

Polites Developments Pty Ltd

Demolition of all structures and staged construction of a supermarket (shop), with associated advertising, fencing, car parking, solar panels and landscaping.

601-603 Anzac Highway, Glenelg North

DA 110/E006/19

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OVERVIEW

Application No	110/E006/19
Unique ID/KNET ID	4457 - 2019/10981/01
Applicant	Polites Developments Pty Ltd
Proposal	Demolition of all structures and staged construction of a supermarket (shop), with associated advertising, fencing, car parking, solar panels and landscaping
Subject Land	601-603 Anzac Highway, Glenelg North
Zone/Policy Area	Mixed Use Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	20 August 2019
Council	City of Holdfast Bay
Development Plan	Holdfast Bay Council, consolidated 2 June 2016
Type of Development	Merit
Public Notification	Category 2
Representations	2 representations received, neither wishing to be heard
Referral Agencies	City of Holdfast Bay
Report Author	Will Gormly, Senior Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The proposal seeks to demolish the existing built form on the subject site, and construct a new building being for an ALDI supermarket.

The proposal was determined Category 2 for the purposes of public notification, pursuant to the Procedural Matters of the Mixed Use Zone of the Holdfast Bay Development Plan. From the conclusion of the public notification, a total of two representations were received.

As a result of the concerns raised through the public notification process, the applicant has provided amended plans which seek to address the concerns of those who made representations, which relate to the acoustic treatment of the interface at the northern boundary, the restriction of waste collection hours, and the traffic congestion and pedestrian safety about the adjacent roundabout. This assessment has been made on those revised plans and supporting documentation.

This assessment considers the Zone-specific policies at a finer nature, as well as those of Council Wide at a broader nature, in determining the suitability of the proposal against the Holdfast Bay Council Development Plan. It is acknowledged that the proposal does not meet all of the Objectives and Principles in both the Zone and Council Wide sections, however does move to fulfil the intent of them. The departure from these shortfalls is not considered to have a great detriment to the Zone, nor that of neighbouring Zones, and the assessment concludes with a recommendation to grant Development Plan Consent.

ASSESSMENT REPORT

1. DESCRIPTION OF PROPOSAL

The proposal is for the construction of a supermarket, together with advertising, at grade and undercroft car parking, and landscaping. The application includes the full demolition of the existing multi-tenancy two-level building to facilitate the supermarket building proposed.

Application details; including all plans and consultant reports; are included as an attachment to this report.

Land Use Description	Shop (supermarket) with ancillary car parking	
Building Height	11.5 metres (to top of tower element)	
Description of levels	Ground	Car park, entry ramp, lift, and stairs, and delivery bay area
	First	Supermarket
Site Access	New crossover to Old Tapleys Hill Road (right in, left in, right out, left out); and modified crossover to Anzac Highway (left in, left out). Formal/dedicated pedestrian access from Old Tapleys Hill Road/Anzac Highway corner.	
Car and Bicycle Parking	84 vehicle parking spaces; 2 bicycle parking spaces	
Encroachments	Nil	
Staging	Stage 1	Demolition and preliminary site works
	Stage 2	Superstructure (and balance of works)

2. SITE AND LOCALITY

2.1 Site Description

The site comprises 11 pieces of divided land over a Strata arrangement (plus common property), and is legally described as the following:

Lot	Strata Plan	Street	Suburb	Hundred	Title
U1	4939	Anzac Highway	Glenelg North	Noarlunga	CT 6037/262
U2	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/257
U3	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/258
U4	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/259
U5	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/260
U6	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/261
U7	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/262
U8	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/263
U9	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/264
U10	4939	Anzac Highway	Glenelg North	Noarlunga	CT 6023/238
U11	4939	Anzac Highway	Glenelg North	Noarlunga	CT 5025/266

The subject site is located on the eastern side of the Anzac Highway and Old Tapleys Hill Road intersection, and accordingly has direct frontages to each. Its primary frontage – Anzac Highway – measures approximately 50 metres, whilst its secondary frontage – Old Tapleys Hill Road – measures approximately 47 metres. These measurements exclude the corner cut-off. The resultant site area is in the order of 3490 square metres.

The site contains an L-shaped, two storey building that is divided into 11 strata titled tenancies which include consulting rooms and offices.

The site affords vehicle access from a double-width crossover at its Anzac Highway frontage, alongside its eastern boundary. The car parking area is located at the rear of the building, which shields it from street view.

The site is generally flat, and features small trees and low-lying vegetation at its Anzac Highway and Old Tapleys Hill Road frontages.

2.2 Locality