Member for Dunstan and Vincent Tarzia MP, Member for Hartley

Activity	Description/objectives	Target audience
One-on-one meetings	All land owners and occupiers and stakeholders were invited to contact us to set up a one on one meeting should they wish to receive further information or discuss their feedback in more detail. No meetings were requested.	Land owners and occupiers within 500m of the area Identified stakeholders
Feedback acknowledgements	Acknowledgement of feedback received (either online or in hard copy) was sent to all who provided feedback (and provided contact details).	Those who provided feedback on Code Amendment
Evaluation survey link	A link to a more detailed evaluation survey was sent to all who provided feedback (and provided contact details).	Those who provided feedback on Code Amendment

2.2 Mandatory Requirements

2.2.1 Notice and consultation with Council/s

The Community Engagement Charter requires that, a Council or Councils must be directly notified and consulted on a proposed Code Amendment, where the proposed Code Amendment is specifically relevant to a particular Council or Councils (and where the Council did not initiate the proposed Code Amendment).

The affected area is wholly within the City of Norwood, Payneham & St Peters. They were engaged in the following ways:

- Meeting with senior staff (Manager Traffic and Integrated Transport, Manger Policy and Sustainability, Manager Development Assessment) on 3 June 2021 to discuss proposed Code Amendment and engagement process.
- Letter and fact sheet sent to CEO on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.
- Letter and fact sheet sent to Mayor on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.
- Hard copies of fact sheet provided to Council on 7 and 14 September 2021.

The affected area is adjacent the boundary with the City of Campbelltown. They were engaged in the following ways:

- Meeting with senior staff (Manager Planning and Team Leader Planning) on 1 June 2021 to discuss proposed Code Amendment and engagement process.
- Letter and fact sheet sent to CEO on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.

- Letter and fact sheet sent to Mayor on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.
- Hard copies of fact sheet provided to Council on 7 September 2021.

In the letter to approve the initiation of this Code Amendment, the Attorney General and Minister for Planning and Local Government requested that the City of Port Adelaide Enfield be engaged. They were engaged in the following ways:

- Letter and fact sheet sent to CEO on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.
- Letter and fact sheet sent to Mayor on 6 September 2021 offering a further meeting and information on how to provide feedback during the consultation period.

2.2.2 Notice and consultation with the Local Government Association

The Community Engagement Charter requires that, the Local Government Association must be notified in writing and consulted, where the proposed Code Amendment is generally relevant to Councils.

As this Code Amendment is not generally relevant to Councils (but rather to one council specifically), the Local Government Association were not directly engaged.

2.2.3 Notice and consultation with Owners and Occupiers of Land which is Specifically Impacted

Under section 73(6)(d) of the Act, where a Code Amendment will have a specific impact on one or more particular pieces of land in a particular zone or subzone (rather than more generally), the Designated Entity must take reasonable steps to provide a notice to Owners or Occupiers of the land (and each piece of adjacent land) as prescribed by the Regulations.

Regulation 20 of the PDI (General) Regulations requires such notice to:

- a) identify the piece or pieces of land in relation to which the specific impact will apply; and
- b) describe the impact; and
- c) indicate where and when the relevant amendment to the Planning and Design Code may be inspected; and
- d) provide information about the consultation that is to occur under the Community Engagement Charter

Four separate land owners were identified within the affected area. A letter and fact sheet outlining the above was posted to these landowners on 6 September 2021.

2.2.4 Notice of proposal to include Local Heritage Listing to Owner of Land

The Community Engagement Charter requires that, where a Code Amendment proposes to include a heritage character or preservation policy that is similar in intent or effect to a local heritage listing, the owner of the land on which the places resides, must be directly notified in writing of the proposal and consulted for a minimum period of four weeks.

As this Code Amendment does not include a heritage character or preservation policy, this was not undertaken.

3. Engagement Outcomes

3.1 Summary

The engagement approach for this Code Amendment was designed in order to provide multiple ways for information to be accessed and feedback provided. This is summarised in the figure below.



The nature of feedback received via these mechanisms is summarised in the subsequent sections of this report.

4. Stakeholder meetings

4.1 City of Norwood, Payneham & St Peters

Members of the consultant team meet with senior planning and transport staff from the City of Norwood, Payneham & St Peters prior to the commencement of the formal consultation period.

Staff were familiar with the site and discussed the development application previously lodged and refused by the State Commission Assessment Panel. Council staff raised the issues they saw with this site, which were predominantly around traffic generation and access. Impacts on local streets by increased traffic, delivery vehicles and on street parking were seen as a significant issue.

Staff supported the engagement approach and thought the wider catchment of letter box dropping would exceed expectations.

It was noted that a Local Area Traffic Management Plan for this area is planned for next financial year. They also indicated that they would be putting a report to Council on this Code Amendment and would be likely to put in a submission.

The City of Norwood, Payneham & St Peters put in a subsequent submission during the consultation period, which is summarised in section 7.2.1.

4.2 City of Campbelltown

Members of the consultant team met with senior planning staff from the City of Campbelltown prior to the commencement of the formal consultation period.

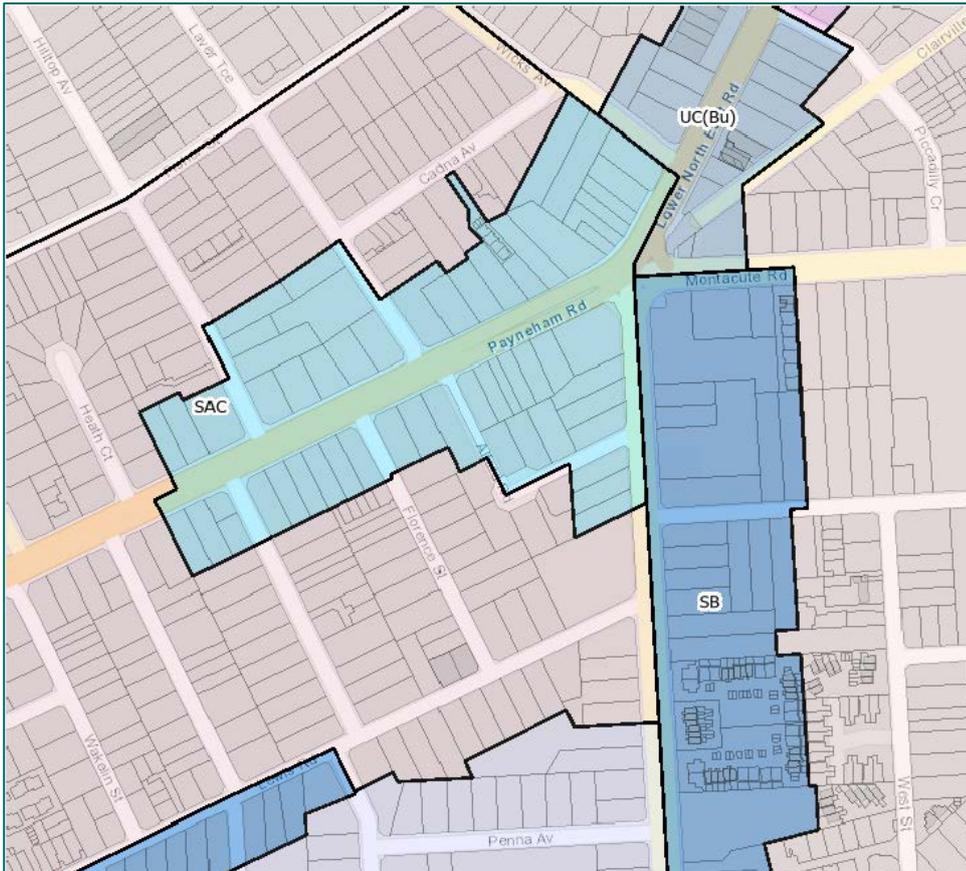
Acknowledging that their council boundary is along Glynburn Road adjacent the affected area, their comments mainly related to potential impacts to the east or north of the site. No planning issues were raised. Traffic congestion at Glynde Corner (intersection to the north with Payneham, Montacute and Lower North East Roads) was noted as a local issue and that queuing can go for some distance.

Staff supported the engagement approach.

5. Business/Commercial Engagement

In line with the Engagement Plan, businesses and commercial premises within the Suburban Activity Zone to the north of the affected area were directly engaged. This consisted of door knocking or drop ins to these businesses. This was conducted over 2 days during the engagement period, immediately before or after lunchtime, increasing the likelihood of businesses of all types to be open and available to speak with members of the consultant team.

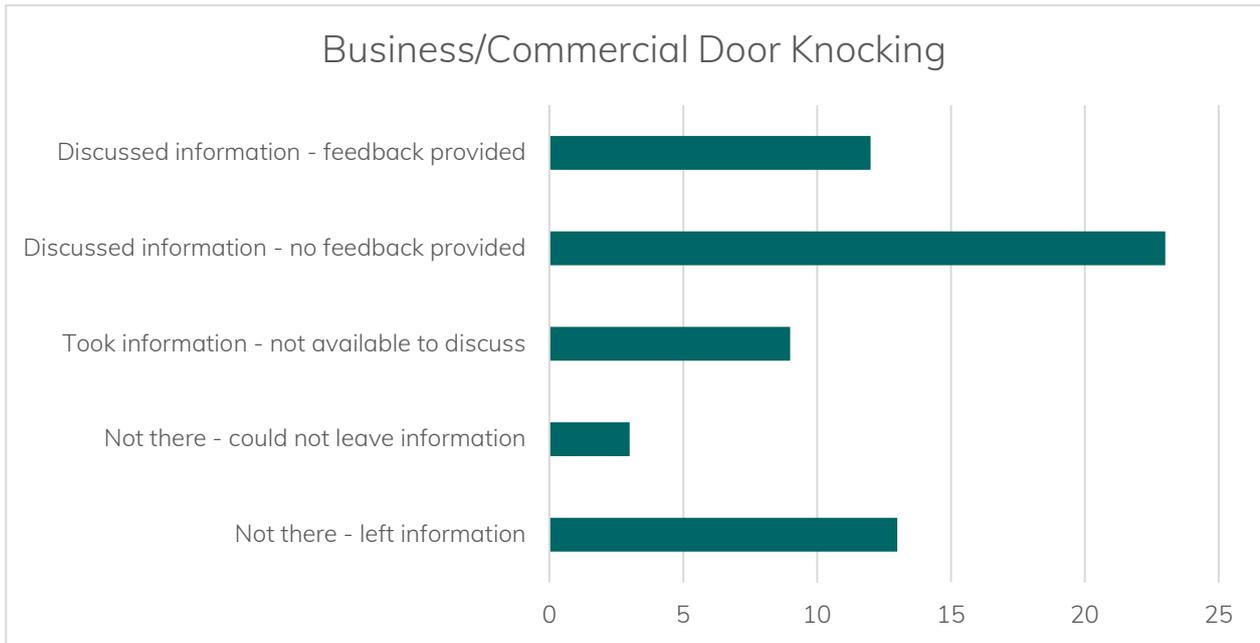
The location of the business engagement is shown in the light blue SAC zone indicated in the figure below.



Sixty businesses were door knocked. The Code Amendment was able to be discussed with the majority of businesses and some business owner/operators provided feedback. A small number were unavailable to discuss (due to being with clients etc) but took a fact sheet.

If businesses were not open, a fact sheet was left under the door with a 'sorry I missed you' card, encouraging them to contact the team to discuss. Information was unable to be left at only two businesses due to inaccessible doors/letterboxes.

Relevant to previous submissions, all businesses within the Glynburn Plaza group of shops were engaged. This includes the Foodland Felixstow, where the store manager was directly engaged.



On the whole businesses were mainly unconcerned about the proposed Code Amendment and a potential future ALDI supermarket on the site. Several were supportive of the proposal, and some offered that they didn't see that it would compete with their business.

Other additional feedback that was received from businesses included:

- Concern about traffic at Glynde Corner
- Thinks there is already sufficient supermarkets to service the local area
- Supportive of ALDI at this stie
- Concerns about traffic impacts on Lewis Road and Glynburn Road
- Concern that ALDI is a foreign supermarket

6. Online survey

The online survey was one of five ways that were offered that feedback could be provided during this consultation (with the other ways comprising online submission, in writing, phone contact, and by email). The survey was designed to meet the following aims:

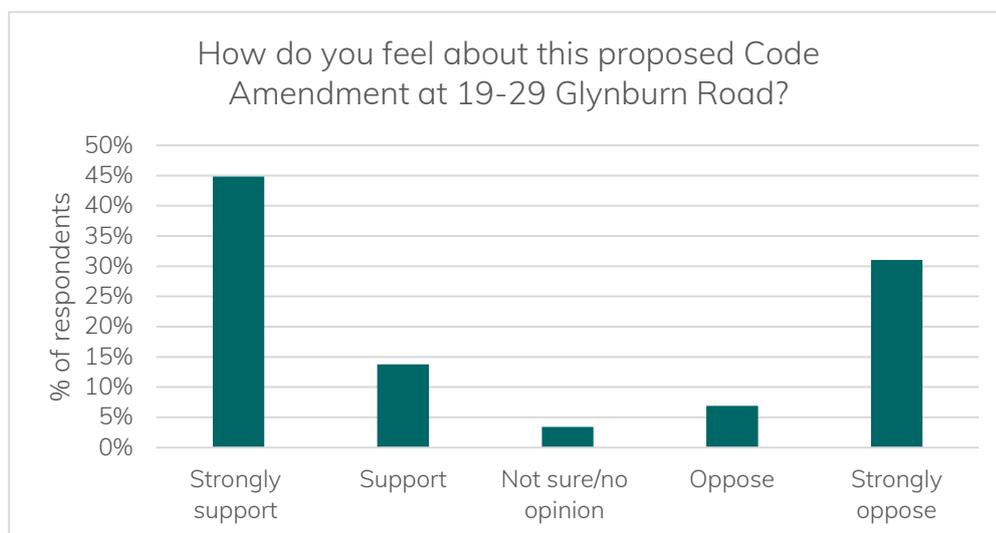
- To not be overly long, so as to avoid survey fatigue, which could result in incomplete surveys
- To be written in plain English, so people unfamiliar with Code Amendments or other planning policy terminology might understand what is being asked
- To ask for feedback on particular elements of the Code Amendment that might be able to be changed (such as the technical and numerical variation around height)
- To ascertain level of overall support for the Code Amendment
- To ascertain what is liked or disliked about the Code Amendment, so that changes might be considered where necessary
- To integrate appropriate evaluation questions for this stage of the consultation

The survey was open for responses for the entire 6-week consultation period and 29 responses were received. A summary of the survey responses follows.

6.1 Survey Responses

Question 1: How do you feel about this proposed Code Amendment at 19-29 Glynburn Road, Glynde (proposing to change the zone from Housing Diversity Neighbourhood Zone and the Employment Zone to a Suburban Activity Centre Zone?)

This question was presented as a Likert scale with respondents being able to choose from 'strongly support', 'support', 'not sure/no opinion', 'oppose', or 'strongly oppose'.



Support for the proposed Code Amendment was heavily divided, with most people holding strong views on the topic, and resulting in polarised responses. However, the majority of respondents supported the change.

More than half of respondents (59%) indicated that they either strongly supported or supported the Code Amendment. Over one third (38%) strongly opposed or opposed the Code Amendment. One respondent (comprising 3%) responded not sure/no opinion.

Question 2: What do you like about the proposed Code Amendment?

This question allowed a free-form response for respondents to provide feedback in their own words.

The most common answer to this question was the allowance of more commercial development and a better use of the site, which is currently perceived as underutilised. Many respondents expressed their desire for a medium sized supermarket/ALDI to service the area. Others look forward to the local jobs, opportunities and economic growth that the site could provide.

Five respondents answered that they did not like anything about the proposed Code Amendment or thought it was a bad idea.

Question 3: Is there anything you don't like about this Code Amendment?

This question allowed a free-form response for respondents to provide feedback in their own words.

According to respondents, local traffic is already congested on a regular basis, and many were concerned that the Code Amendment would lead to future development that would significantly worsen traffic issues. The impact of traffic on Lewis Road, residential areas, and around retirement villages was mentioned several times. However, more people were concerned about traffic levels on Glynburn Road, with numerous comments made about the existing banking up of traffic at the location during peak times. Others also commented on the lack of parking, the safety of drivers and pedestrians, and the need for drivers to turn into premises on the eastern side of Glynburn Road. Respondents sought consideration to what measures could be put in place to optimise traffic flow and safety should the Code Amendment proceed.

Two respondents commented their concern about increased noise levels, while two others suggested that there is already enough development and supermarkets in the area. Eleven respondents answered that there was nothing that they did not like about the Code Amendment.

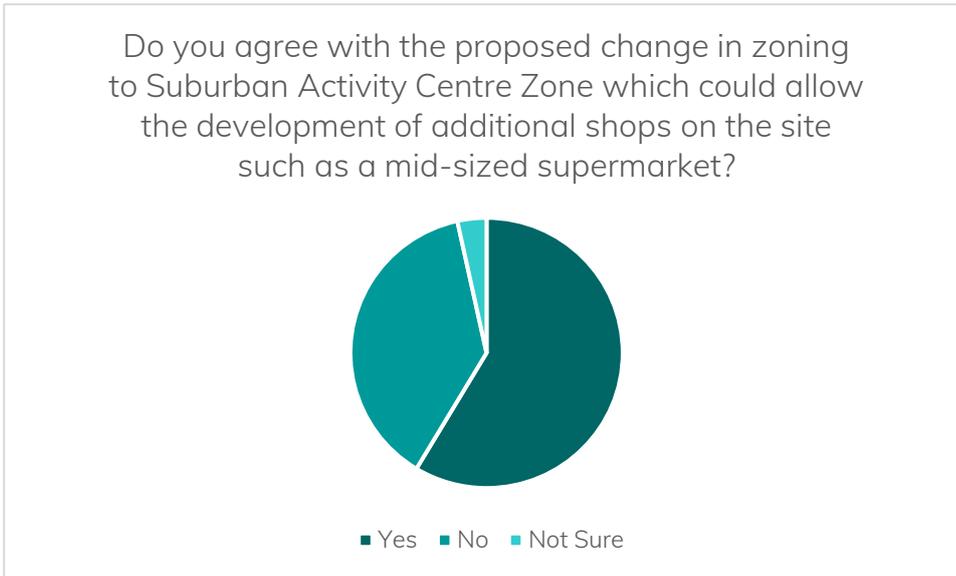
Question 4: Do you agree with the proposed change in zoning to Suburban Activity Centre Zone which could allow the development of additional shops on the site such as a mid-size supermarket?

This question provided respondents with 3 options – 'yes', 'no' and 'not sure'. It also provided a free form response area with the prompt 'If no, please state why not'.

The majority (59%) of respondents agreed with this statement, while 38% did not agree. One respondent (comprising 3%) was not sure.

Those who did not agree with the proposed change in zoning chose this answer mostly due to traffic concerns, including increased noise levels from cars and delivery trucks, and the difficulty of pulling out of driveways. The number of shops and supermarkets already on offer in the area, and concern over competition with existing businesses were also other concerns. Two respondents noted that they may

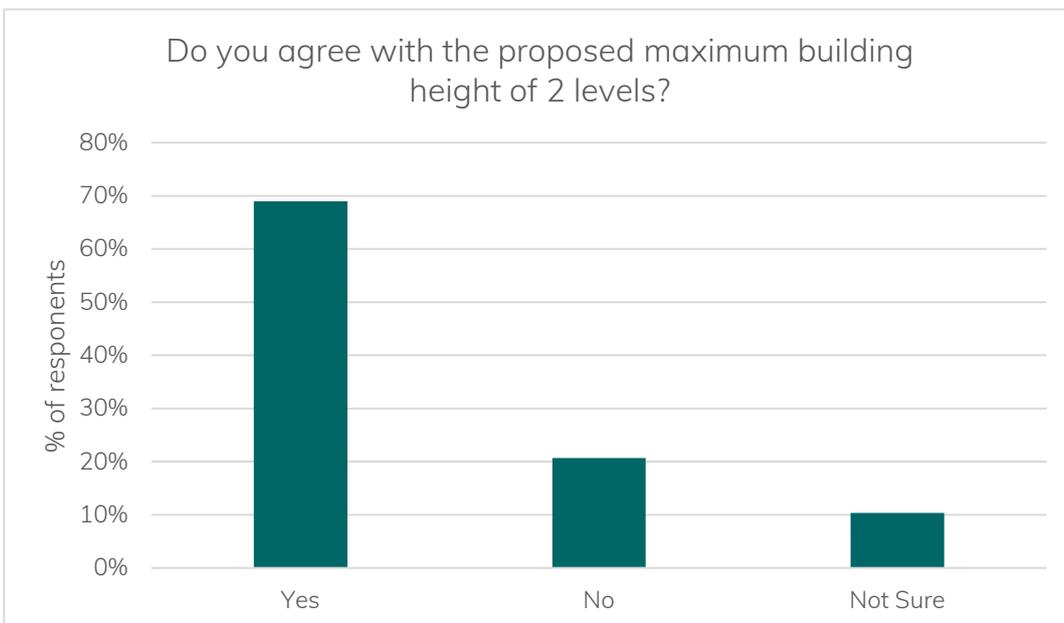
support the zone change if the development were to be of a different type, for example professional offices.



Question 5: Do you agree with the proposed maximum building height of 2 levels?

This question provided respondents with 3 options – ‘yes’, ‘no’ and ‘not sure’. It also provided a free form response area with the prompt ‘If no, please state why not’.

The majority (39%) of respondents agreed with this maximum building height. 21% said no and 10% were unsure.



Almost all of those who answered no did so because they did not want the development in the area. Two respondents suggested it should remain as is (although it is not clear if they are referring to the height of the current development on the site or leave it as what the current zoning allows. One would expect the former). One respondent suggested the building height should be higher than 2 storeys.

Question 6: If you have concerns with the Code Amendment, what would you like changed to address these concerns?

This question allowed a free-form response for respondents to provide feedback in their own words.

Suggested changes to the Code Amendment included limiting access to the site from Lewis Road, installing traffic lights on Lewis Road, installing a chicane on Florence Street, conducting a higher-level traffic and noise assessment for local residential areas, and allowing local businesses to use the site instead of ALDI.

Three respondents used this free form response to reiterate that they do not support the Code Amendment under any circumstances. Nine people did not have any concerns or proposed changes.

Question 7: A range of investigations have been undertaken as part of the Code Amendment (such as an economic impact analysis, a traffic and parking analysis, an interface analysis, a stormwater analysis and an infrastructure analysis) - is there anything else that should be considered?

This question allowed a free-form response for respondents to provide feedback in their own words.

Several respondents suggested that the traffic analysis undertaken was not accurate or sufficient. One respondent commented that 'if you have considered traffic and parking and the narrowness of surrounding streets, I'm surprised you are even considering a Code Amendment'. Another respondent noted that much of the analysis had been undertaken over the COVID period which is not representative of normal traffic conditions.

Further investigations into the impact of speeding and unsafe driving on Florence Street, the impact on residents turning into their premises on the Eastern side of Glynburn Road (when approaching from the south) and the noise impact of trucks arriving at odd hours.

Five respondents indicated there was nothing further that needed to be considered.

Question 8: Are there any further comments that you would like to make regarding this Code Amendment?

This question allowed a free-form response for respondents to provide feedback in their own words.

Reflecting the tone of the overall survey, the responses to this question were polarised. Several people expressed their happiness with the proposed changes and said that they are 'looking forward to it!'. Others commented that they do not want the Code Amended under any circumstances, that the change does not serve the residents or existing land users of Glynburn Road, that the traffic analysis was not sufficient, and that they simply do not want to see local traffic badly affected as a result.

Question 9: If you would like to receive information about the outcomes of this Code Amendment, please provide your email (preferred) or postal address here.

Contact details were provided by 16 of the 29 respondents.

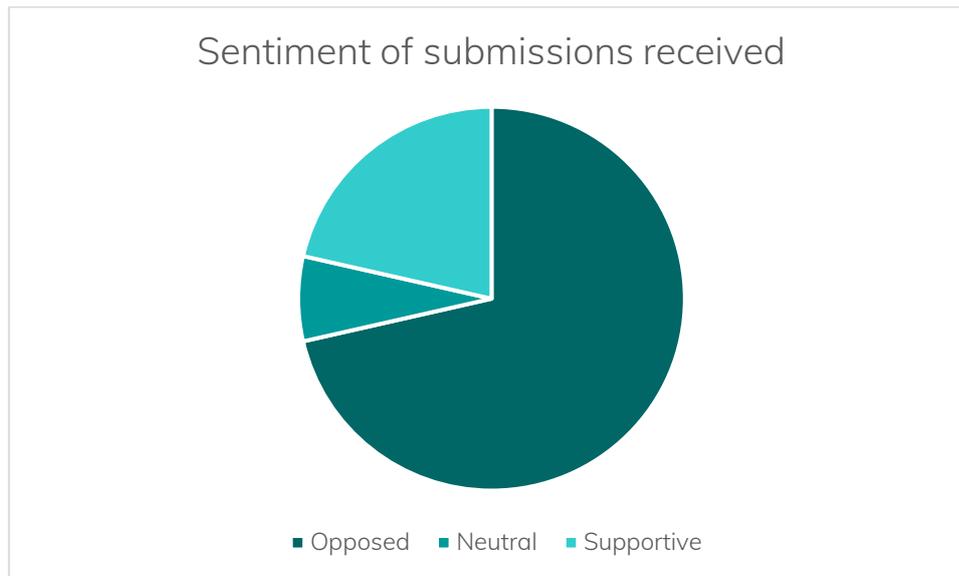
There were three additional questions within this survey which related to evaluation and are discussed in section 9 of this report.

7. Submissions

7.1 Submissions received

Eight submissions were received via the PlanSA Portal. These online submission forms are free form, allowing respondents to provide feedback in their own words. In addition, six email submissions were received to the project email box.

The submissions have been sorted into general sentiment – in opposition, in support, or neutral. Ten submissions were in opposition to the Code, with three supportive and one neutral submission.



The issues raised in the submissions in **opposition** to the Code Amendment were:

- Increase in local traffic (specifically Barnes Road, Lewis Road, Avenue Road, Provident Street and Sunbeam Road) as well as at the Glynde Corner intersection will have negative impacts, including safety for motorists and pedestrians
- Concern that an ALDI on this site, combined with the proposal for a Bunnings south of the affected area will cause significant congestion
- Motorists already use local streets to avoid the Glynde Corner intersection, and the proposal will exacerbate this
- Concern about trading hours of the ALDI will cause amenity impacts (specifically noise, lighting and traffic) and that these may occur at extended hours of the day to accommodate deliveries
- Concern about increased on street parking and obstruction of footpaths
- That there are already enough ALDI's or other shops/supermarkets in local area, and no more are required
- An opposition to ALDI as profits go overseas

- One respondent provided an analysis of an ALDI supermarket against the former City of Norwood, Payneham & St Peters Development Plan stating that the proposal is not supported under these policies
- A loss of Employment Zoned land

The issues raised in the submissions in **support** to the Code Amendment were:

- Increasing local foot traffic, activity and competition will benefit local economic activity including jobs
- Location of and ALDI at this site will be convenient for local residents

Copies of all submissions are provided in Appendix B.

7.2 Organisation submissions

The following organisations/groups provided more detailed written submissions. The salient points of which are outlined below.

7.2.1 City of Norwood, Payneham & St Peters

A submission was received from the City of Norwood, Payneham & St Peters on 7 October 2021. The Council is generally supportive of the Code Amendment, although raised some issues for further consideration. These include:

- That this is a 'spot' rezoning and is not part of a robust metropolitan-wide level strategic planning policy framework
- A request that the State Planning Commission undertake independent economic investigations to ensure that the Code Amendment will not compromise or undermine existing centre zones
- An acceptance of the traffic investigations undertaken as part of the Code Amendment, but notwithstanding this, that there are likely to be local traffic impacts as a result of development on this site. There is particular concern on the impacts on Lewis Road.
- They acknowledge that Code policies do not address impacts of development on the wider traffic network, and as such, even at development assessment stage, there may be no opportunity to address these impacts. The use of a Concept Plan is requested to be considered.
- A request that the State Planning Commission undertake independent traffic investigations to ensure that the Code Amendment will not generate unacceptable traffic impacts
- They acknowledge that there are no policies within the Code which deal with stormwater management for non-residential zoning or development
- That the technical and numerical variation relating to the building envelope should be 30 degrees to minimise built form impacts on neighbours
- Acknowledging future potential impacts on the amenity of neighbours, acknowledging that this will be assessed as part of a future development application

7.2.2 Department for Infrastructure and Transport

A brief submission was received from the Department for Infrastructure and Transport on 11 October 2021. The Department advises that it supports the proposed rezoning of the site to Suburban Activity

Centre Zone. It also acknowledged that further detailed assessment would be assessed at the development applications stage.

7.2.3 SA Water

SA Water provided a submission on 19 October 2021 relating to their provision of water and sewerage services to the affected area. The submission is neutral and not clearly in support or opposition to the Code Amendment.

SA Water flags that water and sewer networks augmentation may be required should the Code Amendment result in an increase in demand for these services. They outline a range of other detailed requirements relating to the development of the site.

7.2.4 South Australian Independent Retailers

A detailed submission was received from the South Australian Independent Retailers (SAIR) on 18 October 2021. They are in strong opposition to the Code Amendment and cite a range of reasons to support their position. These include:

- This is a site-specific Code Amendment that does not take a broader policy view, and they are concerned that this will create a precedent for other single-site Code Amendments.
- That this would create out-of-centre retail development, which is contrary to other policies within the Code. SAIR's policy position is that supermarkets of this size should not be accommodated outside of centre zones.
- That this site is not of sufficient size to accommodate a supermarket, and manage impacts such as traffic, noise, parking, etc
- That there are known local traffic safety and congestion issues that would be exacerbated by development allowed for within this Code Amendment
- That Suburban Activity Centre Zones should accommodate a mix of other small scale uses (for example entertainment, health, recreation) and this site is not sufficiently large to accommodate this along with a supermarket, and as such the proposed zoning is not appropriate
- That Code Amendments should be focused on underserviced locations, and that this area is already well-serviced by supermarkets.

7.2.5 Greenlight Planning on behalf of The Wise Gro Pty Ltd and Peter Mercorella P and M Development Pty Ltd

This submission is prepared on behalf of the operators of Foodland Felixstow (located at 6/471 Payneham Road, Felixstow) and the land that the Foodland is located on. They are in strong opposition to the Code Amendment and cite a range of reasons to support their position. These include:

- That business doorknocking was not conducted and due to this the engagement was not conducted in accordance with the Engagement Plan and the six-week engagement period should be repeated, and business contact conducted (*it is noted as outlined in section 5 that engagement with these businesses did occur*).
- That the outcome of the Code Amendment is already decided, and engagement is not genuine
- That the justification for the Code Amendment has not been clearly or compellingly made

- That the Code Amendment would allow for a significant intensification compared to the current land uses on the site – including operating hours, increase in vehicle movements, traffic congestion/queuing, and noise/amenity
- A concern about impacts and interface issues that would arise from the development of the site for an ALDI supermarket
- That Suburban Activity Centre Zones should accommodate a mix of other small scale uses (for example entertainment, health, recreation) and this site is not sufficiently large to accommodate this along with a supermarket, and as such the zoning is not appropriate
- That an alternative Code Amendment replace this proposed Code Amendment – one that extends the boundary of the Housing Diversity Zone to accommodate the affected area as it is considered to be a more orderly outcome
- That the assumptions within the land use and economic investigations are flawed and not an accurate assessment of demand
- That an ALDI on this site would have a detrimental impact on the trade of existing supermarkets in the area

It is noted that this submission was received within hours of the consultation period closing, and along with the submission a meeting was requested. The consultant team contacted Greenlight Planning the following day and offered to meet within the next week, and that notwithstanding that the meeting was requested at the near conclusion of the six-week consultation period, that a meeting could be accommodated.

A meeting was held on 4 November 2021 with Greenlight Planning (Amanda Price-McGregor) and Mellor Olsen Lawyers (Anthony Kelly). At this meeting Greenlight and Mellor Olsen indicated that they represent The Wise Gro Pty Ltd and Peter Mercorella and P and M Development Pty Ltd and it was yet to be determined if they also act for the Glynburn Plaza and its tenants. They raised concerns about the implementation of the Engagement Plan. We don't agree with the assertion that the engagement has not been undertaken in accordance with the Engagement Plan. However, we afforded these stakeholders a further opportunity to raise any concerns they have with the Code Amendment via written submissions. An additional five days was offered, with these to be received by 5.00pm on Friday 12 November 2021. No additional submission was received.

7.2.6 Glynde Lutheran Church

The Glynde Lutheran Church is located immediately north of the affected area, on the opposite side of Lewis Road at 15-17 Glynburn Road.

In their submission via the PlanSA Portal, the Church representatives are concerned that the future development of an ALDI on this site will have a major impact on church access from Lewis Road. The Church hosts functions and services every week day as well as on Sundays.

8. Other feedback

8.1.1 Stop Traffic Chaos Glynde

On 27 September 2021 it came to the project team's attention that a website had been established called 'Stop Traffic Chaos Glynde' (<https://stoptrafficchaosinglynde.com.au/>). The site contained information about the Code Amendment and allowed site visitors to register their opposition to the Code Amendment. This online registration form was set up to send the responses directly to the project team's email box, to Vincent Tarzia MP (local member) and the Chief Executive Officer of the City of Norwood, Payneham & St Peters.

Thirteen submissions were received from this website. All submissions included the same verbatim statement of opposition:

"It's not an appropriate location for a large scale supermarket, It will create traffic congestion at the already busy Glynde corner intersection, It will see an extra 2,350 – 2,950 vehicle movements in the area per day, It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion, It will create additional safety issues for pedestrians and other road users, It's not needed because the area is already serviced by five existing supermarkets"

8.1.2 Letters of opposition

27 hard copy submissions were received that were based on an identical template and signed by members of the public. These hard copies appear to reflect the same issues raised on the 'Stop Traffic Chaos Glynde' website. This template letter allowed respondents to choose from six reasons for opposition, which comprised:

- It's not an appropriate location for a large-scale supermarket
- It will create traffic congestion at the already busy Glynde corner intersection
- It will see an extra 2,350-2,950 vehicle movements in the local streets every day
- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets.

The template also had a short two-line area for additional comments to be provided. These additional comments included the following themes:

- Traffic congestion and safety – including on North and West Streets, Barnes Road, and Lewis Road
- Residents purchased their properties based on the existing zoning and don't believe it should be changed
- The area is already well serviced by ALDI
- Economic impact on existing local businesses (loss of trade)
- Noise impacts on residents

Four of these submissions were in support of the Code Amendment.

8.1.3 Enquiries

Vincent Tarzia MP

A phone enquiry was received from Vincent Tarzia MP's office. A staff member called enquiring about how/when the ALDI was approved. The Code Amendment process was explained (including that there were still several steps to occur before an ALDI might receive approval). The MP's office has received some enquiries and mixed feedback about the proposal (including some in favour of ALDI). Those opposed are usually related to traffic and impact on local streets.

Department for Infrastructure and Transport

A request for further information was received from the Department for Infrastructure and Transport on 14 September 2021 and responded to.

9. Evaluation

9.1 Performance Indicators for Evaluation

The minimum mandatory performance indicators have been used to evaluate engagement on this Code Amendment. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of engagement by community members

The following performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the proposed Code Amendment.
2. They were given an adequate **opportunity to be heard**.
3. They were given **sufficient information** so that they could take an informed view.
4. **Informed** about why they were being asked for their view, and the way it would be considered.

This evaluation was undertaken through:

1. **Online survey (during engagement):** Inclusion of 3 evaluation questions as part of the online survey. Not all evaluation questions suggested in the Community Engagement Charter are appropriate to be asked until after the Code Amendment process has been completed. Those that were appropriate, were asked.

It is always challenging to get strong participation rates from evaluation surveys once respondents have already participated in an engagement. Therefore, this approach ensured we achieved some evaluation data, should participation be lower at later stages.

29 responses were received to these questions.

2. **Post-engagement survey:** Participant evaluation survey link sent to all who participated and provided feedback during this engagement (by email or hard copy letter, depending on what contact information was available).

6 responses were received to this survey.

Evaluation of engagement by the designated entity

A further evaluation of the engagement process is required to be undertaken by (or on behalf of) the designated entity. The minimum performance indicators require an evaluation by the designated entity of whether (or to what extent) the engagement:

1. **Occurred early enough** for feedback to genuinely influence the planning policy, strategy or scheme.
2. **Contributed to the substance** of the final draft Code Amendment.
3. **Reached those identified** as communities or stakeholders of interest.
4. **Provided feedback to community** about outcomes of engagement.
5. Was **reviewed throughout** the process and **improvements put in place** or recommended for future engagement.

The evaluation of the engagement was undertaken by the consultant project managers, on behalf of the designated entity.

9.2 Evaluation Results – Community Members

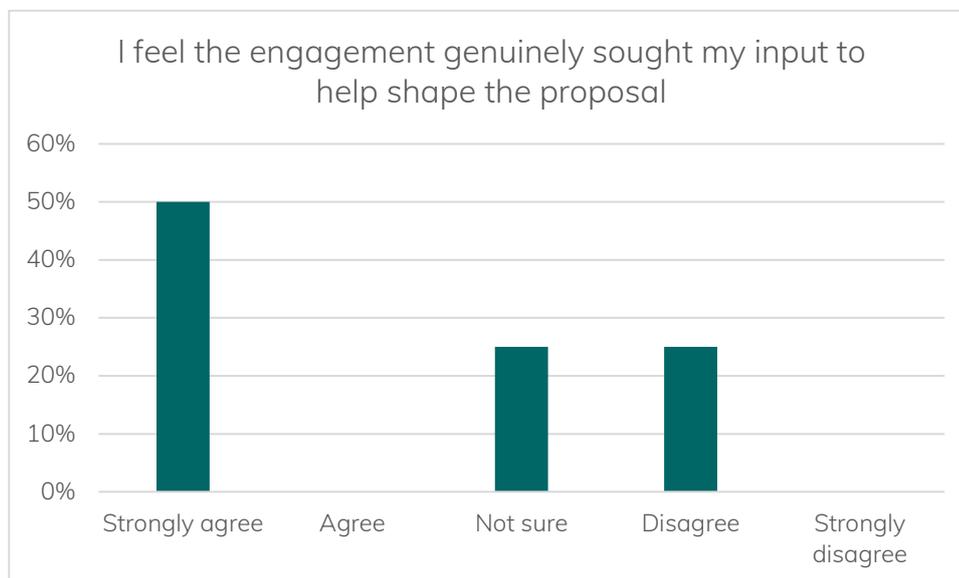
These results reflect data captured in the online survey (during engagement), and the post engagement survey. All questions were presented as a Likert scale with respondents being able to choose from 'strongly agree', 'agree', 'not sure', 'disagree', or 'strongly disagree'.

9.2.1 Engagement is genuine

This charter principle seeks to measure to what extent people had faith and confidence in the engagement process.

Question: 'I feel the engagement genuinely sought my input to help shape the proposal'

This question was asked in the post evaluation survey only. Only four respondents answered this question (skipped by two) and as such the data is a small sample size. Two respondents strongly agreed to this statement. One respondent was not sure, and one disagreed with this statement. Results reflect a majority positive response.



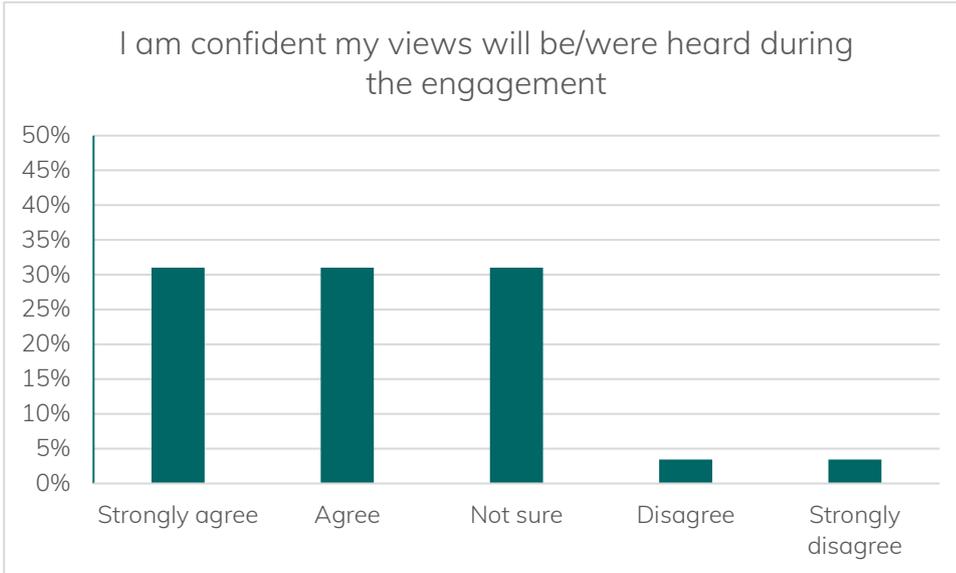
Engagement materials clearly articulated what elements of the Code Amendment that the community and stakeholders could have influence on. Feedback was sought in order to understand issues and concerns and that these would be considered in the Code Amendment.

9.2.2 Engagement is inclusive and respectful

This charter principle seeks to measure to what extent affected and interested people had the opportunity to participate and be heard.

Question: 'I am confident my views will be/were heard during the engagement'

This question was asked in both the online and post evaluation surveys and as such has a larger number of respondents (35). Results indicate a strong positive response from the majority. With more than 60% of respondents either strongly agreeing or agreeing to this statement.



This engagement summary report provides a detailed analysis of all issues raised by the community and stakeholders. Correspondence prepared by Ekistics on behalf of the Designated Entity is also attached in Appendix A and provides an acknowledgement and brief response to issues raised by each respondent.

Strong responses to traffic concerns led the Designated Entity to undertake a further independent peer review of the Traffic Impact Assessment prepared by Stantec to inform the proposed Code Amendment.

9.2.3 Engagement is fit for purpose

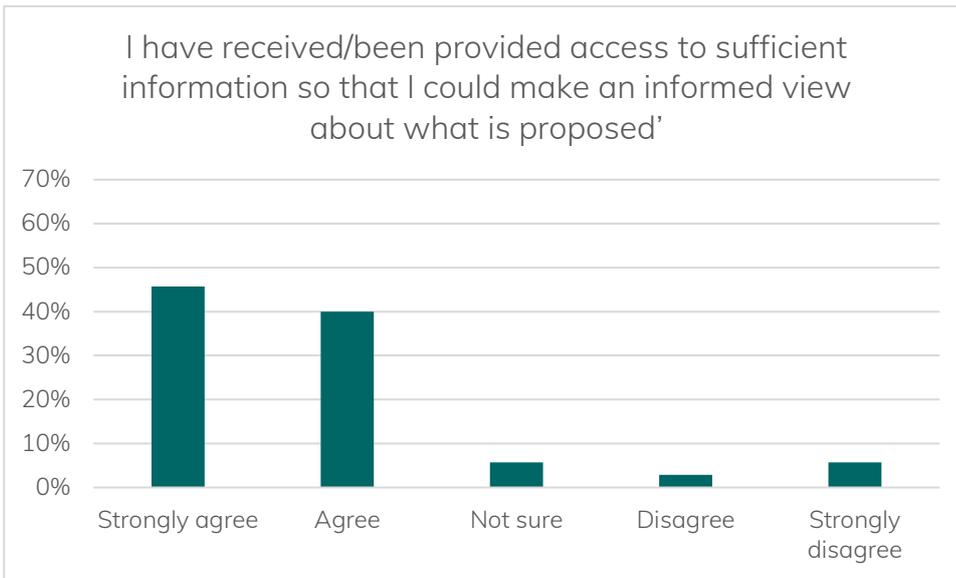
This charter principle seeks to measure to what extent people were effectively engaged and satisfied with the process as well as to what extent people were clear about the proposed change and how it would affect them.

Question: 'I have received/been provided access to sufficient information so that I could make an informed view about what is proposed'

This question was asked in both the online and post evaluation surveys and as such has a larger number of respondents (35). Encouragingly, the majority (86%) of respondents strongly agreed or agreed to this statement. Two were not sure, one person disagreed, and two respondents strongly disagreed with the statement. No respondents skipped this question

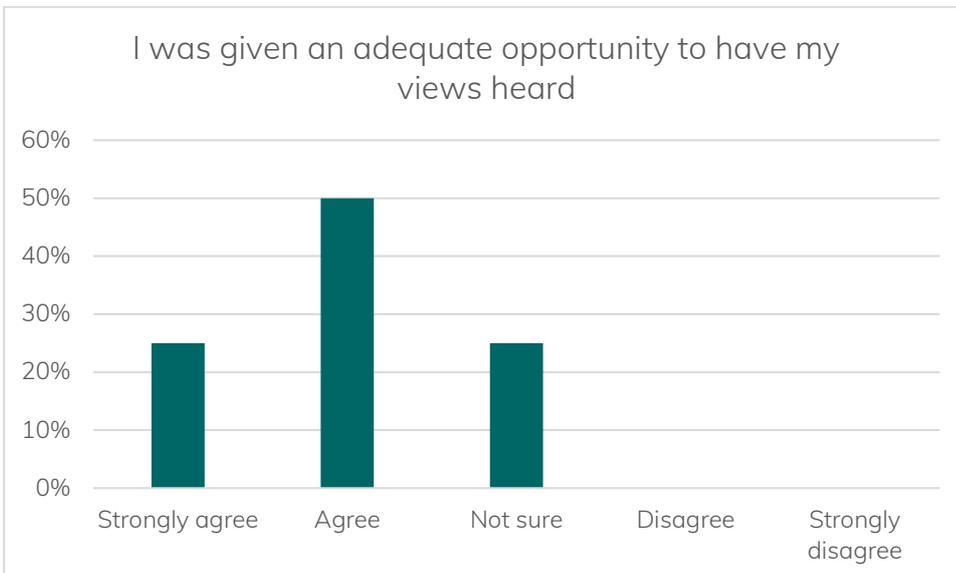
The engagement approach for this Code Amendment provided multiple opportunities for impacted and interested stakeholders and community members to easily access information. Landowners or occupiers nearby received a letter and fact sheet in their letterboxes. Nearby businesses were also provided a letter and fact sheet and were doorknocked. Copies of the fact sheet were made available in hard copy at both council offices. Stakeholders were contacted directly with a letter and fact sheet.

Demographic analysis was conducted as part of the engagement planning. Due to the high number of Italian speakers near the affected area, an offer of translation (in Italian) was provided on the fact sheet.



Question: 'I was given an adequate opportunity to have my views heard'

This question was asked only in the post engagement survey. 4 respondents answered this question, and it was skipped by 2. All responses are positive or neutral with three-quarters of respondents either strongly agreeing or agreeing to this statement.



Fit for purpose engagement makes providing feedback easy and convenient. It should not be difficult, inconvenient or time consuming. For this reason, we used a range of options for people to provided feedback- including in person, by phone, by email, by PlanSA written submission and via an online survey. Doorknocking local businesses made face to face feedback convenient – by coming to them, rather than asking them to attend a public meeting at a time or place that may not be convenient. All feedback across all these methods has been included and analysed. A six week consultation period

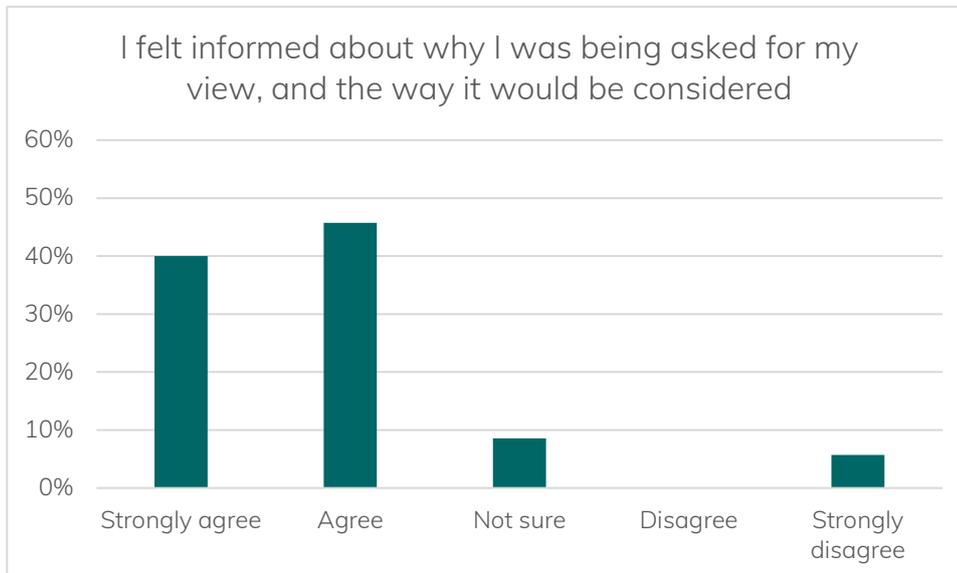
gave more than adequate time for people to access information, consider it, form their opinion and provide feedback in one of the many ways available.

9.2.4 Engagement is informed and transparent

This charter principle seeks to measure whether all relevant information was made available and people could access it. It also seeks to determine to what extent people understood how their views were considered, the reasons for the outcomes and the final decision that was made.

Question: 'I felt informed about why I was being asked for my view, and the way it would be considered'

This question was asked in both the online and post evaluation surveys and as such has a larger number of respondents (35). Encouragingly, the majority (86%) of respondents strongly agreed or agreed to this statement. Three were not sure, and two respondents strongly disagreed with the statement. No respondents skipped this question.



The clear, easy to understand language used in the letter, fact sheet, and face to face engagement clearly explained why feedback was being sought and what the scope of influence was.

The fact sheet was specially prepared to ensure it explained a complex, and not well understood planning process in plain language, so that even people not previously exposed to a Code Amendment might understand what it is and why it is of importance to them.

9.3 Evaluation Results – Designated Entity

These results reflect data captured through surveys with project managers representing the designated entity. These are:

- Richard Dwyer, Managing Director, Ekistics Planning and Design
- Kieron Barnes, Director, Planning Studio

A copy of the evaluation form for project managers is provided in Appendix C.

9.3.1 Engagement is genuine

This charter principle seeks views on whether engagement occurred before or during the drafting of the planning policy, strategy or scheme when there was an opportunity for influence.

Question: ‘Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme’

Both project managers agreed that engagement occurred early enough for feedback to influence the outcome, although disagreed on which stage. One project manager responded that engagement occurred when there was opportunity for input into the first draft, with the other suggesting that engagement occurred when there was opportunity for input into scoping. Comments were consistent from both project managers, who referred to early engagement with both Councils (City of Norwood, Payneham & St Peters, and City of Campbelltown).

Question: ‘Engagement contributed to the substance of the final plan’

Project managers responded to this question differently, with one stating ‘in a moderate way’ and the other ‘in a minor way’. Comments are relatively consistent, highlighting that the engagement reinforced the anticipated issues – specifically traffic. Further, the engagement results led to the project managers commissioning an independent peer review of the original traffic investigations, to ensure that impacts are minimal or can be managed.

9.3.2 Engagement is inclusive and respectful

This charter principle seeks views on whether affected and interested people had the opportunity to participate and be heard.

Question: ‘The engagement reached those identified as the community of interest’

Both project managers considered that representatives from some community groups participated in the engagement. Comments clarified that the engagement reached the community groups identified in the engagement plan, and that submissions were received from many of these.

9.3.3 Engagement is informed and transparent

This charter principle seeks views on whether engagement included ‘closing the loop’. It also seeks whether engagement included activities that ‘closed the loop’ by providing feedback to participants/ community about outcomes of engagement.

Question: ‘Engagement provided feedback to community about outcomes of engagement’

One project manager responded that this is to be completed – acknowledging that communications with engagement participants will be made once this report is completed and loaded onto the PlanSA portal.

The other project manager's response also reflects that a formal report is the method of feedback to the community.

9.3.4 Engagement processes are reviewed and improved

This charter principle seeks views on whether the engagement was reviewed and improvements recommended.

Question: Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement

Both project managers responded that the engagement was reviewed and recommendations made in a systematic way. The provision of weekly updates were commented on by both project managers as a key way that this review was able to take place.

9.3.5 Charter is valued and useful

This charter principle seeks views on whether the engagement is facilitated and valued by planners

Question: 'Identify key strength of the Charter and Guide' and 'Identify key challenge of the charter and Guide'

One project manager responded N/A to these statements. The other commented the following:

- Strengths of the charter and guide included a fit for purpose engagement plan to be prepared – and that this improves on the previously rigid and restrictive way of informing communities and seeking their feedback.
- Another strength is the opportunity to measure, report and review the performance and effectiveness of public engagement.
- In terms of challenges, the opportunity for third parties to establish alternative web sites and utilise social media to propagate alternative, or possibly misleading, information was raised by a project manager. They identified that this could direct the community away from formal consultation material, surveys or the SA Planning Portal, or even be used maliciously to seek to undermine meaningful and effective community engagement or consultation.

10. Conclusion

10.1 Summary

The engagement process for the proposed Code Amendment at 19-29 Glynburn Road, Glynde was robust and elicited a strong response from a range of stakeholders.

A range of approaches ensured that information was easy to access, and that there were multiple, convenient ways that feedback could be provided.

Survey results indicate a polarisation of responses, although they are favoured towards support for the Code Amendment. Not surprisingly, submissions tended to favour opposition to the Code Amendment, which is not uncommon for this type of engagement process or activity, which tends to skew towards negative feedback.

The most commonly raised issues by all stakeholders were traffic impacts and congestion particularly on the local street network, Glynburn Road, and the Glynde corner intersection. Many respondents also believe the area is already well-serviced by supermarkets, including ALDI, and no further supermarkets are required.

Evaluation data indicates that survey respondents felt that they received adequate information and understand why their views were being sought. Strong numbers of respondents are confident that their views will be heard. Feedback from the project managers on behalf of the designated entity indicated that they considered it was a robust process.

10.2 Response to feedback

Acting on behalf of the Designated Entity, Ekistics has prepared a 'matrix' that provides a summary of the various issues raised during engagement on the proposed Code Amendment together with a brief response to the issue raised and how the Code Amendment has been modified (refer Appendix A).

On the basis that traffic impacts were the most common issues raised in relation to the proposed Code Amendment, the Designated Entity (ALDI Foods Pty. Ltd. trading as ALDI Stores) engaged Frank Siow & Associates to undertake a 'peer review' of the 'Transport Impact Assessment' prepared by Stantec (previously GTA Consultants) to inform the preparation of the proposed Code Amendment. This independent traffic analysis and assessment concurred with the findings and recommendations of the original Stantec assessment.

A copy of the independent 'Peer Review' undertaken by Frank Siow & Associates is appended to correspondence prepared by Ekistics attached in Appendix A.

The Matrix provided in Appendix A takes the following into consideration :

- The findings of Draft Engagement Report prepared by URPS;
- The submissions received in response to the engagement undertaken in relation to the proposed Code Amendment; and
- The subsequent additional traffic investigations that have been undertaken following engagement (i.e. independent peer review by Frank Siow & Associates of the Transport Impact Assessment prepared by Stantec to inform the proposed Code Amendment).

Following careful review of the draft Engagement Report as well as the various written submissions and an independent 'peer review' of the Transport Impact Assessment, the Designated Entity has formed the view that no changes are required to the Code Amendment (refer to Appendix A).

Appendix A – Designated Entity Response to Feedback

15 November 2021

REF No.: 00981-004

URPS

Suite 12/154 Fullarton Road
ROSE PARK SA 5067

Attention: Anna Deller-Coombs

By Email: adellercoombs@urps.com.au

Dear Ms Deller-Coombs,

RE: SUMMARY OF CONSULTATION AND PROPOSED AMENDMENTS TO THE ALDI FOODS PTY LTD (TRADING AS ALDI STORES) CODE AMENDMENT AT 19-29 GLYNBURN ROAD, GLYNDE

We write to confirm that we have received and reviewed the Draft 'Engagement Summary Report' dated 15 November 2021 prepared in relation to the proposed Glynde Code Amendment over the 'Affected Area' comprising 19-29 Glynburn Road, Glynde.

We are pleased with your confirmation that the engagement process for the proposed Code Amendment was robust and elicited a strong response from a range of stakeholders. In particular, we are pleased with your confirmation that:

- The 'Evaluation data indicates that survey respondents felt that they received adequate information and understand why their views were being sought.' and that
- 'Strong numbers of respondents are confident that their views will be heard.'

We also note your conclusion that the 'Survey results indicate a polarisation of responses, although they are favoured towards support for the Code Amendment'. [our emphasis].

In addition, we note your conclusion that 'The most commonly raised issues by all stakeholders were traffic impacts and congestion particularly on the local street network, Glynburn Road, and the Glynde corner intersection.'

On the basis of your confirmation that traffic impacts were the most common issues raised in relation to the proposed Code Amendment, we confirm that the Designated Entity (ALDI Foods Pty. Ltd. trading as ALDI Stores) engaged Frank Siow & Associates to undertake a 'peer review' of the 'Transport Impact Assessment' prepared by Stantec (previously GTA Consultants) to inform the proposed Code Amendment. We confirm that this independent traffic analysis and assessment concurs with the findings and recommendations of the original

Def: E-KIS-TICS [noun] : The Science of Human Settlements ...

Stantec assessment that informed the preparation of the proposed Code Amendment. A Copy of this independent peer review is attached in **Appendix 1**.

Based on the original 'Transport Impact Assessment' prepared by Stantec and the independent 'peer review' of this report undertaken by Frank Siow & Associates, it is our opinion that no changes are required to the consultation version of the Code Amendment as a result of:

- The traffic and transport issues raised during engagement on the Code Amendment; or
- The subsequent additional traffic and transport investigations that have been undertaken following engagement.

In addition, we also note your conclusion that *'Many respondents also believe the area is already well-serviced by supermarkets, including ALDI, and no further supermarkets are required.'*

As you are aware, a detailed supply and demand analysis was undertaken by Deep End Solutions to inform the proposed Code Amendment and this report revealed that the supermarket floorspace provision in the core catchment area is 0.32m² per capita which is 22% less than the Adelaide average of 0.41m² per capita. On this basis, Deep End Solutions concluded that a *"... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space'.*

On this basis, and given no alternative retail assessments were provided in response to the engagement undertaken in relation to the proposed Code Amendment, it is our opinion that no changes are required to the consultation version of the Code Amendment as a result of the feedback received during engagement *'That there are already enough ALDI's or other shops/supermarkets in local area, and no more are required'.*

As you are aware a number of other issues and matters were also raised during engagement on the proposed Code Amendment. Accordingly, we have prepared a matrix that is attached in **Appendix 2** that provides a summary of the various issues raised during engagement on the proposed Code Amendment together with a brief response to the issue raised and confirmation that no changes are recommended or proposed to the consultation version of the Code Amendment.

In conclusion, after reviewing and considering the Draft 'Engagement Report' as well as the independent 'peer review' of the 'Transport Impact Assessment' and the various submissions received in response to the engagement undertaken in relation to the proposed Code Amendment, it is our opinion that no changes are required to the consultation version of the Code Amendment.

We request that this letter and associated attachments are appended to the final 'Engagement Report' confirming our position that no changes are required to the consultation version of the Code Amendment arising from the engagement and subsequent investigations that have been undertaken.

We thank you in anticipation of your prompt finalisation of 'Engagement Report' for submission to the Attorney General's Department – Planning and Land Use Services (AGD-PLUS) to seek a determination on the proposed Code Amendment by the Minister for Planning and Local Government.

Yours Sincerely



Richard Dwyer
Managing Director

Appendix 1. Peer Review of TIA
(Frank Siow & Associates)

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

P.O. Box 253
Kensington Park SA 5068
franksiow.com.au

10 November 2021

Mr Richard Dwyer
Ekistics
Level 1, 16 Vardon Avenue
ADELAIDE SA 5000

Dear Mr Dwyer,

PROPOSED GLYNDE CODE AMENDMENT PEER REVIEW OF TRANSPORT IMPACT ASSESSMENT REPORT

1.0 INSTRUCTIONS

We have been instructed to provide a peer review of the Transport Impact Assessment Report prepared by Stantec Consultants (previously known as GTA Consultants), as part of the supporting information for the proposed Code Amendment.

In undertaking this peer review, we have inspected the 'Affected Area' and the adjacent road network on Thursday 4/11/2021 during the PM peak period at around 5pm and on Saturday 6/11/2021 during the peak period at around noon. We have also relied on the SIDRA modelling input files provided by Stantec to assist in our assessment.

2.0 PROPOSED CODE AMENDMENT

The 'Affected Area' is located at 19-29 Glynburn Road, Glynde. It has frontages to Lewis Road and Glynburn Road. The 'Affected Area' is currently located within a Housing Diversity Neighbourhood Zone and an Employment Zone in the Planning and Design Code.

The proposed Code Amendment seeks to rezone the to a Suburban Activity Centre Zone (see excerpt diagram from the Code Amendment Fact Sheet below).

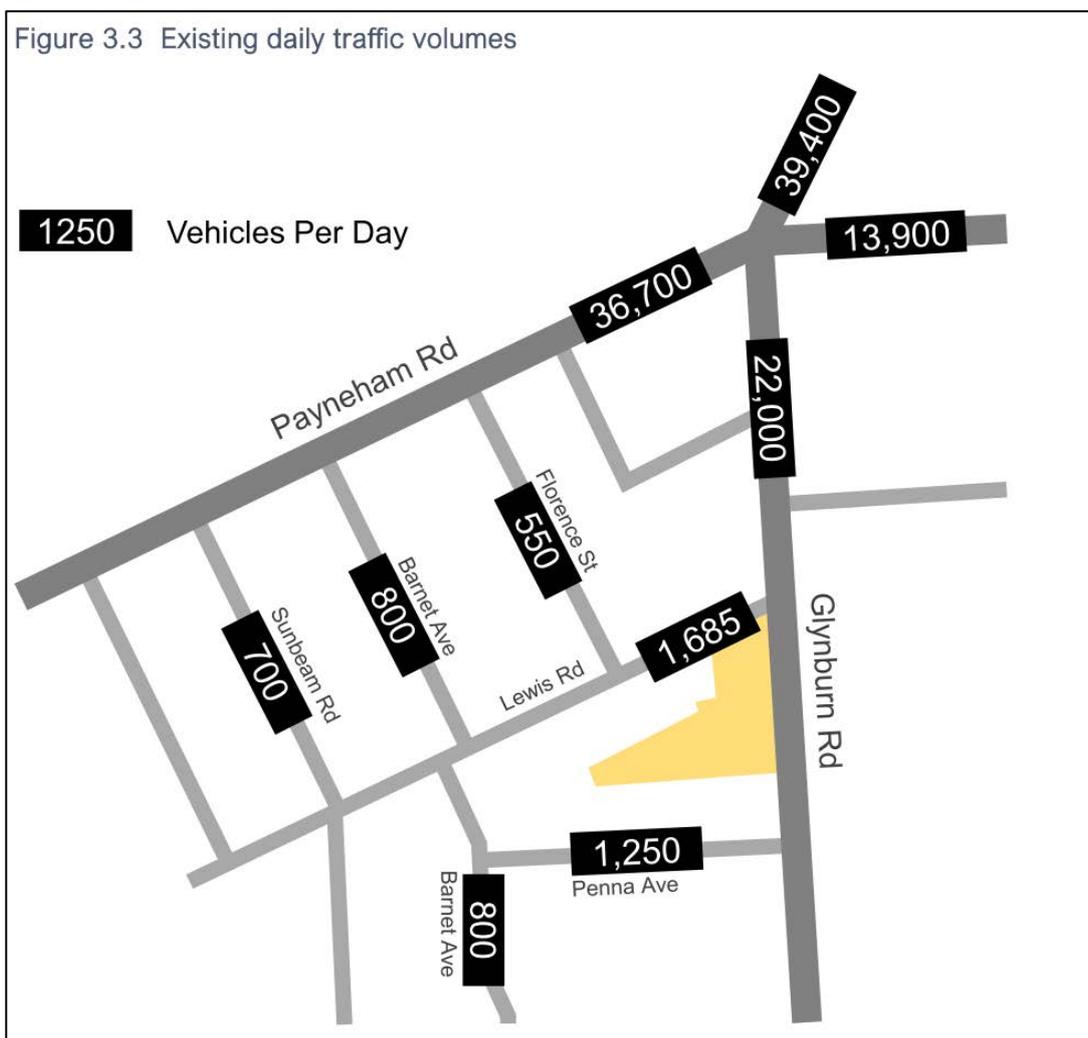


3.0 EXISTING CONDITIONS

Based on our site inspections, we concur with the descriptions of the adjacent roads provided in the Stantec report.

Stantec has provided us with the SIDRA files associated with the analyses of the existing site conditions at the Glynburn Road/Lewis Road intersection for the Thursday PM peak hour and for the Saturday peak hour. We have noted that the Degree of Saturation for both periods were identified by Stantec as 0.602 and 0.507 respectively.

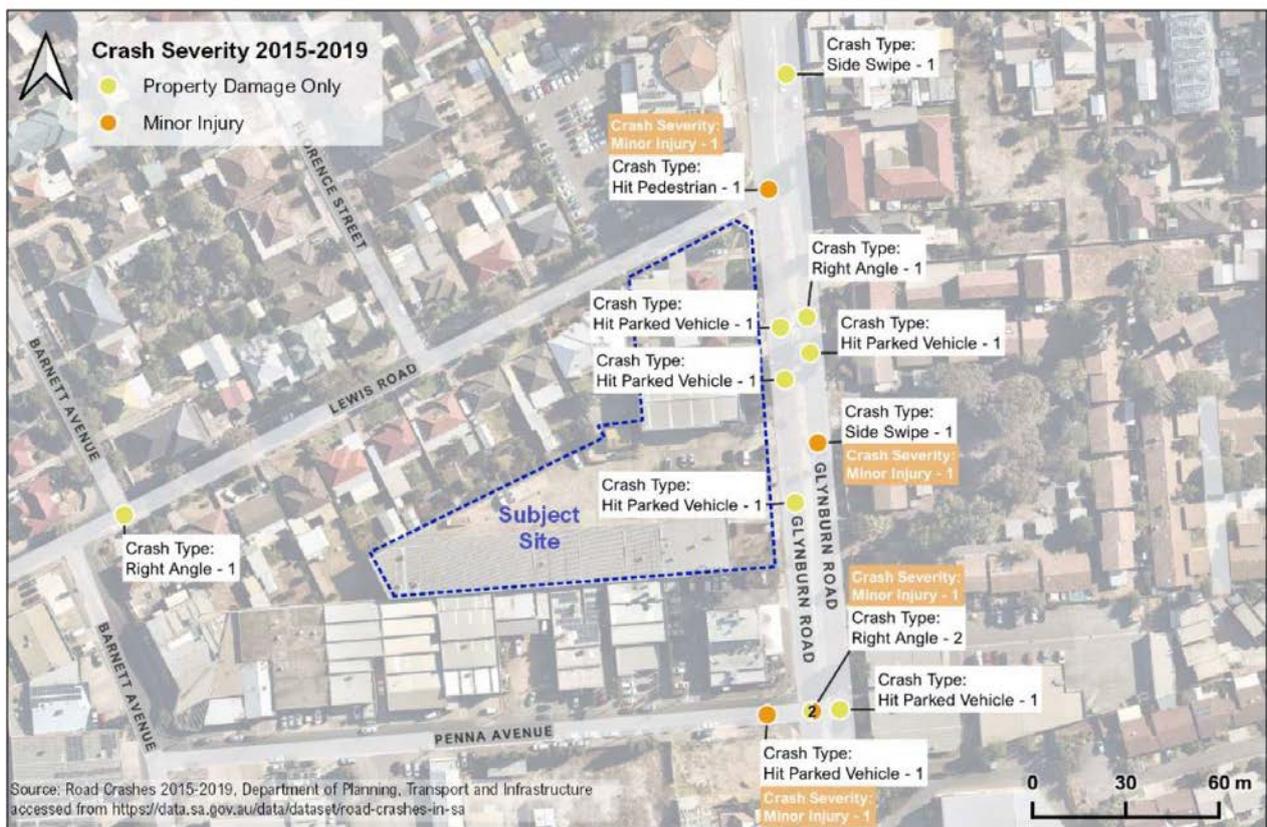
The traffic volume shown at the intersection of Glynburn Road/Payneham Road/Montacute Road of the Stantec report is detailed in Figure 3.3 (see excerpt below), which shows that Glynburn Road has an Annual Average Daily Traffic (AADT) volume of 22,000 vehicles.



We have obtained the latest available data from DIT (15/10/2020) which shows Glynburn Road with an AADT of 21,600 vehicles. The latest available data shows that there has been a slight reduction in AADT on Glynburn Road, compared to the data shown in the Stantec report. That is, traffic flow conditions in Glynburn Road should be marginally better than assumed in the Stantec report.

The crash history of the roads adjacent to the 'Affected Area' is shown Figure 3.8 of the Stantec report (see excerpt below).

Figure 3.8: Crash History 2015-2019



We have reviewed the latest available crash data from DIT between 2016 and 2020 inclusive (see excerpt below from the DIT website).



A comparison of the crash data in the Stantec report (for the period 2015 to 2019 inclusive) with the latest available DIT data (2016 to 2020 inclusive) is provided in Table 1 below.

Table 1: Comparison with the updated DIT crash data

	5-year period	Lewis/Florence	Lewis/Glynburn	Glynburn (Lewis-Penna) Northbound side
Stantec report	2015-2019	Nil	1 pedestrian crash (injury)	3 hit parked vehicle crashes (property damage)
Latest DIT data	2016-2020	1 right angle crash (property damage)	1 pedestrian crash (injury) 1 right angle crash (property damage)	2 hit parked vehicle (property damage)

Compared to the crash data in the Stantec report, there has been one new crash recorded at the intersection of Florence Street/Lewis Road, one new crash at the intersection of Lewis Road/Glynburn Road and a reduction of one crash on the western side of Glynburn Road adjacent to the ‘Affected Area’.

Having regard to the latest crash information, we concur with the observation in the Stantec report that there are no specific issues arising with the number of crashes over the 5-year period, which is considered to be low.

We concur with the Stantec’s descriptions of the public transport availability, pedestrian infrastructure and the presence of the bicycle lanes in Glynburn Road (which operate between 7am and 9am and 4pm to 6pm, Monday to Friday) adjacent to and in the vicinity of the ‘Affected Area’.

4.0 CAR PARKING

We have noted the assumption adopted in the Stantec report of a potential retail development on the ‘Affected Area’, which could comprise a building with a gross leasable floor area in the order of 2,000m² with associated parking.

We concur with the assessment that the above development scenario would require approximately 110 parking spaces, based on an assessment against the Planning and Design Code.

We have been provided with an indicative plan showing a development scenario with a potential layout of a 2,000m² supermarket and car parking on the ‘Affected Area’.

Based on our review of the plan showing the above development scenario, we concur with the assessment of the Stantec report that the ‘Affected Area’ would be capable of providing a suitable level of parking for the development.

5.0 SUSTAINABLE TRANSPORT INFRASTRUCTURE

We concur with the assessment of the Stantec report that the ‘Affected Area’ would be capable of providing a suitable level of bicycle parking facilities for the development scenario identified and suitable pedestrian linkages could also be accommodated.

6.0 ACCESS

We have noted the two assumptions adopted in the Stantec report with respect to vehicle access:

1. The primary access point for the development scenario identified above would be on Glynburn Road.

2. The secondary access point for the development scenario identified above would be on Lewis Road.

We concur with the assessment in the Stantec report that the sight distance requirements for the access points specified in the Planning and Design Code could be met, given the straight alignment of Glynburn Road and Lewis Road.

We concur with the assessment in the Stantec report that the access points could be designed to meet the specific vehicle requirements and that the provision of a primary access on Glynburn Road could also suitably cater for the large service vehicles (infrequent semi-trailer) that may be required for the development.

We note that, given the width constraint of Lewis Road, it would be desirable that access by large service vehicles be to and from Glynburn Road.

We have checked the potential swept paths of a semi-trailer on the indicative plan provided. Based on the scenario a primary access point being provided on Glynburn Road, the swept path analysis has demonstrated that a semi-trailer would be capable of entering from Glynburn Road, manoeuvre into the loading dock position and exit the site onto Glynburn Road. We therefore concur with the assessment in the Stantec report that a new primary access point in Glynburn Road could be designed to meet the requirements of the Planning and Design Code and to accommodate the large service vehicle movements in the development scenario described above.

7.0 TRAFFIC ASSESSMENT

7.1 Existing Traffic Demands

From our site inspections, we note that the existing land uses on the 'Affected Area' currently generate low traffic volumes during the peak periods.

7.2 Predicted Traffic Demands

The Stantec report refers to the trip generation rates recommended in the Transport for NSW, *Guide to Traffic Generating Developments* of between 12.3 and 16.3 trips per 100m² of gross leasable floor space for shopping centres of less than 10,000m² in size for a Thursday PM peak and Saturday peak respectively. We note that Stantec has adopted a trip generation rate of 12.3 for the peak hour assessment. We agree that the NSW guidelines is a commonly-referenced guidelines used by traffic engineers for traffic assessments of developments.

In addition to the above NSW guidelines, the DIT's guidelines, *Trip generation rates for assessment of development proposals*, also provide guidance for traffic engineers in the traffic assessments of developments. In this instance, the DIT guidelines has a peak hour trip rate of 13.65 trips per 100m² floor area for a 'supermarket' development and a daily trip generation of 134 trips per 100m².

In our experience, it is not uncommon to discount the trip generation of a development having regard to the availability of public transport and the provision of bicycle facilities. The proximity of residential areas could also encourage walking, which would reduce vehicular trips.

Based on the typical discount of 10%, the DIT peak hour trip rate would be 12.3 per 100m² floor area and a daily rate of 120 trips per 100m² floor area.

The above discounted trip rate from the DIT guidelines for the weekday peak period would be similar to the trip rate adopted in the Stantec report.

Having regard to the above assessment, we think that the predicted additional traffic demands estimated by Stantec of 210 trips per hour in the peak and 2,200 vehicles per day would be reasonable.

We note the following assumptions made in the Stantec report for the trip distribution of the traffic in the development scenario discussed previously (see Table 7.2 of the Stantec report below):

Approach	Percentage	
	In	Out
Glynburn Road (N)	25%	30%
Lewis Road (E)	5%	5%
Glynburn Road (S)	20%	15%
TOTAL	50%	50%

We make the following observations:

1. We do not disagree with the minor distribution assumption (10%) for Lewis Road, given the local road network layout and the type of land uses to the west of the 'Affected Area'.
2. We note the comments in the '*Land Use and Economic Investigations*' report that a mid-sized supermarket would appeal to a range of geographic and markets segments including commuters and other regular passing traffic on Glynburn Road that would divert to the supermarket for convenience. We therefore think that it would be reasonable to assume that the 'predominant' trip distribution would be to and from Glynburn Road.
3. We note that the Stantec report adopted a higher outbound trip distribution to Glynburn Road north (30%). We think that it would not be unreasonable to assume such a higher outbound trip to the north, given the difficulty of making right turns out during peak hours on arterial roads. We observed from our site inspections that some Lewis Road drivers prefer to make a left turn out and then u-turning at the next available median opening (North Street).

In summary, we think that the forecast directional trip distribution and the weekday traffic distribution in the Stantec report are reasonable assumptions.

Having regard to the above assumptions, we have reviewed the 'Site Generated Traffic' data (see Figure 7.1 and Figure 7.2 of the Stantec report below) and the 'Post Development – Predicted Traffic' data (see Figure 7.3 and Figure 7.4 of the Stantec report below).

For the following review of the traffic impact aspects, we have relied on the SIDRA modelling input files provided to us by Stantec.

Figure 7.1: Thursday PM Peak – Site Generated Traffic

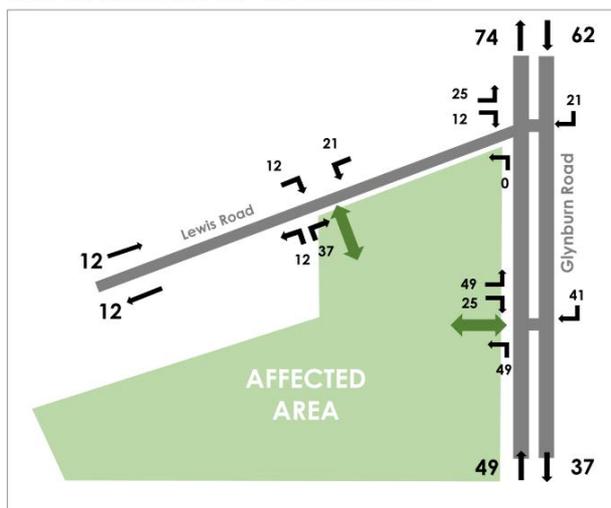


Figure 7.2: Saturday Peak – Site Generated Traffic

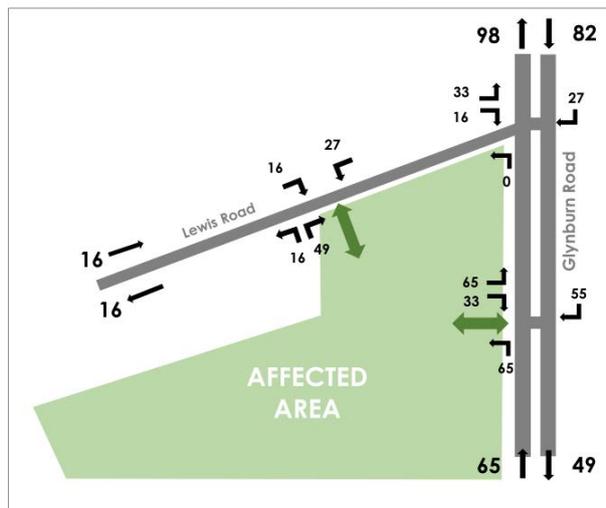


Figure 7.3: Thursday PM Peak – Predicted Traffic

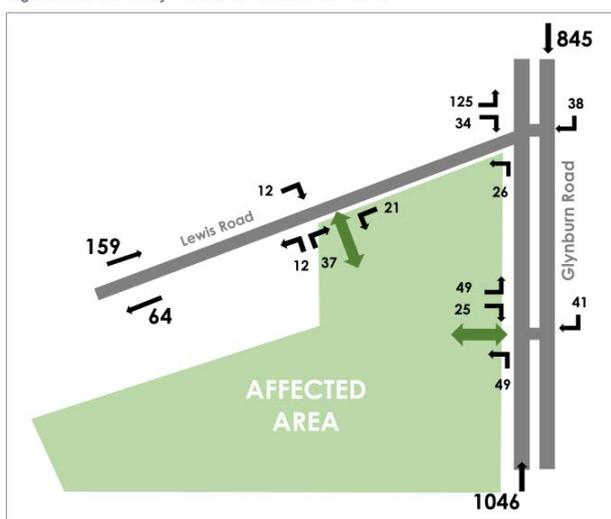
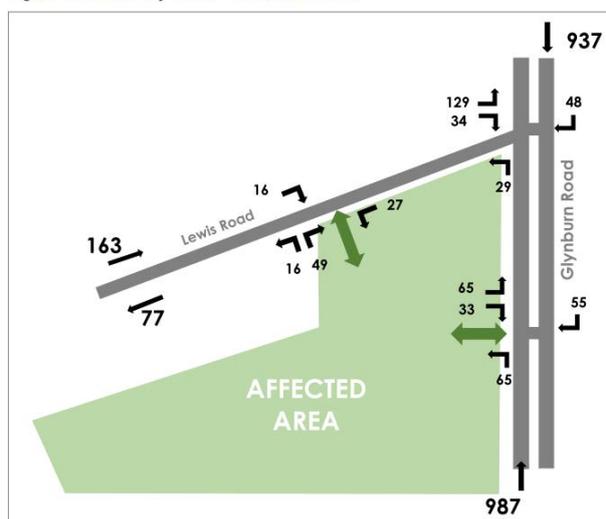


Figure 7.4: Saturday Peak – Predicted Traffic



We make the following observations:

1. We note that there are 12 vehicles and 16 vehicles from the development (for the Thursday peak and Saturday peak respectively) that are forecast in the Stantec report to exit to Lewis Road and then make a right turn out to Glynburn Road. We think that such a movement (ie exit from the development site to Lewis Road and then turn right into Glynburn Road) would likely be lower for two reasons: (a) this movement may not be as attractive to use as these drivers would be joining a busier exit road (Lewis Road) compared to using its own access point, and (b) Lewis Road is much closer to the intersection of Glynburn Road/Payneham Road/Montacute Road, ie closer to the above congestion, compared to exiting much further to the south via the development's own access point.
2. As indicated previously, we think that, due to the difficulty of making right turns out to an arterial road during peak hours, some drivers may instead choose to turn left out (easier movement) and then u-turn at the next available median opening.

For the above two reasons, we think that the Stantec report has adopted a slightly conservative approach for the intersection of Glynburn Road/Lewis Road.

7.3 Traffic Analysis

7.3.1 Glynburn Road/Lewis Road Intersection

The SIDRA modelling output from the [Stantec report](#) is reproduced below.

Table 7.4: Glynburn Rd/Lewis Rd – Thursday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Glynburn Road (South)												
1b	L3	27	0.0	0.294	6.5	LOS A	0.0	0.0	0.00	0.03	0.00	58.5
2	T1	1101	0.8	0.294	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		1128	0.7	0.294	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Glynburn Road (N)												
8	T1	784	1.2	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9a	R1	40	0.0	0.094	12.2	LOS B	0.3	2.0	0.74	0.88	0.74	46.0
Approach		824	1.1	0.205	0.6	NA	0.3	2.0	0.04	0.04	0.04	59.1
SouthWest: Lewis Road												
30a	L1	132	0.0	0.816	40.7	LOS E	5.8	40.4	0.85	1.51	2.46	29.1
32b	R3	36	0.0	0.816	114.4	LOS F	5.8	40.4	0.85	1.51	2.46	29.0
Approach		167	0.0	0.816	56.5	LOS F	5.8	40.4	0.85	1.51	2.46	29.1
All Vehicles		2120	0.8	0.816	4.8	NA	5.8	40.4	0.08	0.14	0.21	54.9

Table 7.5: Glynburn Rd/Lewis Rd – Saturday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Glynburn Road (South)												
1b	L3	31	0.0	0.279	6.5	LOS A	0.0	0.0	0.00	0.04	0.00	58.4
2	T1	1039	0.8	0.279	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		1069	0.8	0.279	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Glynburn Road (N)												
8	T1	986	0.6	0.257	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9a	R1	51	0.0	0.109	11.5	LOS B	0.3	2.3	0.72	0.87	0.72	46.4
Approach		1037	0.6	0.257	0.6	NA	0.3	2.3	0.04	0.04	0.04	59.1
SouthWest: Lewis Road												
30a	L1	136	0.8	0.924	73.7	LOS F	9.2	65.0	0.86	1.94	3.56	22.7
32b	R3	36	0.0	0.924	160.2	LOS F	9.2	65.0	0.86	1.94	3.56	22.7
Approach		172	0.6	0.924	91.7	LOS F	9.2	65.0	0.86	1.94	3.56	22.7
All Vehicles		2278	0.7	0.924	7.3	NA	9.2	65.0	0.08	0.17	0.28	53.0

We have been advised by Stantec that there was an incorrect traffic volume number used in the input data for Table 7.4 (Glynburn Road/Lewis Road – Thursday Peak – Predicted). The Degree of Saturation of 0.816 should have been higher than shown.

As previously discussed, we think that the number of vehicles from the development that would use Lewis Road to turn right out to Glynburn Road would likely be less than estimated by Stantec. Assuming that half of the traffic estimated by Stantec would use Lewis Road to turn right out to Glynburn Road, ie 6 vehicles and 8 vehicles in the Thursday peak and Saturday peak respectively (not 12 vehicles and 16 vehicles), the resulting Degrees of Saturation for both critical periods would be lower than that shown in Table 7.4 and Table 7.5 of the Stantec report.

To test this assumption, we have used the adjusted right turn number in the SIDRA Input file provided by Stantec for the Post Development scenario for the Thursday PM Peak and Saturday Peak. The results for the adjusted numbers show Degree of Saturation of less than 0.8 for both key periods (see below).

MOVEMENT SUMMARY

▽ Site: 101 [Glynburn Road/Lewis Road_Thursday PM Peak Remove Half RT - COPY Post Development (Site Folder: General)]

Thursday PM Peak Hour - Post Development
 Calibrated to Lewis Road operating conditions
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Glynburn Road (South)														
1b	L3	26	0	27	0.0	0.294	6.5	LOS A	0.0	0.0	0.00	0.03	0.00	58.4
2	T1	1046	8	1101	0.8	0.294	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		1072	8	1128	0.7	0.294	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Glynburn Road (N)														
8	T1	845	9	889	1.1	0.232	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9a	R1	38	0	40	0.0	0.094	12.2	LOS B	0.3	2.0	0.74	0.88	0.74	46.0
Approach		883	9	929	1.0	0.232	0.6	NA	0.3	2.0	0.03	0.04	0.03	59.1
SouthWest: Lewis Road														
30a	L1	125	0	132	0.0	0.785	37.0	LOS E	5.2	36.3	0.84	1.44	2.25	30.1
32b	R3	28	0	29	0.0	0.785	121.3	LOS F	5.2	36.3	0.84	1.44	2.25	30.0
Approach		153	0	161	0.0	0.785	52.4	LOS F	5.2	36.3	0.84	1.44	2.25	30.1
All Vehicles		2108	17	2219	0.8	0.785	4.2	NA	5.2	36.3	0.07	0.13	0.18	55.5

MOVEMENT SUMMARY

▽ Site: 101 [Glynburn Road/Lewis Road_Saturday Peak - Remove Half RT - COPY Post Development (Site Folder: General)]

Saturday Peak - Post Development
 Calibrated to Lewis Road operating conditions
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Glynburn Road (South)														
1b	L3	29	0	31	0.0	0.279	6.5	LOS A	0.0	0.0	0.00	0.04	0.00	58.3
2	T1	987	8	1039	0.8	0.279	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		1016	8	1069	0.8	0.279	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Glynburn Road (N)														
8	T1	937	6	986	0.6	0.257	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9a	R1	48	0	51	0.0	0.109	11.5	LOS B	0.3	2.3	0.72	0.87	0.72	46.4
Approach		985	6	1037	0.6	0.257	0.6	NA	0.3	2.3	0.04	0.04	0.04	59.0
SouthWest: Lewis Road														
30a	L1	129	1	136	0.8	0.747	31.2	LOS D	4.8	33.5	0.81	1.37	2.04	31.9
32b	R3	26	0	27	0.0	0.747	116.9	LOS F	4.8	33.5	0.81	1.37	2.04	31.8
Approach		155	1	163	0.6	0.747	45.6	LOS E	4.8	33.5	0.81	1.37	2.04	31.9
All Vehicles		2156	15	2269	0.7	0.747	3.7	NA	4.8	33.5	0.07	0.13	0.16	55.9

We also agree with the assessment in the Stantec report that the operation of the Glynburn Road/Lewis Road intersection is likely to be better than calculated in the SIDRA modelling, due to gaps provided by Glynburn Road drivers to allow drivers from Lewis Road to join the main road. Our site inspections showed that drivers on Glynburn Road frequently stop clear of the intersection to allow drivers to exit Lewis Road (left or right turn out) and also right turn in from Glynburn Road into Lewis Road.

7.3.2 Glynburn Road/Primary Site Access

The SIDRA modelling output from the [Stantec report](#) is shown below.

Table 7.6: Glynburn Rd/Site Access – Thursday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Glynburn Road (S)												
1	L2	52	0.0	0.299	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
2	T1	1101	0.8	0.299	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		1153	0.7	0.299	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
North: Glynburn Road (N)												
8	T1	889	1.1	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	43	0.0	0.105	13.7	LOS B	0.3	2.2	0.75	0.90	0.75	27.2
Approach		933	1.0	0.232	0.7	NA	0.3	2.2	0.03	0.04	0.03	56.8
West: Site Access												
10	L2	52	0.0	0.066	2.6	LOS A	0.2	1.6	0.49	0.42	0.49	28.8
12	R2	26	0.0	0.569	121.5	LOS F	1.7	12.0	0.98	1.05	1.23	19.9
Approach		78	0.0	0.569	42.8	LOS E	1.7	12.0	0.66	0.63	0.74	25.0
All Vehicles		2163	0.8	0.569	2.0	NA	1.7	12.0	0.04	0.06	0.04	55.6

Table 7.7: Glynburn Rd/Site Access – Saturday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Glynburn Road (S)												
1	L2	68	0.0	0.288	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	57.7
2	T1	1039	0.8	0.288	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		1107	0.8	0.288	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Glynburn Road (N)												
8	T1	986	0.6	0.257	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	58	0.0	0.132	13.3	LOS B	0.4	2.8	0.74	0.89	0.74	27.3
Approach		1044	0.6	0.257	0.8	NA	0.4	2.8	0.04	0.05	0.04	56.2
West: Site Access												
10	L2	68	0.0	0.083	2.4	LOS A	0.3	2.0	0.47	0.40	0.47	28.8
12	R2	35	0.0	0.777	167.6	LOS F	2.6	18.5	0.99	1.11	1.51	15.9
Approach		103	0.0	0.777	58.0	LOS F	2.6	18.5	0.65	0.64	0.82	22.6
All Vehicles		2255	0.7	0.777	3.2	NA	2.6	18.5	0.05	0.07	0.06	54.0

Based on our review of the SIDRA files provided by Stantec for the assessment, we concur with the assessment in the Stantec report that the primary access point would be able to operate within the practical capacity of the access point intersection with Glynburn Road.

7.3.3 Lewis Road/Secondary Site Access

The SIDRA modelling output from the [Stantec report](#) is shown below.

Table 7.8: Lewis Rd/Site Access – Thursday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1b	L3	13	0.0	0.044	0.1	LOS A	0.1	1.0	0.17	0.10	0.17	42.0
3a	R1	38	0.0	0.044	0.9	LOS A	0.1	1.0	0.17	0.10	0.17	21.7
Approach		51	0.0	0.044	0.7	LOS A	0.1	1.0	0.17	0.10	0.17	31.8
NorthEast: Lewis Road (NE)												
24a	L1	22	0.0	0.035	3.0	LOS A	0.0	0.0	0.00	0.17	0.00	34.4
25	T1	45	0.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	48.8
Approach		67	0.0	0.035	1.0	NA	0.0	0.0	0.00	0.17	0.00	47.2
SouthWest: Lewis Road (SW)												
31	T1	153	0.0	0.087	0.0	LOS A	0.1	0.6	0.03	0.05	0.03	49.4
32b	R3	13	0.0	0.087	5.4	LOS A	0.1	0.6	0.03	0.05	0.03	45.7
Approach		165	0.0	0.087	0.4	NA	0.1	0.6	0.03	0.05	0.03	49.0
All Vehicles		283	0.0	0.087	0.6	NA	0.1	1.0	0.05	0.09	0.05	46.5

Table 7.9: Lewis Rd/Site Access – Saturday Peak – Predicted

Movement Performance - Vehicles												
Mov ID	Turn	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	Aver. No. Cycles	Average Speed km/h
South: Site Access												
1b	L3	17	0.0	0.060	0.1	LOS A	0.2	1.4	0.18	0.11	0.18	42.0
3a	R1	52	0.0	0.060	0.9	LOS A	0.2	1.4	0.18	0.11	0.18	21.6
Approach		68	0.0	0.060	0.7	LOS A	0.2	1.4	0.18	0.11	0.18	31.6
NorthEast: Lewis Road (NE)												
24a	L1	28	0.0	0.042	3.0	LOS A	0.0	0.0	0.00	0.18	0.00	34.2
25	T1	53	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	48.7
Approach		81	0.0	0.042	1.1	NA	0.0	0.0	0.00	0.18	0.00	47.0
SouthWest: Lewis Road (SW)												
31	T1	151	0.7	0.089	0.0	LOS A	0.1	0.8	0.04	0.06	0.04	49.1
32b	R3	17	0.0	0.089	5.4	LOS A	0.1	0.8	0.04	0.06	0.04	45.5
Approach		167	0.6	0.089	0.6	NA	0.1	0.8	0.04	0.06	0.04	48.7
All Vehicles		317	0.3	0.089	0.7	NA	0.2	1.4	0.06	0.11	0.06	45.7

Based on our review of the SIDRA files provided by Stantec for the assessment, we concur with the assessment in the Stantec report that the access point on Lewis Road would have minimal impact on Lewis Road.

7.4 Traffic Impact

Stantec has provided a summary of the impacts (nine specific points – shown in italics below) in Section 7.4 of their report. Based on our review of the Stantec report, our observations of the site conditions and our opinions as detailed in the above report, we make the following comments:

- The operation of Glynburn Road will not be significantly impacted with no identified increases in delays or queues for through traffic;*

We concur with the Stantec's assessment, as the SIDRA modelling shows that Glynburn Road traffic flows would continue to operate at Level of Service A.

2. *A primary access point on Glynburn Road will operate satisfactorily based on existing operating conditions on Glynburn Road with no need for traffic controls;*

We concur with the Stantec's assessment that a primary access point on Glynburn Road at the location identified for the indicative development scenario could operate satisfactorily, based on the SIDRA modelling assessment provided by Stantec.

In terms of the 'need for traffic controls', we note that DIT have advised that they support the proposed rezoning and that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage.

3. *The Lewis Road and Glynburn Road intersection will continue to operate similar to existing with regards to queues and delays, based on peak hour operating conditions observed during the course of the study;*

We do not think that the Lewis Road and Glynburn Road intersection would operate 'similar to the existing', given that the SIDRA modelling shows the Degree of Saturation would be higher than the existing situation. However, we agree that, based on our site observations, the intersection would operate better than suggested by the SIDRA modelling, given the courtesy of drivers on Glynburn Road to provide gaps in the traffic queue to assist Lewis Road traffic to turn out.

4. *A secondary access point on Lewis Road will operate well with minimal queues and delays anticipated due to the low traffic volumes on Lewis Road;*

We agree that the Lewis Road secondary access point would result in minimal traffic impact on Lewis Road.

5. *Most traffic is anticipated to be distributed to and from Glynburn Road, with the operation of a primary access point supporting this assumption.*

We agree that the provision of a primary access point on Glynburn Road would be critical to enable development traffic to be distributed to and from Glynburn Road, which would be the primary access route for customers.

6. *Some traffic will use Lewis Road for local access, and is considered to be up to 10% of the peak and daily traffic volumes. This would equate to approximately 24 to 33 trips per hour during the peak hours, and up to 240 vehicles per day.*

We agree with Stantec's assessment that development traffic generated on Lewis Road (up to 10%) would be a reasonable assumption.

7. *Traffic volumes on Lewis Road could increase from 1,650 vehicles per day to 1,890 vehicle per day near the site. This would maintain traffic volumes within the desirable local amenity traffic volume of 2,000 vehicles per day.*

We agree with Stantec's assessment that, based on the distribution of development traffic of 10% on Lewis Road, the resulting traffic volumes would not create unacceptable amenity impacts on Lewis Road.

8. *The traffic volumes generated by the site would not be noticeable within the existing arterial road network, including the Payneham Road, Glynburn Road, Lower North East Road and Montacute Road to the north.*

We agree with Stantec's assessment that the amount of development traffic generated would not be significant, in comparison with the current traffic flows on the adjacent arterial roads.

9. *No works on Glynburn Road or Lewis Road would be required with regards to managing traffic on these roads, except for provision of a right turn lane on Glynburn Road and access point crossovers as required.*

In terms of the ‘works’ that may be required on Glynburn Road, we note that DIT have advised that they support the proposed rezoning and that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage.

We agree with the Stantec’s assessment that no ‘works’ would be required on Lewis Road, given the low traffic impact envisaged.

7.5 Other Developments

A hypothetical development was assessed in the Stantec report associated with a Bunnings Development south of the ‘Affected Area’ (Penna Avenue). The Bunnings Development could include traffic signals at the intersection of Penna Avenue/Glynburn Road.

We have not given much weight to such a development, given its hypothetical nature. However, we concur with the Stantec’s observation that should the intersection of Penna Avenue/Glynburn Road be signalised, it could have some positive traffic impacts for the primary access point of the ‘Affected Area’ and the intersection of Lewis Road/Glynburn Road, by potentially providing more gaps in the traffic flows of Glynburn Road for development traffic and Lewis Road traffic to exit to Glynburn Road.

In addition, some drivers from Lewis Road (for example those drivers currently making the difficult right turn out manoeuvre from Lewis Road into Glynburn Road) may divert to Penna Avenue and use the new traffic signals to turn right. The diversion of this traffic to Penna Avenue would improve the traffic conditions at the Glynburn Road/Lewis Road intersection.

8.0 CONCLUSIONS

Based on our review of the Transport Impact Assessment Report prepared by Stantec Consultants, we provide the following analysis:

1. Based on the development scenario in the Stantec report, ie a small supermarket of up to 2,000m² occupying the rezoned land, we are of the view that the ‘Affected Area’ would be capable of providing suitable levels of parking in accordance with the requirements of the Planning and Design Code.
2. Based on the indicative development scenario in the Stantec report, we are of the view that the ‘Affected Area’ and development would be capable of accommodating bicycle parking to the requirements of the Planning and Design Code.
3. Based on the development scenario in the Stantec report, we are of the view that the ‘Affected Area’ and development would be capable of providing suitable pedestrian connectivity to the adjacent roads and within the parking area on-site.
4. Based on the assumption that the primary access for the development scenario would be permitted on Glynburn Road, we are of the view that the ‘Affected Area’ and development would be capable of accommodating an access point design that would meet the requirements of the Planning and Design Code and would be able to accommodate the types of service vehicles that would require access to the site.

5. Based on the development scenario in the Stantec report, we think that the assumptions of trip generation in the Stantec report are reasonable, ie future trips generated would be equivalent to 246-326 vehicles per hour on the Thursday peak and Saturday peak respectively and a daily trip generation of 2,400 vehicles can also be expected.
6. Based on the assumption that the primary access for the development scenario would be permitted on Glynburn Road, we think that the assumption in the Stantec report is reasonable, ie the majority of trips generated would be expected to use this primary access. The primary access would also be able to operate satisfactorily.
7. Based on the development scenario in the Stantec report and having regard to the local road network layout and other factors, we think that it would not be an unreasonable proposition for Stantec to assume that the amount of development traffic that would use Lewis Road would be minor (estimated by Stantec at 10% level) compared to Glynburn Road.
8. Based on the development scenario in the Stantec report and having regard to the trip distribution assumed in the Stantec report, we think that there should be adequate capacity in the adjacent road network, including at the intersection of Lewis Road/Glynburn Road, to accommodate the additional trips generated by the development.

Yours sincerely,

Frank Siow

FRANK SIOW

Principal Consultant

Appendix 2. Matrix - Response to outcome of Engagement

Response to feedback | 19-29 Glynburn Road, Glynde Code Amendment

Author	Comment	Designated Entity's Response	Proposed Change to Code Amendment
Y. Han	Supports the development of a supermarket as it will be convenient for local residents	Noted	No change
M. Herbst	Doesn't believe that there is a need for another ALDI Store as there is already an ALDI Store on Gorge Rd, Newton and there is a Foodland at Felixstow, a Woolworths at Marden and a Coles at Firle.	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% below the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
	States that ALDI profits go overseas and indicates a personal preference to support Australian businesses	While the submitter's personal shopping preferences are noted, they are not considered a relevant planning consideration.	No change
	Concerned that an increase in traffic will impact the area	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.	No change
	States that the proposed Bunnings Warehouse, if approved, will also lead to an increase in traffic.	It is noted that the proposed Bunnings Warehouse has been refused 'Planning Consent' by the Norwood, Payneham and St Peters Council Assessment Panel at a recent meeting held on 4 November 2021	No change
Department for Infrastructure and Transport	Advises that the Department supports the proposed rezoning of the site to Suburban Activity Centre Zone. Further advises that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage(s).	Noted	No change
P. Khangura	Concerned that the Code Amendment will lead to an increase in traffic and impact safety	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.	No change
G. McGregor	Indicates that the area is already served by four supermarkets.	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
	States that the Glynde intersection is one of the busiest and dangerous in Adelaide	The Transport Impact Assessment concluded that: <i>The operation of Glynburn Road will not be significantly impacted with no identified increases in delays or queues for through traffic</i>	No change

	Notes that traffic flow has increased over the last 40 years and states that an additional supermarket will lead to a further increase and exacerbate the problems at the Glynde intersection.	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p>	No change
J. Barone	Supports the proposed Code Amendment	Noted	No change
K. Herrmann	Concerned that the current heavy traffic usage of Barnes Road, Lewis Road and Provident Street (which is associated with the existing businesses within the Employment Zone and vehicles seeking to avoid the Glynde intersection) will get significantly worse.	<p>The modelling undertaken for the Transport Impact Assessment anticipates that approximately 10% of traffic from the Affected Area will use Lewis Road with the remaining 90% using Glynburn Road. This translates to an increase of approximately 240 vehicles per day using Lewis Road which could increase the traffic volume of this street from 1,650 vehicles per day to 1,890 vehicles per day. On this basis, the Transport Impact Assessment concludes that Lewis Road will remain within the desirable local amenity volume of 2,000 vehicles per day.</p> <p>A peer review by Frank Siow & Associates supports the modelling contained within the Transport Impact Assessment. In particular, Frank Siow & Associates concludes the following in relation to Lewis Road:</p> <p><i>We agree that the [proposed] Lewis Road secondary access point would result in minimal traffic impact on Lewis Road.</i></p> <p>---</p> <p><i>We agree with Stantec's assessment that development traffic generated on Lewis Road (up to 10%) would be a reasonable assumption.</i></p> <p>---</p> <p><i>We agree with Stantec's assessment that, based on the distribution of development traffic of 10% on Lewis Road, the resulting traffic volumes would not create unacceptable amenity impacts on Lewis Road.</i></p> <p>Based on the findings and conclusions of the Transport Impact Assessment and the independent 'peer review' by Frank Siow & Associates, Lewis Road and the other streets surrounding the Affected Area are unlikely to be adversely impacted by future development within the proposed Suburban Activity Centre Zone.</p>	No change
	Concerned that longer trading hours will spread the impact of traffic (and associated noise) over a greater number of hours.	The Transport Impact Assessment notes that the peak hours of a potential supermarket are likely to be between 4:45pm and 5:45pm on a Thursday and 11:45am and 12:45pm on a Saturday. On this basis, it is unlikely that future retail development on the Affected Area will result in a substantial increase in traffic movements outside the typical shopping hours.	
	Concerned that there will be a greater number of delivery trucks using Barnes Road, Lewis Road and Provident Street	<p>The Transport Impact Assessment notes that delivery trucks will enter and exit the site via Glynburn Road rather than using Barnes Road, Lewis Road and Provident Street.</p> <p>The independent 'peer review' undertaken by Frank Siow & Associates confirms that appropriate access for delivery vehicles can be provided to the Affected Area from Glynburn Road.</p>	No change
	Concerned that current congestion and parking issues on local streets will be worsened leading to the obstruction of footpaths and safety concerns for pedestrians	The Transport Impact Assessment notes that, in accordance with the Planning and Design Code, 110 off-street car parks would be required for a 2,000m ² supermarket and that sufficient space is	No change

		<p>available on the Affected Area to accommodate both the supermarket and the associated car parking.</p> <p>On this basis, it is unlikely that future development will lead to further congestion and parking issues on local streets.</p>	
P. Mercorella	<p>Outlines a number of concerns which appear to relate to the previous Development Application for an ALDI Store and its compliance with the now defunct Norwood Payneham and St Peters Development Plan</p>	<p>The Code Amendment does not propose a specific Development Application. Rather, it seeks to change the zoning of the Affected Area to provide a more supportive planning policy framework for a mid-size retail development (amongst other potential uses).</p> <p>If the Code Amendment is approved by the Minister for Planning, a separate Development Application(s) will need to be submitted and assessed by the relevant Planning Authority (likely to be the Council). During its assessment, the Council will need to satisfy itself that the proposed development appropriately addresses the relevant provisions of the Planning and Design Code.</p>	No change
	<p>Raises concerns in relation to the loss of land zoned for “medium density residential” and “light industry”.</p>	<p>It is noted that the portion of the Affected Area that is currently zoned ‘Housing Diversity Neighbourhood’ does not contain any residential development. Rather, this portion of the Affected Area accommodates an office and an electrical wholesale business. In any event, the Code Amendment only affects a very small portion of the Housing Diversity Neighbourhood Zone leaving significant opportunities for increased residential densities to accommodate population growth within the nearby suburbs of Glynde and Felixstow.</p> <p>In terms of the portion of the Affected Area zoned ‘Employment’, the Land Use and Economic Investigations prepared by Deep End Services concludes that:</p> <p><i>There are signs that the Glynde Employment Area is transitioning away from its traditional light industrial and related manufacturing and processing activities. The loss of approximately 4,000 sqm of Employment zoned land will be insignificant in the context of existing supply levels and weakening demand for industrial-type land.</i></p>	No change
	<p>Concerned that future development on the Affected Area will result in further traffic impacts on Glynburn Road and the Glynde corner.</p>	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p>	No change
	<p>Questions whether there is a need for the Code Amendment given that there are other ALDI Stores on Magill Road and Gorge Road at this site.</p>	<p>A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m² per capita which is 22% below the Adelaide average of 0.41m² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.</p>	No change
City of Norwood, Payneham & St Peters	<p>Notes that the Code Amendment has been initiated prior to the development of a new, more spatially resolved Regional Plan for Greater Adelaide. Consequently, the Council notes that it is in a difficult position as its response is provided in the absence of a robust metropolitan wide level strategic planning framework. Also, the Council</p>	<p>While the Council’s opinion is noted, the Code Amendment has been prepared in accordance with the requirements of the <i>Planning, Development and Infrastructure Act</i> as well as Practice Direction 2 issued by the State Planning Commission. The Code Amendment has also carefully addressed the</p>	No change

	notes that the Code Amendment process provides very limited opportunities to include 'bespoke' contextual policies.	strategic direction provided by the <i>30-Year Plan for Greater Adelaide</i> as well as the Council's own <i>City Plan 2030 – Shaping Our Future</i> .	
	The Council is supportive of the overall intent of the proposed Code Amendment, as the location and conditions of the affected area, are generally suitable for redevelopment. However, the Council has a number of concerns regarding the potential impacts of future development on the local road network, as well as the scope of Planning and Design Code policy which will apply as part of the assessment process for a future development application.	<p>The Council's support for the overall intent of the Code Amendment is noted. In terms of the concerns regarding the potential impact of future development on the local road network, the Code Amendment has been informed by a detailed (and peer reviewed) Transport Impact Assessment which concludes that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>In addition, a future development application, which is likely to be assessed by the City of Norwood, Payneham and St Peters, will need to satisfy the provisions of the Planning and Design Code – particularly the General Development Policies relating to Transport, Access and Parking.</p>	No change
	Notes that the Land Use & Economic Investigations prepared by Deep End Services concludes that a future supermarket on the Affected Area would not create an oversupply of supermarket floor space. However, requests that the State Planning Commission commissions its own economic investigations to test the conclusions and assumptions of the Deep End Services analysis.	<p>The supporting investigations undertaken as part of the Code Amendment provide a sufficiently robust and detailed justification in relation to the proposed rezoning to enable the State Planning Commission and the Minister for Planning to make an informed decision. In particular, a detailed land use and economic analysis has been undertaken by Deep End Solutions – a reputable and professional national firm which regularly undertakes similar investigations for a wide range of public and private sector organisation.</p> <p>This analysis undertaken by Deep End Services has revealed that the supermarket floorspace provision in the core catchment area is 0.32m² per capita which is 22% below the Adelaide average of 0.41m² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".</p>	No change
	Notes that the policies contained in the <i>Traffic Generating Development</i> and <i>Urban Transport Routes Overlays</i> , in conjunction with a likely referral to the Department of Infrastructure and Transport, are considered reasonable in respect to managing the potential impacts on Glynburn Road.	Noted. It is also noted that the Department of Infrastructure and Transport has indicated that it supports the proposed rezoning of the site to Suburban Activity Centre Zone.	No change
	Concerned that the Code Amendment may create potential impacts on the local traffic network particularly in relation to Lewis Road where the estimate that 10% of vehicle movements would use a Lewis Road access is considered quite conservative. Accordingly, it is requested that the proponent and the State Planning Commission review this estimate.	<p>An independent 'peer review' of the Transport Impact Assessment has been undertaken by Frank Siow & Associates. This review specifically considered the assumption that 10% of vehicle movements would use an access to Lewis Road. The peer review reached the following conclusions: <i>We agree with Stantec's assessment that development traffic generated on Lewis Road (up to 10%) would be a reasonable assumption.</i></p> <p>---</p> <p><i>We agree with Stantec's assessment that, based on the distribution of development traffic of 10% on Lewis Road, the resulting traffic volumes would not create unacceptable amenity impacts on Lewis Road.</i></p> <p>Based on the findings and conclusions of the Transport Impact Assessment which have been tested by an independent peer review, Lewis Road and the other streets surrounding the Affected Area are unlikely to be adversely impacted by future development facilitated by the proposed Suburban Activity Centre Zone.</p>	No change
	Concerned that there is a policy gap in the Planning & Design Code (which is not addressed by the Code Amendment) to specifically address the broader impacts of a development on traffic volumes in the surrounding road network and to effectively address the propensity for local traffic to 'rat-run'. Therefore, it is requested that a Concept Plan be introduced to limit vehicle access for the Affected Area to Glynburn Road. It is also recommended that the State Planning Commission consider the inclusion of policies which enable the assessment of impacts on local traffic networks.	While the Council's request for the Code Amendment to introduce a Concept Plan is noted, this is not considered necessary given that the Transport Impact Assessment and the peer review have concluded that future development on the Affected Area would only have a minor impact on adjacent streets surrounding the site. Further, the Transport Impact Assessment and the peer review have concluded that only 10% of traffic movements from the Affected Area will be distributed to Lewis Road. For this reason, the traffic investigations have concluded that Lewis Road will remain within the desirable local amenity volume of 2,000 vehicles per day.	No change

		<p>In addition, it is noted that Concept Plans are used only sparingly in the Planning & Design Code and should generally only be used where:</p> <ul style="list-style-type: none"> • <i>policy and zoning tools available in the Code cannot adequately address the development outcomes envisaged in the concept plan; and</i> • <i>the subject concept plan has an active policy role in the future staging of development and provision of infrastructure.</i> <p>(Source: Guide to the Phase Three (Urban Areas) Planning and Design Code)</p>	
	Concerned that the Planning & Design Code does not contain policy to require stormwater capture and re-use on the site and recommends that the State Planning Commission consider amendments to non-residential stormwater policy as a matter of priority.	It is noted that this comment is directed to the State Planning Commission and that it is beyond the scope of the Code Amendment to introduce changes to the General Development Policies contained in the Planning and Design Code.	No change
	Requests that a 30 ⁰ building envelope be adopted due to the proximity of the residential properties fronting Lewis Road.	<p>While the Council's request is noted, it is also noted that the 30⁰ building envelope is specifically intended to address the potential for development to overshadow residential properties along the southern boundary. Given that the adjoining residential properties are located to the north of the Affected Area, and given that the maximum building height will be two building levels, it is considered that the proposed interface building height (which requires either a 30⁰ or 45⁰ plane, depending on orientation) will satisfactorily address any potential impacts on adjoining residential properties.</p> <p>It is also noted that the existing Suburban Activity Centre Zone to the north of the Affected Area also adopts a variable interface height of either a 30⁰ or 45⁰ plane (depending on orientation).</p> <p>For these reasons outlined above, the adoption of 30⁰ building envelope is not considered necessary or appropriate.</p>	No change
G. Musolino	Not an appropriate location for a large-scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change

	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
Y. Weng	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
J. Metters	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change

	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
	School pick up traffic causes congestion in North Street	Future development on the Affected Area is unlikely to impact on existing traffic conditions associated with school pick-ups on North Street.	No change
R. Bologna	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
D. Casson	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis	No change

		<p>concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone..</p>	
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
B. Wormwell	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
O. David	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change

	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
P. Kisme	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
P.L. Vista	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis	No change

		<p>concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
J. Williams	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
M. Eldridge	Would like to see an ALDI Store proposed on the Affected Area	Noted	No change
S. Rowland	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that:	No change

		<p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
M. Tremonte	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change

G. Gianaspro	Increase in traffic will impact area – including safety concerns – specifically Lewis Road	The Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
J. Harris	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
L. Bookesley	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
S. Viridi	Supports the proposed Code Amendment and can only see benefits of an ALDI Store on the Affected Area	Noted	No change

G. Staltari	Considers that another supermarket is not needed and will create more traffic.	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
V. Rance	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
G. DeSciscio	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change

	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
S. Brizzi	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
A. Baker	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that: <i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i> Frank Siow & Associates have been engaged to undertake a ‘peer review’ of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment. Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
J. Liddle	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that:	No change

		<p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
	Barnes and Lewis Road intersection is already dangerous and will be made worse	The Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
Anonymous (multiple)	Supportive	Noted	No change
	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change

	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
	Barnes and Lewis Road intersection is already dangerous and will be made worse	The Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Supportive – will lead to a better development outcome on the site	Noted	No change
	Supportive – will allow more development	Noted	No change
	Supportive – more diversity of shopping and commercial	Noted	No change
	Supportive – site is underutilised	Noted	No change
	Supportive – will reinvigorate site	Noted	No change
	Traffic and noise impacts	Traffic and noise impacts have been addressed by the investigations associated with the Code Amendment and will be further addressed as part of a future Development Application	No change
	Install traffic lights at Lewis Road	The Transport Impact Assessment does not conclude that traffic lights at Lewis Road are required. Further, the Department of Infrastructure and Transport has indicated that the Department supports to proposed Suburban Activity Centre Zone and has not advised that traffic lights are required.	No change
	Supportive – ALDI closer to home is more convenient	Noted	No change
M. Auciello	Agrees with the rezoning. Notes that, as a local business owner, the Code Amendment will create more foot traffic, activity and competition which will benefit customers and create jobs within the area.	Noted	No change
J. Scalzi	Outlines a number of concerns which appear to relate to the previous Development Application for an ALDI Store and its compliance with the now defunct Norwood Payneham and St Peters Development Plan	The Code Amendment does not propose a specific Development Application. Rather, it seeks to change the zoning of the Affected Area to provide a more supportive planning policy framework for a mid-size retail development (amongst other potential uses). If the Code Amendment is approved by the Minister for Planning, a separate Development Application(s) will need to be submitted and assessed by the relevant Planning Authority (likely to be the Council). During its assessment, the Council will need to satisfy itself that the proposed development appropriately addresses the relevant provisions of the Planning and Design Code.	No change
	Raises concerns in relation to the loss of land zoned for “medium density residential” and “light industry”.	It is noted that the portion of the Affected Area that is currently zoned ‘Housing Diversity Neighbourhood’ does not contain any residential development. Rather, this portion of the Affected Area accommodate an office and an electrical wholesale business. In any event, the Code Amendment only affects a very small portion of the Housing Diversity Neighbourhood Zone leaving significant opportunities for increased residential densities to accommodate population growth within the nearby suburbs of Glynde and Felixstow. In terms of the portion of the Affected Area zoned ‘Employment’, the Land Use and Economic Investigations prepared by Deep End Services concludes that: <i>There are signs that the Glynde Employment Area is transitioning away from its traditional light industrial and related manufacturing and processing activities. The loss of approximately 4,000 sqm of Employment zoned land will be insignificant in the context of existing supply levels and weakening demand for industrial-type land.</i>	No change
	Concerned that future development on the Affected Area will result in further traffic impacts on Glynburn Road and the Glynde corner.	The Transport Impact Assessment concluded that:	No change

		<p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p>	
	Questions whether there is a need for the Code Amendment given that there are other ALDI Stores on Magill Road and Gorge Road at this site.	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% below the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
	Outlines a number of concerns which appear to relate to the previous Development Application for an ALDI Store and its compliance with the now defunct Norwood Payneham and St Peters Development Plan	<p>The Code Amendment does not propose a specific Development Application. Rather, it seeks to change the zoning of the Affected Area to provide a more supportive planning policy framework for a mid-size retail development (amongst other potential uses).</p> <p>If the Code Amendment is approved by the Minister for Planning, a separate Development Application(s) will need to be submitted and assessed by the relevant Planning Authority (likely to be the Council). During its assessment, the Council will need to satisfy itself that the proposed development appropriately addresses the relevant provisions of the Planning and Design Code.</p>	No change
	Raises concerns in relation to the loss of land zoned for "medium density residential" and "light industry".	<p>It is noted that the portion of the Affected Area that is currently zoned 'Housing Diversity Neighbourhood' does not contain any residential development. Rather, this portion of the Affected Area accommodate an office and an electrical wholesale business. In any event, the Code Amendment only affects a very small portion of the Housing Diversity Neighbourhood Zone leaving significant opportunities for increased residential densities to accommodate population growth within the nearby suburbs of Glynde and Felixstow.</p> <p>In terms of the portion of the Affected Area zoned 'Employment', the Land Use and Economic Investigations prepared by Deep End Services concludes that:</p> <p><i>There are signs that the Glynde Employment Area is transitioning away from its traditional light industrial and related manufacturing and processing activities. The loss of approximately 4,000 sqm of Employment zoned land will be insignificant in the context of existing supply levels and weakening demand for industrial-type land.</i></p>	No change
	Concerned that future development on the Affected Area will result in further traffic impacts on Glynburn Road and the Glynde corner.	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p>	No change
K. Devenport	Concerned that an increase in traffic will impact area – including safety and congestion concerns – specifically Barnes Road, Lewis Road, Avenue Road	The Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change

	Concerned that there will be an increase in demand for on-street parking – impacting on accessibility for local residents	The Transport Impact Assessment notes that sufficient off-street parking will be available on the Affected Area to accommodate a medium size supermarket of approximately 2,000m ² .	
	Concerned that local streets are already used as a rat run to avoid Glynde Corner – this will make it worse	The Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	
	Considers that there is no need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% below the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a “... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space”.	No change
	Considers that the ALDI model does not provide local jobs	The Land Use and Economic Investigations undertaken by Deep End Services estimates that a mid-sized supermarket of 1,900 sqm would generate a minimum of 25 Full Time Equivalent (FTEs) jobs which represents a net increase of 16 FTEs over the current uses on the Affected Area.	No change
	Concerned about amenity impacts – noise and lighting	Potential interface issues associated with noise have been addressed in the Acoustic Assessment undertaken by Sonus. An additional, more detailed assessment will be undertaken of any future Development Application by the relevant Planning Authority.	No change
South Australian Independent Retailers (SAIR)	Strongly opposes the Code Amendment as it is site-specific, runs counter to proper planning process and does not take into account broader considerations and localities.	It is unclear why the submitter considers that the Code Amendment does not follow proper planning processes. The proposed Code Amendment has been prepared in accordance with the legislative requirements of the <i>Planning, Development and Infrastructure Act 2016</i> as well as Practice Direction 2 as issued by the State Planning Commission. It is also noted that the Code Amendment has carefully responded to the strategic direction provided by the 30-Year Plan for Greater Adelaide. Further, the investigations undertaken in association with the Code Amendment have considered the broader context of the locality – particularly in relation to the management of traffic and the relationship to existing retail development in the catchment area.	No change
	Considers that no compelling evidence has been provided as to why the Planning and Design Code needs to be changed in this location.	The Code Amendment and the associated investigations (particularly the Land Use and Economic Investigations) has demonstrated a logical rationale and clear justification for the Affected Area to be rezoned. In particular, the Code Amendment concludes that: <ul style="list-style-type: none"> • The Affected Area is currently under-utilised; • The existing land uses are inconsistent with the current zoning; • There is an undersupply of supermarket floor space in the locality; • Future retail development on the Affected Area will only have a relatively small impact on existing supermarkets in the catchment; • Traffic and parking can be managed appropriately without detrimentally impacting on Glynburn Road and the surrounding local roads; • Interface issues such as noise can be managed appropriately; • Appropriate infrastructure and services are available to accommodate future development; and • Stormwater can be managed appropriately. It is further noted that the City of Norwood, Payneham and St Peters and the Department of Infrastructure and Transport support the proposed change in zoning to Suburban Activity Centre Zone.	No change
	Notes that the provisions in the Planning and Design Code for ‘Out of Centre Development’ are clear and deliberate.	The Planning and Design Code is not a strategic planning document – its purpose is to provide a policy framework against which Development Applications are assessed. Therefore, the existing policies within the Planning and Design can not be used to assess Code Amendments. Rather, Code Amendments must be consistent with the strategic directions provided by the 30-Year Plan for Greater Adelaide.	No change

	Considers that the site is not of sufficient size to accommodate a supermarket, and manage impacts such as traffic and access, noise, safety, congestion and parking.	The investigations associated with the Code Amendment have clearly demonstrated that the Affected Area can accommodate a medium size supermarket of approximately 2,000m ² while also addressing issues such as traffic and access, noise, safety, congestion and parking.	No change
	Considers that local issues associated with this site particularly traffic and congestion will remain even if the land is rezoned.	See above response	No change
	Considers that the Code Amendment will give rise to 'out of centres' development which contravenes SAIR policy and best practice retail planning	This statement from SAIR suggests that existing 'centre' zone boundaries should be 'set in stone' and that no additional land should be zoned to accommodate 'centre' type development. Such an approach would mean that the planning system would be unable to adapt and respond to emerging trends such as demographic changes, changing customer preferences and infrastructure projects (amongst other factors). In contrast, it is considered important that the planning system allows and encourages the existing policy framework to be reviewed and, where justified, amended to accommodate emerging development trends and the aspirations of the community. On this basis, it is considered entirely appropriate for the Code Amendment to review the existing zoning of the Affected Area to determine whether or not a change to the zoning is warranted. If the Code Amendment is approved, the Affected Area will effectively form an extension of the existing Suburban Activity Centre Zone which, with the exception of the Glynde Lutheran Church, extends down Glynburn Road from the north.	
	Considers that the Suburban Activity Centre Zones should accommodate a mix of other use such as entertainment, health and recreation. This site is not sufficiently large to accommodate this along with a supermarket	The submitter appears to be suggesting that each portion of the Suburban Activity Centre Zone should accommodate a mix of land uses. It is noted that the Affected Area is only separated from the existing Suburban Activity Centre Zone by the Glynde Lutheran Church. For this reason, the proposed rezoning of the Affected Area effectively represents a logical extension of the existing Suburban Activity Centre Zone. Considered as a whole, the Suburban Activity Centre Zone provides an appropriate mix of land uses.	No change
A. Price-McGregor Green Light Planning (for The Wise Gro and P Mercorella)	Considers that the engagement process is flawed as it has not been carried out in accordance with the Engagement Plan – particularly in relation to the shops within the Felixstow Shopping Centre	The engagement process was carried out in accordance with the 'Engagement Plan'. The Engagement plan identified that visits to local businesses in the adjacent Suburban Activity Zone would be undertaken to discuss the Code Amendment and invite feedback. The shops and businesses within the Felixstow Shopping Centre (including the Foodland supermarket) were visited in accordance with the Engagement Plan.	No change
	Considers that the justification for the Code Amendment has not been clearly or compellingly made	The Code Amendment and the associated investigations (particularly the Land Use and Economic Investigations) has demonstrated a logical rationale and clear justification for the Affected Area to be rezoned. In particular, the Code Amendment concludes that: <ul style="list-style-type: none"> • The Affected Area is currently under-utilised; • The existing land uses are inconsistent with the current zoning; • There is an undersupply of supermarket floor space in the locality; • Future retail development on the Affected Area will only have a relatively small impact on existing supermarkets in the catchment; • Traffic and parking can be managed appropriately without detrimentally impacting on Glynburn Road and the surrounding local roads; • Interface issues such as noise can be managed appropriately; • Appropriate infrastructure and services are available to accommodate future development; and • Stormwater can be managed appropriately. It is further noted that the City of Norwood, Payneham and St Peters and the Department of Infrastructure and Transport support the proposed change in zoning to Suburban Activity Centre Zone.	No change

<p>Considers that the Code Amendment will result in an intensification of use on site – in relation to operating hours, increase in vehicle movements, traffic congestion/queuing, and noise/amenity</p>	<p>The investigations undertaken as part of the Code Amendment have demonstrated that a medium size supermarket with a floor area of approximately 2,000m² can be developed on the Affected Area without compromising the amenity of nearby property owners and occupiers. In particular, the Transport Impact Assessment and the Acoustic Assessment have concluded that any off-site impacts associated with future development can be managed appropriately in accordance with the provisions of the Planning and Design Code.</p>	
<p>Considers that the Suburban Activity Centre Zones should accommodate a mix of other small scale uses and this site is not sufficiently large to accommodate this along with a supermarket.</p>	<p>The submitter appears to be suggesting that each portion of the Suburban Activity Centre Zone should accommodate a mix of land uses. It is noted that the Affected Area is only separated from the existing Suburban Activity Centre Zone by the Glynde Lutheran Church. For this reason, the proposed rezoning of the Affected Area effectively represents a logical extension of the existing Suburban Activity Centre Zone. Considered as a whole, the Suburban Activity Centre Zone provides an appropriate mix of land uses.</p>	
<p>Considers that the Affected Area should be rezoned to Housing Diversity Neighbourhood Zone.</p>	<p>Based on the detailed investigations undertaken as part of the Code Amendment, it is considered entirely appropriate that the Affected Area be rezoned to Suburban Activity Centre Zone. In contrast, the Affected Area is not considered appropriate for residential development given the amenity issues created by the large traffic volumes on Glynburn Road as well as the interface issues associated with the existing industrial activities within the adjoining Employment Zone.</p> <p>The inappropriateness of the Affected Area for residential development is reinforced by the fact that there is no residential development within the portion of the Affected Area currently zoned Housing Diversity Neighbourhood Zone.</p> <p>It is noted that both the Council and the Department of Infrastructure and Transport support the proposed Suburban Activity Centre Zone.</p>	
<p>Considers that the average amount of floorspace in the metropolitan area is irrelevant to a planning assessment and is not an indicator of whether there is an oversupply or undersupply.</p>	<p>It is commonly understood and accepted that Code Amendments which propose to increase the amount of 'retail' zoned land should include an economic analysis which investigates land supply and demand. This provides essential data to determine whether or not there is sufficient demand within the catchment to accommodate additional retail development. It also provides critical information to assess whether or not the additional 'retail' zoned land will have an unreasonable impact on retail development (including supermarkets) within the catchment.</p> <p>The Land Use and Economic Investigations clearly indicate that, when compared to the Metropolitan average, there is an undersupply of supermarket floor space within the catchment. Therefore, it follows that there is demand for additional 'retail' zoned land in the catchment.</p>	
<p>Considers that an ALDI Store on this site would have a detrimental impact on the trade of existing supermarkets in the area.</p>	<p>The Land Use and Economic Investigations prepared by Deep End Services carefully considered whether or not additional retail development on the Affected Area would have a detrimental impact on existing supermarkets in the locality. The investigations concluded that a 1,900 sqm supermarket on the Affected Area is unlikely to result in significant trading impacts at existing supermarkets or other retailers in the area. More specifically, Deep End Services conclude that:</p> <p><i>In overall terms, impacts on existing supermarkets in the area are likely to be relatively small and almost negligible on overall centre trading levels. The expected small sales re-allocations from supermarkets across and outside the catchment area will be within the tolerance levels of a normal competitive environment where retail turnover naturally fluctuates with changes in economic and market conditions.</i></p> <p>At a broader level, Deep End Services also note that recent extensions and refurbishments of existing supermarkets in the inner and middle north-east suburbs suggests a "strong and vibrant market where operators are capitalising on the large population base and low levels of competition."</p>	

		<p>It is also noted that increased competition can result in a range of benefits for customers. In the regard, Deep End Solutions note that:</p> <p><i>The market is dynamic and increased competition can bring improvements to existing supermarkets, to the benefit of consumers. A new supermarket on the subject site can bring more diversity and choice.</i></p> <p>It is noted that the submitter has not provided any alternative economic analysis to refute Deep End Service's conclusions.</p>	
SA Water	Advises that water and sewer networks augmentation may be required should future development result in an increase in demand for these services.	Noted – these matters will be appropriately addressed during the Development Assessment process.	No change
	Advises that future developments will need to address SA Water's specific requirements relating to protection of source water, provision of infrastructure and trade waste discharge agreements.	Noted – these matters will be appropriately addressed during the Development Assessment process.	No change
V. Kupke/Glynde Lutheran Church	Concerned that a future ALDI Store will have an impact on access for the Church from Lewis Road.	<p>The modelling undertaken for the Transport Impact Assessment anticipates that approximately 10% of traffic from the Affected Area will use Lewis Road with the remaining 90% using Glynburn Road. This translates to an increase of approximately 240 vehicles per day using Lewis Road which could increase the traffic volume of this street from 1,650 vehicles per day to 1,890 vehicles per day. On this basis, the Transport Impact Assessment concludes that Lewis Road will remain within the desirable local amenity volume of 2,000 vehicles per day.</p> <p>A peer review by Frank Siow & Associates supports the modelling contained within the Transport Impact Assessment. In particular, Frank Siow & Associates concludes the following in relation to Lewis Road:</p> <p><i>We agree that the [proposed] Lewis Road secondary access point would result in minimal traffic impact on Lewis Road.</i></p> <p>---</p> <p><i>We agree with Stantec's assessment that development traffic generated on Lewis Road (up to 10%) would be a reasonable assumption.</i></p> <p>---</p> <p><i>We agree with Stantec's assessment that, based on the distribution of development traffic of 10% on Lewis Road, the resulting traffic volumes would not create unacceptable amenity impacts on Lewis Road.</i></p> <p>Based on the findings and conclusions of the Transport Impact Assessment and the independent 'peer review' undertaken by Frank Siow and associates, access to the Glynde Lutheran Church from Lewis Road is unlikely to be adversely impacted by future development within the proposed Suburban Activity Centre Zone.</p>	No change
Submissions received via 'Stop Traffic Chaos in Glynde' website: E Catalano M Falciglia M Yemm S Hewitt R Radogna L Dellar-Levingston B Underwood	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis</p>	No change

T Mackay N Rocca T Fielden C Lim P Hughes K Devenport		<p>concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
Elsa & Bruna D'Ercoli	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
Ben Richmond	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	The Transport Impact Assessment concluded that:	No change

		<p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change
GE Williams	Not an appropriate location for a large scale supermarket	The investigations undertaken as part of the Code Amendment (including the Land Use and Economic Investigations prepared by Deep End Services), have demonstrated that the Affected Area represents a suitable location for a medium size supermarket with a floor area of approximately 2,000m ² .	No change
	It will create traffic congestion at the already busy Glynde corner intersection	<p>The Transport Impact Assessment concluded that:</p> <p><i>Overall, the analysis has found that a high traffic generating use on the site (i.e. a retail shop or supermarket in the order of 2,000 sq.m) based on a shop use, would have a minor impact on the operation of Glynburn Road, and a minor impact on adjacent streets surrounding the site.</i></p> <p>Frank Siow & Associates have been engaged to undertake a 'peer review' of the Transport Impact Assessment prepared by Stantec (previously GTA Consultants) and this independent analysis concurs and supports the findings and recommendations of the original Stantec assessment that informed the preparation of the proposed Code Amendment.</p> <p>Further, the Department of Infrastructure and Transport has indicated that it supports the proposed Suburban Activity Centre Zone.</p>	No change
	Extra 2350-2950 daily vehicle movements in the local streets	This statement is incorrect, the Transport Impact Assessment notes that the vast majority of vehicle movements (approximately 90%) will occur on Glynburn Road. Accordingly, only 10% of vehicle movements (around 240 vehicles per day) from the Affected Area will be distributed on to Lewis Road.	No change
	Rat runs through local street network including Lewis Road	See above response	No change
	Safety issue for pedestrians and other road users	See above response	No change
	No need for another ALDI at this site – area already well serviced	A detailed supply and demand analysis undertaken by Deep End Solutions has revealed that the supermarket floorspace provision in the core catchment area is 0.32m ² per capita which is 22% less than the Adelaide average of 0.41m ² per capita. On this basis, Deep End Solutions conclude that a "... mid-size supermarket can be comfortably supported by the population base without creating an oversupply of supermarket space".	No change

Appendix B – Submissions

Grace Withers

From: Yurui Han
Sent: Tuesday, 7 September 2021 10:59 AM
To: Code Amendments Feedback
Subject: Fact sheet 19-29 glynburn road glynde

Hi sir / madam

In regards to above matter, I support aldi super market plan. It will be convenient for local residents.

Kind regards
Yurui H

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Tuesday, 7 September 2021 6:10 PM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment

Customer type: Other

Given name: Marcia

Family name: Herbst

Organisation:

Email address: [REDACTED]

Phone number: [REDACTED]

Comments: There is already an ALDI store on Gorge Road, Newton. I don't believe we need another one so close to the original one. I don't personally buy from ALDI as I get my groceries delivered and they don't have that option for customers. Also their profits go overseas and I prefer to keep my money in Australia for Australian businesses. We already have a Foodland at Felixstow, a Woolworths at Marden and a Coles at Firle. It is only a 5 minute drive to the ALDI on Gorge Road so there really is no need for another one so close. Plus the increase in traffic will definitely impact the area. There is also a proposal of a Bunnings just a little south of this proposal and if these proposals are successful then traffic will increase significantly in my opinion. I am definitely opposed to this amendment.

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Attachment 3: No file uploaded

Attachment 4: No file uploaded

Attachment 5: No file uploaded

sent to

proponent feedback@codeamendments.com.au

email:

Grace Withers

From: Svetec, Reece (DIT) <Reece.Svetec@sa.gov.au>
Sent: Monday, 11 October 2021 1:59 PM
To: Code Amendments Feedback
Cc: Psyridis, Jim (DIT)
Subject: Glynburn Road Code Amendment - DIT Consultation Submission

OFFICIAL

Hello Anna,

Thank you for the opportunity to provide a submission to the proposed Code Amendment at 19-29 Glynburn Road, Glynde.

The Department for Infrastructure and Transport advises that it supports the proposed rezoning of the site to Suburban Activity Centre Zone.

It is advised that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage(s).

Kind Regards

Reece Svetec

Senior Transport Planner

Transport Network and Investment Strategy

Department for Infrastructure and Transport

T (08) 8343 2950 (22950) • E reece.svetec@sa.gov.au

Level 14, 77 Grenfell Street, Adelaide SA 5000

GPO Box 1815 Adelaide SA 5001 • DX 171 • www.dit.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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Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Tuesday, 14 September 2021 3:59 PM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment

Customer type: Member of the public

Given name: Parminder

Family name: Khangura

Organisation:

Email address:

Phone number:

Comments: I am a resident of .I would not wish that Aldi to be developed in the above proposed location as this would lead to loads of traffic and I feel unsafe as I have young family. I am against this proposal to go further.

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Attachment 4: No file uploaded

Attachment 5: No file uploaded

sent to
proponent email: feedback@codeamendments.com.au

Grace Withers

From: g mcgregor
Sent: Monday, 13 September 2021 6:38 PM
To: Code Amendments Feedback
Subject: Proposed change to the zoning for the land at 19-29 Glynburn Road, Glynde

I am concerned about the proposed change and subsequent construction of an Aldi supermarket at that location. My concerns relate to;

The area is already served by 4 supermarkets within a kilometre of the proposed development.

The nearby Glynde intersection is already considered by authorities as being one of the busiest and most dangerous in Adelaide.

Finally, i would like to point out that I have lived in the area for over 40 years and have noticed the greatly increased flow of all four roads (including Glynburn Road). The construction of an additional supermarket, with further increased traffic, so close to this busy and very dangerous intersection, can be expected to exacerbate the problem.

Yours faithfully

G McGregor

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Friday, 17 September 2021 11:15 AM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment
Customer type: Other
Given name: joe
Family name: barone
Organisation:
Email address:
Phone number: I am for the proposal.
Comments: No file uploaded
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Attachment 4: No file uploaded
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sent to proponent email: feedback@codeamendments.com.au

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Saturday, 18 September 2021 10:04 PM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment
Customer type: Member of the public
Given name: Keith
Family name: Herrmann
Organisation:
Email address: Phone number:

Comments: I object to the proposed Code Amendment for 19-29 Glynburn Road Glynde. I live against
There is already a very heavy traffic usage of Barnes Road as a result of the many businesses in the
Employment Zone adjacent to the proposed Planning Code Amendment. This current traffic flow is
made worse by the number of vehicles already using the side streets
(including Barnes Road) to avoid the Glynde Corner Intersection. Should an Aldi Store be built in the
19-29 Glynburn precinct, this traffic flow will only get significantly worse as Barnes Road, Lewis Street
& Provident Street will also be used to visit & leave the Aldi Store. The increased traffic will also be
over an increased number of hours as the Aldi Store will not be trading just between the traditional
9am-5pm time slot but over extended hours. If unrestricted trading hours are introduced as the
Liberal Party wish, the lifestyle quality will be significantly degraded as the increased traffic (&
associated noise) will be spread over a greater number of hours including those when a person is
trying to sleep. Its bad enough now with the Employment Zone on the other side of Barnes Road
without any extra from the proposed Planning Code Amendment. Traffic on Glynburn Rd often banks
up back to 19-29 Glynburn Road when waiting for the lights to change. The proposed store will create
greater congestion on this section of Glynburn Road which in turn will encourage more drivers to use
the suburban roads mentioned above. There will also be a greater number of delivery trucks using
Barnes, Lewis & Provident streets. When vehicles are parked on both sides of the street, they already
are reduced to single lane & in some places may even be barely that if there happens to be a truck
parked on both sides. Even now, some even obstruct the footpath which can make it dangerous for
pedestrians, particularly if they are using walkers or gophers.

Attachment: No file uploaded
Attachment 2: No file uploaded
Attachment 3: No file uploaded
Attachment 4: No file uploaded
Attachment 5: No file uploaded

sent to
proponent feedback@codeamendments.com.au
email:

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Saturday, 2 October 2021 9:41 AM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment
Attachments: Re-zoning_submissions.pdf

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment
Customer type: Member of the public
Given name: Pietro
Family name: Mercorella
Organisation:
Email address:
Phone number:
Comments: See attachment
Attachment: Re-zoning_submissions.pdf, type application/pdf, 73.7 KB
Attachment 2: No file uploaded
Attachment 3: No file uploaded
Attachment 4: No file uploaded
Attachment 5: No file uploaded
sent to proponent email: feedback@codeamendments.com.au

Specific aspects of the application & re-zoning to which I make comments on are as follows;

- The proposed development is seriously and significantly at variance with the policies in the Development Plan (“the Plan”).
- The Plan clearly states this land is Residential and Light Industry Land. The proposed supermarket is NOT a residential or industrial development.
- The Plan clearly states shops are a NON COMPLYING form of development if larger than 250m². The proposed development will be almost **8 TIMES** larger.
- The Plan clearly stipulates that shops greater than 250m² should be in a centre zone. This is not a centre zone.
- Aldi are asking for access to the loading docks 24hrs a day. This is not appropriate being right next to residences. This is evidenced by the fact the plans propose a 4.5 metre acoustic fence to try and stop the noise. The fact Aldi need a massive fence this high to address the noise problems indicates the development most likely shouldn't be there at all.
- The proposal is seriously at odds with Objective 1 in the Light Industry Zone, Objectives 1, 2 and 3 in the Residential Zone and conflicts in multiple areas with the desired character statement in the residential zone.
- This area is part of the Medium Density Policy Area 1.1 and is one of the few areas earmarked for medium density residential to allow our population to grow in a sustainable way and not encourage urban sprawl. If this land is lost to retail, where does the increased population growth go? It just creates a domino affect in future.
- This area is part of the Light Industry zone. If this land is lost to retail, where is light industry expected to go? Does light industry then start applying to set up in high density residential zones? Once again, allowing this rezoning and development just creates a domino affect.
- With respect to deliveries to the proposed supermarket, large trucks will be required to drive through the car park and reverse significant distance into a loading dock. This is unnecessarily unsafe and once again increases noise.
- Glynburn Road is a very busy road and the area in and around the Glynde corner is already heavily congested. Hundreds of cars coming in and out of an Aldi store and using Lewis Road will cause significant impacts to this residential street not to mention more congested traffic in and around the Glynde corner.
- If large shops were supposed to be on this land the Development Plan would have clearly included them as a desired use – they have not. Respect the development plan. Don't rezone to accommodate ONE person/organisation.
- Regarding need – Aldi has other stores in close vicinity (Magill rd & Gorge Rd)

File Number: qA58634
Enquiries To: Emily McLuskey
Direct Telephone: 8366 4561



City of
Norwood
Payneham
& St Peters

7 October 2021

Ms Anna Deller-Coombs
Principal Consultant
URPS on behalf of ALDI Stores

Via email: feedback@codeamendments.com.au

Dear Ms Deller-Coombs

19-29 GLYNBURN ROAD, GLYNDE - CODE AMENDMENT

Thank you for providing the Council with the opportunity to provide comment on the proposed *19-29 Glynburn Road, Glynde - Code Amendment*.

This proposal is the first private Code Amendment within the City of Norwood Payneham & St Peters, which has been made prior to the development of a new, more spatially resolved Regional Plan for Greater Adelaide. As a consequence, as you would appreciate, this places the Council in a difficult position as it needs to respond in a reactive manner to effectively what is a spot rezoning proposal in the absence of a robust metropolitan wide level strategic planning policy framework. Input into the private Code Amendment process is also limited by the framework of the Code, particularly as private Code Amendments are unable to amend general policies and zone assessment tables and will have very limited opportunity to include "bespoke" contextual policies. Notwithstanding this, the Council has considered the Code Amendment and wishes to make the following comments in the context of the Code Amendment as it has been proposed.

The Council is supportive of the overall intent of the proposed Code Amendment, as the location and conditions of the affected area, are generally suitable for redevelopment. However, the Council has a number of concerns regarding the potential impacts of future development on the local road network, as well as the scope of *Planning and Design Code* policy which will apply as part of the assessment process for a future development application.

Additional Retail Zoned Land

Although retail competition is not within the scope of assessment processes for individual Development Applications, it is, nonetheless, relevant to consider the broader strategic and economic impacts of expanding or introducing new retail zoned land through a Code Amendment. In particular, it is important to consider whether the proposed rezoning has the potential to create an oversupply of retail land, undermine nearby retail centres and associated economic structure. The *Land Use & Economic Investigations* which have been prepared by Deep End Services, ostensibly concludes that a future supermarket development on this property, would not create an oversupply of supermarket floor space. Notwithstanding this conclusion and indeed the assumptions which have been made to reach this conclusion, the Council respectfully requests that the State Planning Commission, as part of its consideration of the proposed rezoning, commissions its own independent economic investigations to ensure that it is satisfied that the proposed rezoning will not compromise or undermine existing surrounding centre zones.

In this respect, the Commission should not simply accept the conclusions which have been made by Deep End Services, without testing the conclusions and assumptions independently. To do otherwise, does not provide for a robust assessment and testing of these conclusions.

CHIEF
EXECUTIVE'S
OFFICE

175 The Parade,
Norwood SA 5067

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Kent Town SA 5071

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Sustainability

Local Traffic Impacts

A future development on the property has the potential to impact upon both traffic volumes and movements on Glynburn Road and the local traffic network in and around the suburb of Glynde. The policies contained in the *Traffic Generating Development* and *Urban Transport Routes Overlays*, in conjunction with a likely referral to the Department of Infrastructure and Transport, are considered reasonable in respect to managing the potential impacts on Glynburn Road. However, potential impacts on the local traffic network are of concern.

The Stantec report notes that Lewis Road currently carries approximately 1685 vehicles per day but, with a future supermarket of approximately 2000m², this may increase to 1890 vehicles per day. This is based on an assumption that a total of 10% of vehicle movements would use a Lewis Road access. It is difficult to predict what volume of users would access or egress the property via Lewis Road, particularly without assessing a proposed development layout through a Development Application, however, it is considered that the 10% estimate is quite conservative. Lewis Road provides an alternative parallel cut-through route to Payneham Road, avoiding traffic lights and congestion at the corner of Glynburn Road/Lower North East Road, with multiple right hand turn options off Payneham Road. As such, it is possible that the resultant number of vehicles per day in Lewis Road may increase above the estimated prediction of 1890. This is particularly close to the typical local road residential amenity threshold of 2000 vehicles per day. As such, the Council respectfully recommends that this estimate be reviewed by the Proponent and the State Planning Commission, to consider the potential impacts of greater than 10% of vehicles movements occurring via Lewis Road.

As with the retail analysis, the assumptions and conclusions which have been reached by Stantec, need to be tested by an independent traffic consultant and not simply accepted by the Commission.

The potential traffic impacts of a future development will, of course, be considered as part of a Development Application, however it is important to consider what Code policies will be applied to this assessment. Although the applicable Code policies address issues such as vehicle access and location, there are no policies in the Code Amendment which specifically address the broader impacts of a development on traffic volumes in the surrounding local street network. By comparison, the Council's former Development Plan contained policies such as:

- *City Wide Objective 33*
Control of the movement of traffic according to a defined hierarchy of roads which seeks to improve safety and to limit the speed and volume of traffic in local residential streets without unreasonably restricting access opportunities.
- *City Wide Principle of Development Control 102*
Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.

This represents a significant gap in the Code's policy regime. It is noted that a private Code Amendment cannot amend or add to the General Development Policy section of the Code or the Zone Assessment Tables and there are significant limitations on creating new site specific policies. However, to effectively address the propensity for local traffic to "rat-run", it is recommended that the Code Amendment introduce a concept plan which limits vehicle access for the affected area to Glynburn Road. It is also recommended that the State Planning Commission consider the inclusion of policies which enable the assessment of impacts of any future development on the local traffic networks.

Stormwater Management

One of the positive aspects of the Code, is the inclusion of policies which encourage a high level of onsite stormwater retention and limit hard paved stormwater catchment areas. However, most of these policies only apply to residential development in certain zones, which again creates a gap in the policy regime for non-residential developments. The stormwater policies applicable to a shop in the *Suburban Activity Centre Zone*, primarily relate to the quality and the quantity (in terms of peak flows) of stormwater outputs, however the policy wording is general and is open to unnecessary interpretation. The *General Development Policy – Design* policies contain a greater level of guidance (see PO 18.1 and PO 18.2) but are unfortunately not applicable. There are no applicable policies which specify minimum stormwater retention and reuse. By comparison, the Development Plan contained a range of policies, including:

- *City Wide Objective 42*
Development sited and designed to maximise the harvest and use of stormwater and reduce run-off.
- *City Wide Objective 43*
Development sited and designed to minimise demand on reticulated water supplies.
- *City Wide Principle of Development Control 147*
Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- *City Wide Principles of Development Control 151*
Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source; and*
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:*
 - (i) the collection of roof water in tanks;*
 - (ii) the controlled discharge to open space, landscaping or garden areas, including strips adjacent to car parks;*
 - (iii) the incorporation of detention and retention facilities; or*
 - (iv) aquifer storage and recovery*

For such a significant property (7400m² in area), with the potential for large future roof areas and car parking, it is concerning that the policy applicable to a shop under the Code, does not contain any policy to require stormwater capture and re-use on site. It is noted that the proponent is unlikely to be in a position to correct this policy issue, however it is recommended that the State Planning Commission consider amendments to non-residential stormwater policy as a matter of priority, as this deficiency is seen by the Council as a significant shortfall in the policy regime.

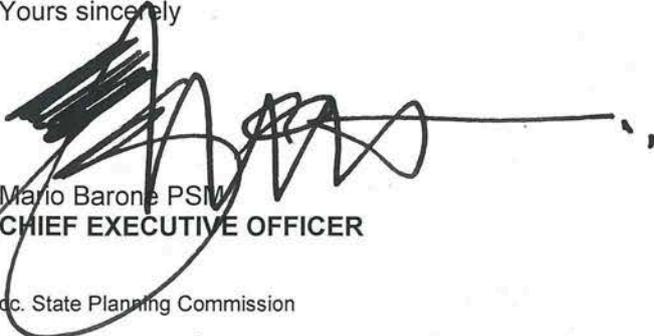
Potential impacts on residential properties

Suburban Activity Centre Zone PO 3.2, permits a TNV which determines whether a 45°/30° building envelope or 30° only building envelope applies. The Code Amendment proposes to adopt a 45°/30° TNV for the Affected Area. The Council has considered the issue in detail and respectfully requests that the Code Amendment adopt a 30° only building envelope due to the close proximity of the adjacent residential properties in Lewis Road and the constrained configuration and dimensions of the subject site, which may otherwise lead to significant built form impacts for neighbouring properties.

The Council notes that potential built form and noise impacts from a redevelopment of the affected area will be assessed as part of a future development application and that most of the associated Code policies are generally considered to provide an adequate framework for this assessment. However, the Council takes this opportunity to highlight its concerns and in particular, ensure that any future development does not unreasonably affect the amenity of adjacent residents in Lewis Road.

Again, thank you for the opportunity to provide comments on the proposed Code Amendment. Should you have any questions regarding the submission, please do not hesitate to contact the Council's Senior Urban Planner, Emily McLuskey on 8366 4561 or by email: emcluskey@npsp.sa.gov.au.

Yours sincerely


Mario Barone PSIV
CHIEF EXECUTIVE OFFICER

cc. State Planning Commission

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

I am a resident in the Glynde area and have a personal interest in the **Aldi** proposed for 19-29 Glynburn Road. Glynde.

I understand that:

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- This type of development is not envisaged or contemplated in the current zoning (Housing Diversity Neighbourhood Zone and Employment Zone).
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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

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- It will create traffic congestion at the already busy Glynde corner intersection
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- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: Giuseppe Musolino

My address is: [REDACTED]

Signed: [Signature]

Date: 30.9.21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

.....
Do not need Aldi, do not need any more
supermarket please!!
.....

My name is: Yunzhu Weng

My address is: [REDACTED]

Signed: [Signature]

Date: 06/10/2011

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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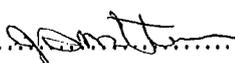
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- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

I LIVE OPP SCHOOL - THAT WAS HERE WHEN I ACQUIRED MY UNIT
NOW THE STREET IS GOING SO FAST WITH UNITS AND TOWN HOUSES
BEEN BUILT - YOU SHOULD WALK AND WATCH FROM AROUND 2.45 pm
ALREADY ARE BANKING UP IN STREET TO PICK UP THEIR CHILDREN

My name is: JILL METTERS

My address is: 

Signed: 

Date: 10.10.2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

.....
.....

My name is: ROSARIA BOLOGNA

My address is: [REDACTED]

Signed: Rosaria Bologna Date: 30-9-2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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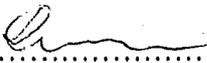
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I would also like to provide the following additional commentary in relation to my opposition:

.....
The area is already too congested for any additional
large scale high traffic business
.....

My name is: ... DOROTHY CASSON

My address is: ... 

Signed:..... 

Date: ... 3 OCT 2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

.....
The area is already too congested for any large scale
high traffic business
.....

My name is: Bertha Wormwell.

My

Signed:

Bertha Wormwell

Date:

2/10/21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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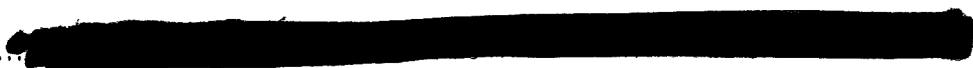
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I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: OLIVIA DAVID

My address is: 

Signed: Olivia David

Date: 28.9.21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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I would also like to provide the following additional commentary in relation to my opposition:

NORTH & WEST STREETS ARE IMPACTED BY SCHOOL PICK UPS & DROP OFFS.....
MORE THAN A DOZEN NEW HOMES ARE BEING BUILT ON NORTH STREET
CARS WILL BE GOING IN AND OUT AT THE SAME TIME. ALSO, DRIVERS
USE NORTH ST. TO GET TO DOCTORVILLE ROAD, APPARENTLY TO AVOID THE
GLYNDE CORNER /

My name is: PAT KUMIP

My address is: [REDACTED]

Signed: [Signature]

Date: 28-9-21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- Agree with all*
- It's not an appropriate location for a large-scale supermarket
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 - As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

Residents in the vicinity bought their properties on the zoning at the time. To change it at the wish of larger corporations is not morally right. Maybe Aldi should build next door to our local market as councillors. How would they feel?

My name is: *P. LA VISTA*

My address is: *[REDACTED]*

Signed: *[Signature]*

Date: *27/9/21*

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

.....
*There are 2 other Aldi stores not far away. We
have enough around here!*
.....

My name is: *Jan Williams*

Signed: *J. E. Williams*

Date: *27/9/21*

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: Sharm Rowland.....

[Redacted address block]

Signed: S. Rowland.....

Date: 29-9-21.....

Glynde Code Amendment
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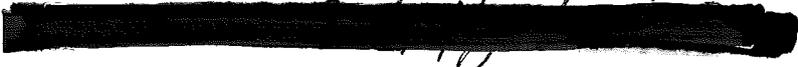
I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- It's not an appropriate location for a large-scale supermarket
- It will create traffic congestion at the already busy Glynde corner intersection
- It will see an extra 2,350 – 2,950 vehicle movements in the local streets every day
- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion, which is already happening!
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

- ① There are already 3 other Aldi stores very close by to this area.
- ② Aligned businesses may likely be forced to close if this proposal goes ahead.

My name is: Maria Tremonte

My address is: 

Signed: M. Tremonte

Date: 28/9/2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

I am a resident in the Glynde area and have a personal interest in the **Aldi** proposed for 19-29 Glynburn Road. Glynde.

I understand that:

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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

LEWIS ROAD IS A ROUTE WHICH I TAKE REGULARLY TO TAKE GRANDCHILDREN TO SCHOOL AND IT IS ALREADY BUSY AND ANY FURTHER ADDITIONAL TRAFFIC IN THIS AREA WOULD MAKE THIS AREA UNSAFE FOR THE MANY TAKING CHILDREN TO SCHOOL + PICKING UP AFTER SCHOOL

My name is: ...MRS...GLOVINA...GIANCASPRO

My address is: ..

Signed: *A. Giancaspro*

Date: ...28-9-21.....

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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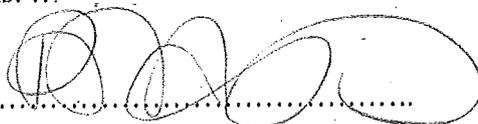
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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: JANE HARRIS

My address is:

Signed:  Date: 27/9/21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: *Les Bookesley*

My address is: 

Signed: *Les Bookesley*

Date: *29/1/21*

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- This type of development is not envisaged or contemplated in the current zoning (Housing Diversity Neighbourhood Zone and Employment Zone).
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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
I am in agreement with the above opposition statements.

.....
another supermarket is not needed it will just create more traffic in the area and there is already 2 Aldis on Magill Road.

My name is: ANORIA STALTARI

My address is: [REDACTED]

Signed: [Signature]

Date: 27/09/21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: VICTOR RANCE

My address is: [REDACTED]

Signed: V. Rance

Date: 30/9/2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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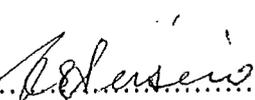
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- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: GIOVANNI DESCISCIO

My address is: 

Signed: 

Date: 27/09/20

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
There are enough Aldi stores in adjoining areas and no need for another in glynde.
.....

My name is: SABINA BRIZZI

My address is: 

Signed: 

Date: 27/9/21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
Need better information accessible on the internet
and facebook as the online links dont work I cant find

My name is: Anita Baker information when search on the internet

My address is: [REDACTED]

Signed: 

Date: 29/9/21

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

I am a resident in the Glynde area and have a personal interest in the **Aldi** proposed for 19-29 Glynburn Road. Glynde.

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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- It's not an appropriate location for a large-scale supermarket
- It will create traffic congestion at the already busy Glynde corner intersection
- It will see an ^{a significant increase in} ~~extra 2,350~~ ~~2,950~~ vehicle movements in the local streets every day
- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

...The intersection of Barnes Road and Lewis Avenue
...is dangerous. Extra traffic will exacerbate this problem.

My name is: John & Valerie Liddle

My address is: [REDACTED]

Signed: J.Liddle

J.Liddle

Date: 29/9/2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

THIS DRAFT MUST BE ONLY Other Supermarkets have been put together BY the Supermarkets so Untruthful S.S.

To Whom it May Concern.

I am a resident in the Glynde area and have a personal interest in the Aldi proposed for 19-29 Glynburn Road. Glynde.

I understand that:

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- The land is currently the subject of a proposed code amendment by Aldi to change it to a Suburban Activity Zone to allow it to establish an Aldi on the site

I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- It's ~~not~~ ^{IT IS!} an appropriate location for a large-scale supermarket
- It will ^{NOT} create traffic congestion at the already busy Glynde corner intersection
- It will see an extra 2,350 - 2,950 vehicle movements in the local streets every day → Good & Great!
- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion → FINE & GOOD ✓
- It will create additional safety issues for pedestrians and other road users. → NOT
- As residents who live our lives in the local community, we ^{(my North Street) & I} ~~don't~~ want or need it because the area is already serviced by five existing supermarkets. → Wrong! No they are Super expensive

I DO NOT OPPOSE!
I WANT this Aldi...
Again I Disagree

I would also like to provide the following additional commentary in relation to my ~~opinion~~ ^{opinion}

This Questionnaire is THE Most Biased & Untruthful

My name is:

My address is:

Signed:

Date:

NONE of your business!

Draft Document I have ever read & been (untruthfully) subjected to...

I deeply need & want ALDI HERE ASAP.

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is:

My address is:

Signed:.....

Date:

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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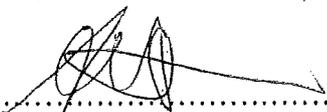
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- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
It would add extra Noise with Trucks
Delivery. Don't Need Don't Want

My name is: Don't want to give it.

My address is:

Signed:  Date: 27/1/21

I would like it to be safe when I get older. Reason why I bought my unit.

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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I would also like to provide the following additional commentary in relation to my opposition:

~~I HAVE LIVED IN GLYNDE FOR 60 YEARS!~~
THE GLYNDE CORNER & GLYNBURN
RDS ARE ALWAYS CONGESTED NO EXTRA TRAFFIC
CHAOS!

My name is: ANONYMOUS

My address is: [REDACTED]

Signed:

Date: 27/9/2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

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- The land is currently the subject of a proposed code amendment by Aldi to change it to a Suburban Activity Zone to allow it to establish an Aldi on the site

I've marked the following boxes as reason(s) why I ~~oppose~~ ^{NOTE FOR} the proposed code amendment:

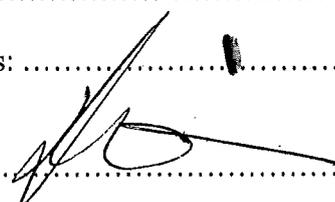
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- ~~It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion~~
- ~~It will create additional safety issues for pedestrians and other road users.~~
- As residents who live ~~our lives~~ in the local community, we ^{DO} don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

1. IT'S A PERFECT LOCATION FOR A LARGE SUPERMARKET.....
2. POPULATION IN THE AREA NEEDS SUCH A SUPERMARKET.
3. IT'S IMPORTANT TO KEEP PROPERTY PRICES COMPETATIVE WITH NEARBY SUBURBS.

My name is:

My address is: 

Signed: 

Date: 25/9/21

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Monday, 11 October 2021 8:57 PM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment

Customer type: Member of the public

Given name: Michael

Family name: Auciello

Organisation:

Email address:

Phone number:

Comments: I agree with the development & re zoning. I am a current buisness owner within the area & creating more foot traffic, activity & competinion will only aid in the benefit of cutomers and jobs within the area.

Attachment: No file uploaded

Attachment 2: No file uploaded

Attachment 3: No file uploaded

Attachment 4: No file uploaded

Attachment 5: No file uploaded

sent to
proponent email: feedback@codeamendments.com.au

Grace Withers

From: David Hill
Sent: Thursday, 14 October 2021 10:59 AM
To: Code Amendments Feedback
Subject: Feedback regarding proposed Planning Code Amendment - 19-29 Glynburn Rd, Glynde SA 5070
Attachments: Feedback code amendment - J Scalzi 14.10.21.pdf

Please find attached my feedback relating to this proposed code amendment.

If you want to discuss this with me in more detail please contact me on the below number:

Regards

Giacomo "Jack" Scalzi

Specific aspects of the application & re-zoning to which I make comments on are as follows;

- The proposed development is seriously and significantly at variance with the policies in the Development Plan ("the Plan").
- The Plan clearly states this land is Residential and Light Industry Land. The proposed supermarket is NOT a residential or industrial development.
- The Plan clearly states shops are a NON COMPLYING form of development if larger than 250m². The proposed development will be almost **8 TIMES** larger.
- The Plan clearly stipulates that shops greater than 250m² should be in a centre zone. This is not a centre zone.
- Aldi are asking for access to the loading docks 24hrs a day. This is not appropriate being right next to residences. This is evidenced by the fact the plans propose a 4.5 metre acoustic fence to try and stop the noise. The fact Aldi need a massive fence this high to address the noise problems indicates the development most likely shouldn't be there at all.
- The proposal is seriously at odds with Objective 1 in the Light Industry Zone, Objectives 1, 2 and 3 in the Residential Zone and conflicts in multiple areas with the desired character statement in the residential zone.
- This area is part of the Medium Density Policy Area 1.1 and is one of the few areas earmarked for medium density residential to allow our population to grow in a sustainable way and not encourage urban sprawl. If this land is lost to retail, where does the increased population growth go? It just creates a domino affect in future.
- This area is part of the Light Industry zone. If this land is lost to retail, where is light industry expected to go? Does light industry then start applying to set up in high density residential zones? Once again, allowing this rezoning and development just creates a domino affect.
- With respect to deliveries to the proposed supermarket, large trucks will be required to drive through the car park and reverse significant distance into a loading dock. This is unnecessarily unsafe and once again increases noise.
- Glynburn Road is a very busy road and the area in and around the Glynde corner is already heavily congested. Hundreds of cars coming in and out of an Aldi store and using Lewis Road will cause significant impacts to this residential street not to mention more congested traffic in and around the Glynde corner.
- If large shops were supposed to be on this land the Development Plan would have clearly included them as a desired use – they have not. Respect the development plan. Don't rezone to accommodate ONE person/organisation.
- Regarding need – Aldi has other stores in close vicinity (Magill rd & Gorge Rd)

Giacomo / Jack /
Scalzi

G. Sc.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Monday, 18 October 2021 9:08 AM
To: info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Karen

Last Name

Devenport

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2.350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

18 October 2021

Ms Anna Deller-Coombs
Principal Consultant
URPS
12/ 154 Fullarton Road
Rose Park SA 5067

via feedback@codeamendments.com.au

Dear Ms Deller-Coombs,

I refer to your recent letter of 6 September 2021 in relation to the proposed Code Amendment for the land at 19-29 Glynburn Road, Glynde (**'the Site'**) and thank you for seeking SAIR's view on the proposed amendment.

Relevant background

The Zoning for this Site currently straddles two zones, the Housing Diversity Neighbourhood Zone and Employment Zone. Under the previous Development Plan, the Site also straddled two zones, the Residential Zone and the Light Industry Zone.

Acutely aware of the State Government's position on 'out of centres' retailing, in October 2020, Aldi lodged an application for the demolition and staged construction of a Supermarket (shop) with associated signage, car parking, acoustic wall, fencing, site works, retaining wall, solar panels and landscaping on the Site.

In late 2020, prior to their application being assessed and a decision being made on it, Aldi wrote to the Minister for Planning requesting a Code Amendment process be undertaken for this site.

On the 12 May 2021, the State Commission Assessment Panel discussed the application and resolved to refuse the development application on the basis that it represented a significant departure from the relevant policies in the Development Plan and was inconsistent with the nature of land uses envisaged by the Residential Zone and the Light Industry Zone.

As part of the assessment process for the application lodged by Aldi, it was interesting to observe the comments of the landowner, who also operates a nearby hardware store.

SAIR's position

SAIR understands the proposed amendment to the Planning and Design Code (in accordance with Section 73 of the Planning, Development and Infrastructure Act 2016) would see the zoning for the Site changed to a Suburban Activity Centre Zone.

SAIR strongly opposes this Code Amendment for the following reasons:

- this is a site specific Code Amendment which should as a practice be discouraged, particularly for small stand-alone sites like this one, as it runs counter to a proper planning process with broader considerations and localities taken into account
- no compelling evidence has been provided by Aldi Stores as to why the Code, which is only 6 months old, needs to be changed in this location or at all, other than the zoning doesn't allow for a mid-size supermarket
- the general development provisions in the Code for 'Out of Centre development' are clear and deliberate
- the size and configuration of this site is not suited to a full line supermarket, hence the various issues with traffic and access, noise, safety, congestion, and parking
- whilst the zone name may change as part of the Code amendment, the local issues with this site, in particular those associated with traffic and congestion, would remain
- the amendment would give rise to 'out of centres' development which contravenes SAIR Policy and best practice retail planning
- mixed uses desired in a Suburban Activity Centre Zone such as entertainment, health and recreation, would not be possible on this site as the Aldi and its car park and loading would consume the entire site

SAIR is firm in its position that while we support small-scale retailing in the form of local cafes, personal services establishments, offices and consulting rooms to activate and provide convenience retailing to local communities, we do not support full line supermarkets or supermarkets generally outside of 'centre' zones.

Moreover, SAIR is a firm believer in a level playing field when it comes to supermarket retailing and, as such, holds the view that 'shops' or 'group of shops' over 1,000m² of gross leasable floor area should only be located within centre zones.

Aldi's Retail Planning Approach in South Australia

Aldi's position on retail policy is diametrically opposite to that of SAIR.

Aldi is an international firm that believes in 'out of centres' development and have been advocating this position to the State Government for a significant period of time. As an example, in an 18 December 2020 letter from Nigel Uren, the Property Director at Aldi, the following comments were made as part of Aldi's submissions in respect of the consultation for Phase 3 of the Code:

"Consistent with our previous submission on the new Draft Code, ALDI Stores seek further amendments to the Code to present moderate opportunities for larger format retailers i.e. (1,000 sqm-2,000 sqm), to develop retail formats including supermarkets outside of established centres zones"

Despite this stated position, it seems somewhat contradictory that at the same time Aldi is not supportive of 'out of centres' development for other retailers, including Coles and Woolworths, noting that the following comments were also made in the 18 December 2020 submission letter:

"it is important to note that ALDI is not advocating for major out-of-centre development which could potentially disrupt existing centres, rather, we seek small variations to the Code to allow for greater flexibility and opportunities for larger format retailers (including mid-sized supermarkets), akin to recent amendments to the Victorian Planning Provisions."

2,000 sqm GLA will allow an ALDI store (approx. 1,800 sqm)It will rule out a typical full-line Coles and Woolworths stores however either group may look to establish their smaller inner suburban supermarkets within this limit. These would be acceptable outcomes.”

In March 2021 the Planning and Design Code went live for the entire State with Part 4 of the Code strengthened with the introduction of the General Development Policies pertaining to Out of Activity Centre Development.

The general development provisions in the Code state as follows for ‘Out of Activity Centre Development’:

DO1	<i>The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.</i>
<p>PO 1.1</p> <p><i>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres</i></p> <ul style="list-style-type: none"> <i>a) as primary locations for shopping, administrative, cultural, entertainment and community services</i> <i>b) as a focus for regular social and business gatherings</i> <i>c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.</i> 	<p><i>DTS/DPF 1.1</i> <i>None are applicable</i></p>
<p>PO 1.2</p> <p><i>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:</i></p> <ul style="list-style-type: none"> <i>a) that support the needs of local residents and workers, particularly in underserved locations</i> <i>b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.</i> 	<p><i>DTS/DPF 1.2</i> <i>None are applicable</i></p>

What is clear from this desired outcome and the performance outcomes for Out of Activity Centre development is the policy intent, namely:

- to emphasise the role and importance of activity centres as the primary destination for equitable and convenience shopping;
- for activity centres to provide a range of shopping, administrative, cultural, entertainment and other facilities in a single trip;

- that out of centre development should support the need of local residents and workers (i.e. it should not be attracting custom from a larger geographic area) and there should be a focus on underserved locations;
- that out of centre developments should be located at the edge of Activity centres if they cannot be accommodated within an existing activity centre, but this should only be done where it is to expand the range of services on offer.

In other words, if an area is underserved by retail, then any new retail should be located at the edge of existing activity centres if they are unable to be located within the activity centre itself.

Proposed Code Amendment

SAIR is being asked to comment of this proposed Code Amendment to change the current zoning from the zones introduced only six (6) or so months ago, that being a Housing Diversity Neighbourhood Zone and Employment Zone, to a Suburban Activity Centre Zone.

It begs the question "what has changed?"

In Section 2.1 of the Code Amendment document, Aldi purports that the reasoning for the amendment is as follows:

1. *Currently, the Affected Area is subject to two different Zones which do not reflect the existing land uses;*
2. *The dual zoning discourages the attainment of a coordinated development outcome while also discouraging mid-size retail development; and*

For these reasons, the Code Amendment seeks to introduce a consistent policy framework across the affected area which will facilitate the coordinated development of retail development in the form of a mid-sized supermarket or similar development"

Furthermore, Aldi states the "proposed zoning for this site – Suburban Activity Centre Zone - would provide a supportive Zone and Policy Framework for a new supermarket or other forms of development on this land."

The reasoning behind the need for the Code Amendment is clear- simply put, it is so Aldi can build a supermarket on the site. There are no broader or more substantive policy purposes for the Code Amendment.

There is no policy reason to support the Site, and this Site alone, being rezoned. There is no intended broader use for the locality- it is not part of a larger site that will have a mix of uses. There is no suggestion that the Site should adopt the zoning used on adjoining land- for example, by the entire site becoming an Employment Zone. The reasons for this are clear- Aldi is interested in one thing, and one thing only, namely to be able to build its supermarket on the Site.

The fact that the current zoning does not reflect the existing land uses on the site is of no consequence. This is not an unusual situation, and the zoning will typically reflect what is desired on the land as much as it reflects what currently exists on the land.

The lack of encouragement for mid-size retailing in this location is because the new policy framework does not advocate for retail in out of centre locations.

The Code Amendment proposes to rezone the entire Site to a 'Suburban Activity Centre Zone', which generally seeks development in the form of shops along with business, entertainment and recreation facilities as reflected in the Desired Outcome.

DO 1	<i>An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services</i>
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The reality is, if the Code Amendment is approved for the Site, the Site will not be developed in accordance with the desired outcome as listed above. Aldi has an option to purchase this site and, based on their previous plans and store model, there will not be surplus land on the site to support the intended business, entertainment and recreation facilities envisaged- the Site was in fact too small to properly accommodate the stand-alone Aldi previously contemplated.

The Site would simply become an Aldi, with a car park and loading dock, along with substantial acoustic fencing to try and address associated noise issues. That does not amount to a 'Centre' of any kind.

It is clear that due to the constraints of the Site it will not be possible to achieve '*neighbourhood-scale shopping, business, entertainment and recreation facilities*' and '*a high quality, activated public realm that is integrated with pedestrian and cycle networks*' so as to '*provide a focus for business and community life*'.

- As set out above, what is clear from the desired outcome and the performance outcomes for Out of Activity Centre development in the Code is the policy intent, namely, to emphasise the role and importance of activity centres as the primary destination for equitable and convenience shopping;
- for activity centres to provide a range of shopping, administrative, cultural, entertainment and other facilities in a single trip;
- that out of centre development should support the need of local residents and workers (i.e. it should not be attracting custom from a larger geographic area) and there should be a focus on underserviced locations;
- that out of centre developments should be located at the edge of Activity centres if they cannot be accommodated within an existing activity centre, but this should only be done where it is to expand the range of services on offer.

This proposed Code amendment will do nothing to:

- emphasise the role and importance of activity centres as the primary destination for shopping;
- provide for a centre which provides a range of shopping, administrative, cultural, entertainment and other facilities in a single trip;
- support the needs of local residents and workers; and
- focus on underserviced locations, noting that this area is well serviced by supermarkets of the kind that will ultimately eventuate.

The above matters also need to be considered in the context of comments made by others in respect of recent development applications in the area:

"I own a building and renovation contracting business and operate out of leased premises at Unit 1, 29 Glynburn Road, Glynde, referred to as the Brougham Building.

I have been based in these premises for some 10 years now and prior to I was still operating locally – I feel I know this area very well.

Firstly, I want to point out that traffic flow and congestion is already a significant problem in this area and my staff, and I as well as our trades regularly experience difficulty accessing and exiting our premises.

Traffic congestion at the Glynde Corner is a major issue with traffic banking up past my entry/exit at 29 Glynburn Road causing considerable frustration to my trades trying to deliver and then exit the premises and to my employees when arriving and leaving the premises.

Sometimes we wait for 5-10mins to try and get into and out of our premises.”

More recently in June 2021 the current site owner and other local business made the following comments in relation to the local street networks and its ability to cope with further congestion in a representation on another development application:

“This light industrial locality is already very busy, traffic and parking are already a significant problem for the precinct, the existing businesses, and their activities.

The street networks outlined above are narrow and parking is often at a premium, despite parking on both sides of these streets. Visitor, customer, and staff parking makes for a bustling street network and creating many hundreds of vehicle movements in and out of these narrow streets each day. There are significant numbers of large trucks delivering materials and stock and collecting products and produce on a daily basis.

The street networks regularly come to a stand-still for through traffic when these large trucks are loading and unloading in the street, June 2021”

Summary

In short, there are no valid reasons provided for the zoning changes, other than the current zoning not being suitable for a mid-size retail development or, more specifically, for the development of an Aldi.

If this Code amendment is approved, it will no doubt open the flood gates for Aldi and other large-scale retailers to adopt this process for other sites and in localities equally unsuitable to this level of retailing.

Furthermore, just because the name of the zone changes, to facilitate an Aldi in an ‘out of centre’ location, does not mean the local issues associated with traffic and access, loading, safety, noise, and congestion go away.

It is this variety of local issues that make retail and a high-volume busy supermarkets problematic in this residential locality.

An Aldi store, in fact any supermarket operator, in this location is unable to fulfil the desired outcome of the zone, due to the size and configuration of the land parcel, it’s that simple.

It is for the reasons outlined above we are fundamentally opposed to the Code Amendment.

The better location of a supermarket like Aldi is in an established centre or in an at edge of centre location.

Thank you for alerting SAIR to this matter and for the opportunity to provide feedback. We would like the opportunity to speak to this submission publicly if such an option is available.

Yours sincerely



Colin Shearing
Chief Executive Officer

Cc Hon Vickie Chapman
Minister for Planning



Ms Anna Deller-Coombs
Principal Consultant
URPS
12/ 154 Fullarton Road
Rose Park SA 5067

Dear Anna,

Green Light Planning Solutions has been engaged by The Wise Gro Pty Ltd (trading as Felixstow Foodland), as the operators of the Foodland supermarket located at 6/471 Payneham Road, Felixstow, being part of the Felixstow Shopping Centre ('the Land') and Peter Mercorella P and M Development Pty Ltd as the owner of the Land in relation to the proposed Code Amendment for 19-29 Glynburn Road, Glynde ('the Site').

We have been instructed to lodge a submission on behalf of our clients opposing the proposed amendment to the Planning and Design Code (in accordance with Section 73 of the Planning, Development, and Infrastructure Act 2016) to alter the current zoning for the Site from a Housing Diversity Neighbourhood Zone and an Employment Zone to a Suburban Activity Centre Zone.

1.0 Engagement Plan Concerns

Firstly, I refer to the online Engagement Plan dated 23 July 2021 prepared by URPS and reviewed by Ekistics, the planning firm that acts for Aldi Foods Pty Ltd.

Section 2.1 of the Engagement Plan states;

The purpose of the engagement is to ensure that individuals, businesses, organisations and communities interested in and/or affected by the proposed Code Amendment are engaged in the process of preparing and finalising the Code Amendment.

Furthermore page 13 and 14 of the Engagement plan includes a table in relation to the various stake holders and the methods/ types of consultation that will occur with them.

The table states the following;

Stage 1

Raise awareness and gather feedback on the Code Amendment

Engagement level and objective of activity

CONSULT to gain feedback on the Code Amendment

Engagement activity

Visits to local businesses in the adjacent Suburban Activity Zone to discuss Code Amendment and invite feedback (refer catchment area shown in Appendix B, shown below)

Timing

1-2 weeks following letter being sent to landowners and occupiers.

Appendix B below shows the catchment area for visits to the adjacent Suburban Activity Centre Zone.

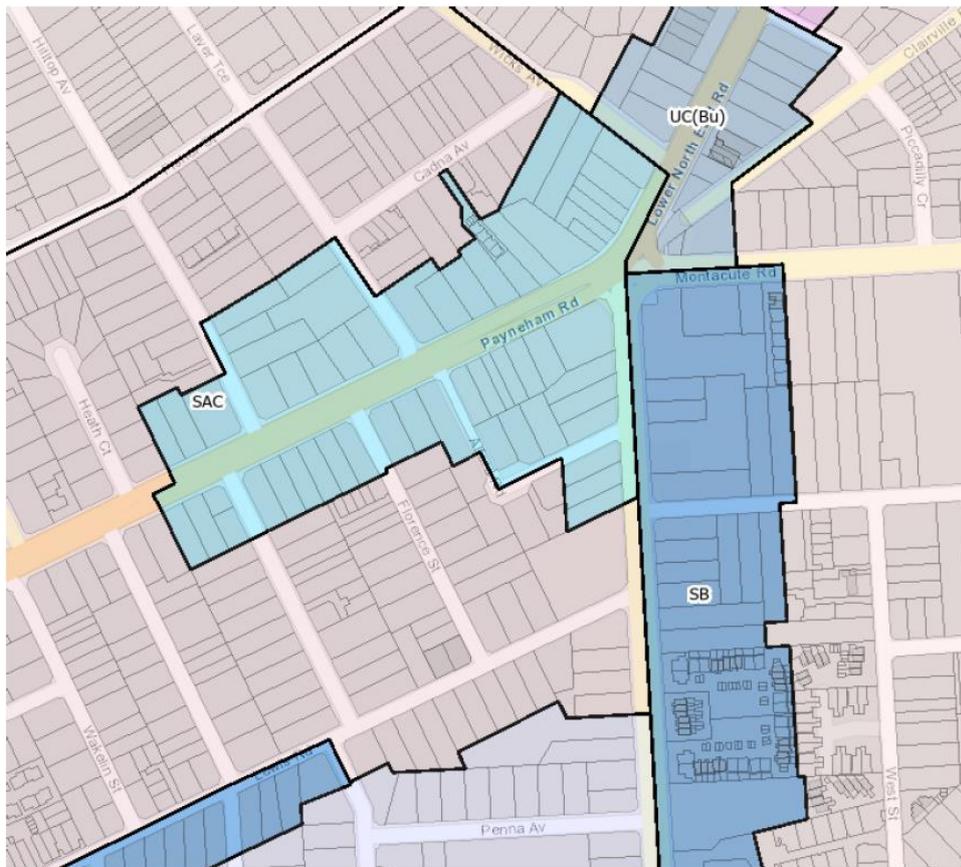


Figure 4 Catchment area for visits to local businesses in the adjacent Suburban Activity Zone (SAC)

I am advised by my clients that neither the owner of the Felixstow Shopping Centre nor the operators of the Foodland supermarket, have had any contact or visits in relation to this Code Amendment.

Moreover, to the best of their knowledge following conversations with other tenants in the Felixstow Shopping Centre, they have also had no contact, meetings or visits.

Not only is this disappointing, but it raises serious concerns regarding the public consultation process and the veracity with which it was undertaken.



For the Community Engagement Charter process to be seen as a genuine form of consultation, not just information provision on behalf of the Aldi Stores, the Engagement Plan must be fully implemented.

In this situation stakeholders in the nearby Suburban Activity Zone, who were specifically identified in the Plan to be visited to discuss the amendment and consulted with to gain their feedback have not been consulted, visited, nor their feedback obtained.

The Community Engagement Charter for this proposed amendment sets out best practice guidelines for community engagement in relation to the preparation and amendment of planning policies, strategies and schemes.

In this case, the failure to implement the required meaningful consultation and engagement with arguably some of the most affected stakeholders raises serious questions in relation to the five principles of the Charter including whether the Engagement is:

- genuine;
- inclusive and respectful;
- fit for purpose; and
- informed and transparent.

This brings into question the entire engagement plan and whether other entities were actually consulted with as outlined in the Engagement Plan.

In our view, this engagement processes is fundamentally flawed and as such the 6 week consultation period should be repeated and must include full implementation of the engagement plan, including visits to and meetings with the owners and tenants in the Suburban Activity Centre Zone.

Furthermore, it is a concerning approach to a public consultation when the outcome appears self-ordained- it refers to the purpose of the engagement being involving the community in 'the process of preparing and finalising the Code Amendment'. Surely the approach should be that the community is involved in considering whether a Code Amendment should proceed? The language implies an inevitability to the Code being amendment, which cannot be the case?

2.0 Review of 19-29 Glynburn Road, Glynde Code Amendment by ALDI Stores (Designated Entity)

Pages 6 and 7 of the above document outlines the need for this Code Amendment. The document states the justification as;

1. *Currently, the Affected Area is subject to two different Zones which do not reflect the existing land uses;*



2. *The dual zoning discourages the attainment of a coordinated development outcome while also discouraging mid-size retail development; and*

For these reasons, the Code Amendment seeks to introduce a consistent policy framework across the Affected Area which will facilitate the coordinated development of retail development in the form of a mid-size supermarket (or similar).

In addition, the Code Amendment introduces a policy framework which will establish a better land use transition between the Affected Area and the existing residential properties to the north which will assist with the management of interface issues

In our view this justification for the amendment is fundamentally flawed and no actual need for a zoning change has been substantiated.

The need of the amendment, as set out by Aldi Stores is, as they say, to “*facilitate the coordinated development of retail development in the form of a mid-size supermarket (or similar)*”. In other words, Aldi need to zone to change so they can develop a mid -size Aldi on the site.

That is not a demonstration of need- it is merely a description of its desired end result.

We do not believe that a mid-size Aldi supermarket will provide, as they term it, a better land uses transition between the affected area and the residential communities to the north – quite the opposite will occur.

The existing land use make up on the site includes a variety of tenancies including an ‘electrical supplier, a Korean grocer/ mini mart, an indoor recreation centre, warehouse or store and an office.

A close to 2,000m² mid-size Aldi supermarket in this affected area, with all its associated vehicle movements to and from the site as well as regular truck deliveries and loading would amount to a significant intensification of the current land uses on the site.

Moreover, a zoning change to enable an Aldi on this site does not improve interface issues- it will actually create considerable impacts for local residents and the community that do not current exist.

We know from Aldi’s previous development application, including their planning report and accompanying traffic impact statement, that their standard mid-size supermarket model will create a variety of unacceptable impacts on the immediate locality, primarily due to the size and configuration of the land they are trying to develop on.

A change to the name of the zone as anticipated by this Code amendment will not eliminate any of these impacts.



These impacts are extensive and include:

- Operating hours, which are far longer than that of the current uses on the site;
- Average delays of up to 8.8 mins when departing the site directly onto Glynburn Road;
- 106-131 additional vehicles per hour having to use Lewis Road in peak;
- 4 metre plus acoustic walling which will significantly reduce the amenity of the rear yards of at least three dwellings fronting Lewis Road;
- A 55m queue through the car park could well occur at this site due to traffic trying to depart the site;
- Semi-trailers reversing within the public parking area due to site size constraints; and
- In the order of 2,350 to 2,950 vehicle trips and 6 trucks movements per day plus waste and bakery delivery trucks.

Anyone who has driven in this area during the day and especially in peak traffic times will know that this location is already heavily congested and at peak capacity, before adding another 235 to 295 vehicles movements in the peak hour.

The adjoining residents will be faced with an acoustic wall that is entirely out of proportion with anything that currently exists on site and which is entirely incongruous with what one would normally expect at the rear of residential properties, even where those properties abut another zone and the expectations of amenity are reduced.

For Aldi Stores to suggest that this Code Amendment (to deliver a supermarket on the site) will provide a *better land use transition between the affected area and the residential communities* is a complete mis-statement and, frankly, facial.

2.1 Proposed Code Policy

While we do not wish to comment in any great detail in relation to the overlays and the local variations (TNV) proposed, there are a number of concerns we have in relation to an Aldi store being able to deliver on and satisfy the desired outcome and performance outcomes of the zone they are seeking to obtain for the affected area.

This Code Amendment seeks to rezone the entire Affected Area to a Suburban Activity Centre Zone. This zone has a desired outcome for the following;

DO 1 An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and



cycle networks and establish well-defined connections to available public transport services.

In our view, the intent of the Suburban Activity Centre in terms of creating an activated commercial precinct supporting neighborhood-scale shopping, business, entertainment and recreation with a business and community focus is unable to be achieved on this site, primarily due to its size, shape, and configuration.

The Aldi supermarket, its car parking and loading areas would consume the site in its entirety, leaving no space to accommodate any of the various desired entertainment, business and recreational land uses that are critical to the successful make up of an activity centre zone.

The intent of a suburban activity centre zone is not just for a stand-alone mid-size supermarket box and no other services. What will result if this Code amendment is allowed to proceed is a small stand-alone site, sandwiched amongst other sites, which will do nothing to properly establish a suburban activity centre as it will be too small to do anything other than construct an Aldi supermarket. This would be an outcome which is entirely at odds with any sensible approach to town planning.

Furthermore, the Aldi standard model does not include high quality building and pedestrian areas and activated public realm that integrates with pedestrian and cycle networks.

If an Aldi supermarket is unable to deliver on the broad range of built form and land use outcomes being sought by the zone, one can only draw the conclusion that the site's suitability for an Aldi supermarket is just not there and the proposed zoning changes are not right for this area.

That being the case, one needs to consider the most appropriate form of zoning for this area.

To be frank, an expansion of either of the existing zones to incorporate the Site would be a more suitable Code amendment than the alteration of the Site to make it a Suburban Activity Centre Zone.

In considering these other adjoining zones further, the current **Employment Zone** generally seeks a range of light industry and commercial development as reflected in the desired outcomes for future development, being:

- DO1 A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.*
- DO2 Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.*



In our view whilst the employment zone expansion is preferable to the proposed Suburban Activity Centre Zone, it does have some shortcomings as it enables an increased level of land use intensity than the previous light industry zone under the Development Plan. Given the new requirements for distinctive buildings, high visual and environmental amenity, diverse ranges of low impact commercial and light industrial uses, the current size and configuration of this site does not as easily lend itself to employment land uses.

Conversely, the current **Housing Diversity Neighbourhood Zone** primarily seeks residential development:

DO1 Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

The affected area directly abuts residential homes to the north-west, so a continuation of the existing Housing Diversity Zone in this adjoining land parcel does have merit and is worthy of exploration.

Given the land uses to the south are currently of a low impact light industrial, business and commercial nature, additional housing on the affected area, in close proximity to the existing Suburban Activity Centre Zone to the north, as envisaged in this zone has considerable planning merit.

In fact, the re-alignment of the Housing Diversity Zone boundary to accommodate this entire affected area would neaten up the current boundary alignment and create a policy framework suitable for residential expansion to supporting medium density housing and importantly, due to its size it would allow this to occur in a way which is less likely to compromise residential amenity.

The same cannot be said for the Suburban Activity Centre Zone when it comes to the compromise of residential amenity.

To this end, we note that page 24 of the online Glynde Code Amendment for Consultation document states:

URPS, on behalf of ALDI Foods Pty Ltd (the Designated Entity), is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

With this in mind, and given the myriad of impacts and local planning issues that would result from an Aldi supermarket being located this site, we propose the following changes;

1. The zoning for the entire affected area is instead changed to Housing Diversity Neighborhood Zone and not Suburban Activity Centre Zone, for the reasons outlined above;



2. The same overlays and TNV's that apply to the current Housing Diversity Zone would be adopted for the entire affected area; and
3. A maximum height of two (2) building levels is appropriate for the Affected Area

3.0 Economic Justification

Contrary to what is asserted, the average amount of supermarket floorspace provided in Metropolitan Adelaide is irrelevant to a planning assessment. It is not an indicator of whether there is an oversupply or undersupply- it simply represents how much supermarket floorspace there is in a particular location.

Furthermore, it is not a means by which to justify a supermarket being built in a location- it will give rise to a variety of local impacts which currently do not exist.

There is no doubt, with five (5) supermarkets already existing in the catchment area (including my client's Foodland at Felixstow) as highlighted in the Deep End Services report, an Aldi supermarket would absolutely have an impact on my client's existing business in addition to the other existing supermarket operators within the catchment area.

This affected area is in very close proximity to our client's supermarket and shopping centre and will have a detrimental impact on the viability of this centre (noting that the analysis by Deep End largely overlooks this centre).

4.0 Conclusion

On behalf of our clients, we reiterate their disappointment that they were not visited, consulted, and engaged with as per the requirements of the URPS Engagement Plan and as outlined in the Ekistics Code Amendment Report.

This brings into question the authenticity and validity of the Engagement Plan and processes undertaken.

To ensure compliance of the Engagement Charter with respect to the Amendment, UPRS have no option but to repeat the 6 week consultation period and to ensure that all affected stakeholders identified in the plan are communicated with and consulted again due to this administrative error.

The impacts associated with an Aldi supermarket on this site have been largely glossed over in this Code Amendment Report and the supporting documentation.

These impacts are extensive;

- Operating hours, which are far longer than that of the current uses on the site;
- Average delays of up to 8.8 mins when departing the site directly onto Glynburn Road;



- 106-131 additional vehicles per hour having to use Lewis Road in peak;
- 4 metre plus acoustic walling which will significantly reduce the amenity of the rear yards of at least three dwellings fronting Lewis Road;
- A 55m queue through the car park could well occur at this site due to traffic trying to depart the site;
- Semi-trailers reversing within the public parking area due to site size constraints; and
- In the order of 2,350 to 2,950 vehicle trips and 6 trucks movements per day plus waste and bakery delivery trucks.

These impacts are not minor or trifling, nor are they fair and reasonable for the immediate community to endure.

As such, we recommend careful assessment and consideration of the following:

1. The zoning for the entire affected area is instead changed to Housing Diversity Neighborhood Zone and not Suburban Activity Centre Zone for the reasons outlined above;
2. The same overlays and TNV's that apply to the current Housing Diversity Zone would be adopted for the entire affected area; and
3. A maximum height of two (2) building levels is appropriate for the Affected Area

Thank you for the opportunity to comment on this Code Amendment.

We re-iterate that our clients wish to be engaged with and consulted as part of a repeated consultation process and, in addition to that, they wish to be heard through their representatives at any meeting or hearing that may now need to occur in relation to this Amendment.

Yours sincerely

Amanda Price-McGregor
Managing Principal
Green Light Planning Solutions

18 October 2021

19 October 2021

Glynde Code Amendment
URPS
PO Box 4144
NORWOOD SOUTH SA 5067

Dear Sir/Madam,

Re: 19-29 Glynburn Road Code Amendment

I refer to your letter dated 6 September 2020 seeking our comments on the above Code Amendment and wish to advise the following:

SA Water currently provides water and sewerage services to the area subject the above code amendment.

Whilst the section 4.2 Infrastructure Planning on page 28 of the Code Amendment documents states that *"the Affected Area is currently serviced by existing infrastructure which has sufficient capacity"*, please note that water and sewer networks augmentation may be required should the proposed rezoning generate an increase in existing demands.

The extent of the augmentation works (if required) will be dependent on the final scope and layout of the future developments and will be required to comply with the SA Water Technical Standards including those for the minimum pipe sizing (refer to 2nd paragraph of the "Provision of Infrastructure" section on page 2). This advice should be provided to prospective developers.

Our general comments in respect to new developments or redevelopments are provided below.

SA Water Planning

- SA Water undertakes water security and infrastructure planning that considers the longer term strategic direction for a system. That planning seeks to develop a framework that ensures resources and infrastructure are managed efficiently and have the capacity to meet customer requirements into the future. The information contained in the Code Amendment document regarding future re-zoning and land development will be incorporated in SA Water's planning process.

Protection of Source Water

- Development/s shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water. In particular, the following conditions shall apply:
 - Landfill shall be outside of Water Protection Zones;
 - Landfill area to include leachate collection facilities;
 - Effluent disposal systems (including leach drains) to be designed and located to prevent contamination of groundwater; and
 - Industry must be located in appropriate areas, with safeguards to ensure wastewater can be satisfactorily treated or removed from the site

- Development shall avoid or minimise erosion.
- Development shall not dam, interfere, or obstruct a watercourse
- The Natural Resources Management Act 2004 includes wide ranging powers over source water quantity issues. The Department for Environment and Water should be consulted, if in doubt, over compliance with this Act. Source water quality issues are addressed by the Environment Protection Authority through the Environment Protection Act 1993.

Provision of Infrastructure

- All applications for connections needing an extension to SA Water's water/wastewater networks will be assessed on their individual commercial merits. Where more than one development is involved, one option may be for SA Water to establish an augmentation charge for that area which will also be assessed on commercial merits
- SA Water has requirements associated with commercial and multi-storey developments as outlined below:
 - Multi-storey developments: For buildings with 5 stories and above, a minimum of DN150 water main size is required. For buildings with 8 stories and above, a minimum of DN 200 water main size is required.
 - Commercial/Industrial developments: A minimum of DN 225 receiving main size is required for sewer and a minimum DN 150 main size for water.

Trade Waste Discharge Agreements

- Any proposed industrial or commercial developments that are connected to SA Water's wastewater infrastructure will be required to seek authorisation to permit the discharge of trade waste to the wastewater network. Industrial and large dischargers may be liable for quality and quantity loading charges. The link to SA Water's Trade Waste website page is attached for your information: [Trade Waste Guidelines and Fact Sheets](#)

Thank you for the opportunity to comment on the 19-29 Glynburn Road Code Amendment. Please contact Peter Iliescu, Engineer, Systems Planning Wastewater on telephone (08) 7424 1130 or email peter.iliescu@sawater.com.au in the first instance should you have further queries regarding the above matter.

Yours sincerely

per Matt Minagall
Senior Manager, Customer Growth

Phone: 08 7424 1363
Email: Matt.Minagall@sawater.com.au

Grace Withers

From: PlanSA Submissions <noreply@plan.sa.gov.au>
Sent: Monday, 18 October 2021 3:15 PM
To: Code Amendments Feedback
Subject: Public Consultation submission for 19-29 Glynburn Road, Glynde Code Amendment

Anna Deller-Coombs - Principal Consultant, URPS,

Submission Details

Amendment: 19-29 Glynburn Road, Glynde Code Amendment

Customer type: Member of the public

Given name: Valerie

Family name: Kupke

Organisation:

Email address: Phone number:

Comments: Oppose the ALDI development which is the rationale for the zoning change. The ALDI development will have a major impact on church access through Lewis Road every week day as the complex has many multicultural and community ministries throughout the week and also on a Sunday when the complex is used by Australian, Korean, Chinese & Sudanese groups from 9.00am to 5.00pm.

Attachment: No file uploaded

Attachment 2: No file uploaded

Attachment 3: No file uploaded

Attachment 4: No file uploaded

Attachment 5: No file uploaded

sent to
proponent feedback@codeamendments.com.au
email:

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Monday, 27 September 2021 3:29 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Emma

Last Name

Catalano

Email

Address

City

State

South Australia

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Monday, 27 September 2021 9:20 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Margaret

Last Name

Falciglia

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Monday, 27 September 2021 9:39 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Merilyn

Last Name

Yemm

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 12:04 AM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Samuel

Last Name

Hewitt

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 9:37 AM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Rosa

Last Name

Radogna

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2.350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 3:26 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Lesley

Last Name

Dellar-Levingston

Email

Address

City

State

South Australia

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2.350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 6:00 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Bailey

Last Name

Underwood

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 7:16 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Thomas

Last Name

Mackay

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 28 September 2021 8:35 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Nick

Last Name

Rocca

Email

Address

City

State

South Australia

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2.350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Wednesday, 29 September 2021 8:32 AM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Tracey

Last Name

Fielden

Email

Address

City

State

South Australia

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Friday, 1 October 2021 3:53 PM
To: lyn@beatwave.com.au; info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Cong

Last Name

Lim

Email

Address

City

State

sa

ZipCode

Country

australia

Reasons

It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Tuesday, 12 October 2021 10:02 AM
To: info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Peter

Last Name

Hughes

Email

Address

City

State

South Australia

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2,350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Grace Withers

From: Stop Traffic Chaos in Glynde <info@stoptrafficchaosinglynde.com.au>
Sent: Monday, 18 October 2021 9:08 AM
To: info@stoptrafficchaosinglynde.com.au; Code Amendments Feedback; Ministertarzia@sa.gov.au; mbarone@npsp.sa.gov.au
Subject: Registration of Opposition to Aldi's proposed planning code ammendment

Registration of Opposition to Aldi's proposed planning code ammendment:

You are receiving this email because the person registered their opposition to Aldi's proposed planning code ammendments via the stoptrafficchaosinglynde.com.au website.

First Name

Karen

Last Name

Devenport

Email

Address

City

State

SA

ZipCode

Country

Australia

Reasons

It's not an appropriate location for a large scale supermarket,It will create traffic congestion at the already busy Glynde corner intersection,It will see an extra 2.350 – 2,950 vehicle movements in the area per day,It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion,It will create additional safety issues for pedestrians and other road users,It's not needed because the area is already serviced by five existing supermarkets'.

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

I am a resident in the Glynde area and have a personal interest in the **Aldi** proposed for 19-29 Glynburn Road. Glynde.

I understand that:

- The land is currently not zoned for this type of development
- This type of development is not envisaged or contemplated in the current zoning (Housing Diversity Neighbourhood Zone and Employment Zone).
- The land is currently the subject of a proposed code amendment by Aldi to change it to a Suburban Activity Zone to allow it to establish an Aldi on the site

I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- It's not an appropriate location for a large-scale supermarket
- It will create traffic congestion at the already busy Glynde corner intersection
- It will see an extra 2,350 – 2,950 vehicle movements in the local streets every day
- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
(See attachment for further information.)
.....

My name is: *ELSA D'ERCOLI*

My address is: 

Signed: *E D'Ercoli*

Date: *18th October 2021*

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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I understand that:

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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

- It's not an appropriate location for a large-scale supermarket
- It will create traffic congestion at the already busy Glynde corner intersection
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- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
..... Please see attached for additional information
.....

My name is: BRUNA D'ERCOLI.....

My address is:

Signed: B. D'Ercoli.....

Date: 15/10/2021.....

**Additional Information in relation to the Proposed Code Amendment –
19-29 Glynburn Road, Glynde**

Bruna D'Ercoli and Elsa D'Ercoli

11th October 2021

Dear Sir/Madam

In addition to the other points above, we would like to express our genuine concern for the already vast increase of traffic and in particular, the heavy traffic along Lewis and Barnes Roads.

The increased number of vehicles is creating an overall heavier footprint in Glynde and to see further commercial developments in Glynde such as Aldi and Bunnings, will only exacerbate the current situation.

There is notably increased noise pollution, air pollution and emissions, fear of accidents, issues of safety for pedestrians and the local traffic, and a concern that the residential section of Glynde is becoming industrialised. The industrial section of Glynde is now infiltrating into our residential areas through to Glynburn Road, Payneham Road and all of the side streets. It is affecting our 'quiet enjoyment' of this once, lovely suburb, and impacting our health and wellbeing, lifestyle, and our property values.

Already, we are having to navigate the increased level of car parking along the residential side streets, such as in Wakelin Street. For instance, in recent years, Wakelin Street has seen five normal house blocks carved into 12 individual lots for townhouses or units. In turn, due to the small square meterage of those building lots approved by Council, and the insufficient garaging, the excess household vehicles are now having to parking on the street. In Wakelin Street, there is already one resident of a small new development with 6 vehicles including their working vehicles. How will our side streets cope once we have increased commercial activity in our midst? We are already facing the increased number of cars parked in our side streets all day long, belonging to staff members from the Glynde factories behind.

Another significant issue is the impact that further traffic into the residential section of Glynde, will have on the residents, particularly, the elderly.

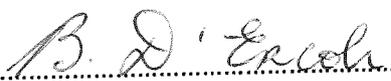
Glynde is the home of many elderly residents at the Lutheran Homes as well as other elderly who have lived in Glynde for close to 70 years. The elderly residents are currently still able to enjoy their daily walks in this neighbourhood along Lewis Road, Barnes Road and along the side streets. The younger residents of Glynde are also exercising daily, cycling, and walking their dogs.

If the Norwood, Payneham & St Peters Council genuinely acknowledges Steven Marshall's new 2022-2025 Walking Strategy, in which the State Government is looking to create a walking culture in South Australia, then any further commercial developments such as Aldi or Bunnings in Glynde will be contrary to the Strategy and wellbeing of all our residents, young and old.

Just recently, we observed 10 cars banked up along Barnes Road waiting to turn either left or right onto Payneham Road. Any further high-scale commercial activity in Glynde will affect the already escalating issues we are facing daily.

We do not want to be in a suburb that is overtaken by delivery trucks, commercial vehicles, heavy duty vehicles, semi-trailers, long-term construction, traffic jams, long waiting times at the Glynde Corner, inability to safely turn right from Lewis Road onto Glynburn Road, the already apparent difficulties for people and local cars to get across the dangerous intersection of Lewis Road and Barnes Road etc. etc. And how will Glynde cope with the constant arrival of shoppers and staff? We take pride in our community and need to protect our community, our safety, our environment, our lifestyle, and our property values – we do not wish to be living in the most unlivable section of the Eastern suburbs.

Thank you for taking into consideration our issues and concerns in relation to this matter.


.....

Bruna D'Ercoli


.....

Elsa D'Ercoli

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

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- It will create traffic congestion at the already busy Glynde corner intersection
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- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

.....
.....
.....

My name is: Ben Richmond

My address is: [REDACTED]

Signed: [Signature]

Date: 28/09/2021

Glynde Code Amendment
PO BOX 4144
Norwood South SA 5067

To Whom it May Concern

I am a resident in the Glynde area and have a personal interest in the **Aldi** proposed for 19-29 Glynburn Road. Glynde.

I understand that:

- The land is currently not zoned for this type of development
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I've marked the following boxes as reason(s) why I oppose the proposed code amendment:

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- It will create traffic congestion at the already busy Glynde corner intersection
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- It will cause cars to cut down Lewis Road and other side streets to avoid main road congestion
- It will create additional safety issues for pedestrians and other road users.
- As residents who live our lives in the local community, we don't want or need it because the area is already serviced by five existing supermarkets

I would also like to provide the following additional commentary in relation to my opposition:

CROSSING PATNEHAM ROAD NEAR BUS STOP 16 IS ALREADY
DANGEROUS FOR PEDESTRIANS, AND INCREASED TRAFFIC IN THE
GLYNDE AREA WOULD INCREASE THIS DANGER

My name is: ... G.E. WILLIAMS

My address is: ...

Signed: ... *G.E. Williams*

Date: ... 8/10/2021

Appendix C – Project Manager Evaluation forms

Project manager evaluation exercise to meet minimum performance indicators

This exercise can be completed by the engaging entity (planner, proponent or engagement manager) following an engagement activity or at the end of the entire engagement process.

It may be completed online or in hard copy.

Name	Richard Dwyer, Ekistics
Role	Planning Project Manager

Please consider your engagement process as a whole and provide the most appropriate response.

Evaluation statement		Response options
1	The engagement reached those identified as the community of interest	<input type="checkbox"/> Representatives from most community groups participated in the engagement <input checked="" type="checkbox"/> Representatives from some community groups participated in the engagement <input type="checkbox"/> There was little representation of the community groups in engagement
<i>Comment:</i> The engagement reached those identified as the community of interest in the engagement plan.		
2	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement	<input checked="" type="checkbox"/> Reviewed and recommendations made in a systematic way <input type="checkbox"/> Reviewed but no system for making recommendations <input type="checkbox"/> Not reviewed
<i>Comment:</i> Weekly engagement updates were provided by the engagement specialist.		
3	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	<input checked="" type="checkbox"/> Engaged when there was opportunity for input into scoping <input type="checkbox"/> Engaged when there was opportunity for input into first draft <input type="checkbox"/> Engaged when there was opportunity for minor edits to final draft <input type="checkbox"/> Engaged when there was no real opportunity for input to be considered
<i>Comment:</i> Both Norwood, Payneham and St Peters Council and the City of Campbelltown were consulted early to gain early input to help shape the draft code amendment.		
4	Engagement contributed to the substance of the final plan	<input type="checkbox"/> In a significant way <input type="checkbox"/> In a moderate way <input checked="" type="checkbox"/> In a minor way <input type="checkbox"/> Not at all

Evaluation statement	Response options
<p><i>Comment:</i> The community engagement identified some community concerns with respect to traffic and transport related matters associated with the proposed Code Amendment. This resulted in the Designated Entity engaging Frank Siow and Associated to undertake an independent ‘peer review’ of the ‘Transport Impact Assessment’ that was prepared by Stantec (previously GTA Consultants) to inform the preparation of the Code Amendment. This independent ‘peer review’ concurred with the findings and recommendations of the original Stantec assessment and ultimately provided a more robust and comprehensive assessment and analysis of traffic and transport considerations in relation to the proposed Code Amendment.</p> <p>The proposed community engagement and resulting ‘peer review’ of the Transport Impact Assessment that was commissioned in response to community feedback has therefore contributed to the substance of the investigations and analysis that has informed the preparation of the proposed Code Amendment.</p>	
<p>5 Engagement provided feedback to community about outcomes of engagement</p>	<p> <input type="checkbox"/> Formally (report or public forum) <input type="checkbox"/> Informally (closing summaries) <input checked="" type="checkbox"/> To be completed </p> <p><i>Comment:</i> In accordance with the Engagement Plan, a letter/email will be sent to those involved in the engagement process communicating information on the final Code Amendment, providing a link to the Engagement Summary Report and a link to an Evaluation Survey. The final Code Amendment and Engagement Summary Report will also be uploaded on the SA Planning Portal.</p> <p>These tasks will be undertaken following the finalisation of the Engagement Summary Report.</p>
<p>6 Identify key strength of the Charter and Guide</p>	<p> <input type="checkbox"/> Provide drop down list with options based on charter attributes (in future) </p> <p><i>Comment:</i></p> <ol style="list-style-type: none"> Enables preparation of an ‘Engagement Plan’ that is fit for purpose, noting that previously the process for notifying affected communities about changing Planning Policy was rigid and restricted. The opportunity to measure, report and review the performance and effectiveness of public engagement.
<p>7 Identify key challenge of the charter and Guide</p>	<p> <input type="checkbox"/> Provide drop down list with options based on charter attributes (in future) </p> <p><i>Comment:</i> The opportunity for third parties to establish alternative web sites and utilise social media to propagate alternative, or possibly misleading, information in relation to a proposed code amendment or directing the community away from formal consultation material, surveys or the SA Planning Portal.</p> <p>This approach could potentially be used maliciously to seek to undermine meaningful and effective community engagement or consultation.</p>

Project manager evaluation exercise to meet minimum performance indicators

This exercise can be completed by the engaging entity (planner, proponent or engagement manager) following an engagement activity or at the end of the entire engagement process.

It may be completed online or in hard copy.

Name	Kieron Barnes, Planning Studio
Role	Planning Project Manager

Please consider your engagement process as a whole and provide the most appropriate response.

Evaluation statement	Response options
<p>1 The engagement reached those identified as the community of interest</p> <p><i>Comment: Submissions were received from a number of the stakeholders that were identified in the Engagement Plan.</i></p>	<p><input type="checkbox"/> Representatives from most community groups participated in the engagement</p> <p><input checked="" type="checkbox"/> Representatives from some community groups participated in the engagement</p> <p><input type="checkbox"/> There was little representation of the community groups in engagement</p>
<p>2 Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement</p> <p><i>Comment: Regular (weekly) updates were provided by the Engagement Consultant.</i></p>	<p><input checked="" type="checkbox"/> Reviewed and recommendations made in a systematic way</p> <p><input type="checkbox"/> Reviewed but no system for making recommendations</p> <p><input type="checkbox"/> Not reviewed</p>
<p>3 Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme</p> <p><i>Comment: Feedback was sought from the two Councils prior to the formal engagement process.</i></p>	<p><input type="checkbox"/> Engaged when there was opportunity for input into scoping</p> <p><input checked="" type="checkbox"/> Engaged when there was opportunity for input into first draft</p> <p><input type="checkbox"/> Engaged when there was opportunity for minor edits to final draft</p> <p><input type="checkbox"/> Engaged when there was no real opportunity for input to be considered</p>
<p>4 Engagement contributed to the substance of the final plan</p> <p><i>Comment: The submissions received assisted to reinforce the key issues identified and addressed in the associated investigations for the Code Amendment</i></p>	<p><input type="checkbox"/> In a significant way</p> <p><input checked="" type="checkbox"/> In a moderate way</p> <p><input type="checkbox"/> In a minor way</p> <p><input type="checkbox"/> Not at all</p>

Evaluation statement		Response options
5	Engagement provided feedback to community about outcomes of engagement	<input checked="" type="checkbox"/> Formally (report or public forum) <input type="checkbox"/> Informally (closing summaries) <input type="checkbox"/> No feedback provided
	<i>Comment:</i>	
6	Identify key strength of the Charter and Guide	<input type="checkbox"/> Provide drop down list with options based on charter attributes (in future)
	<i>Comment:</i> N/A	
7	Identify key challenge of the charter and Guide	<input type="checkbox"/> Provide drop down list with options based on charter attributes (in future)
	<i>Comment:</i> N/A	

SHAPING
GREAT
COMMUNITIES

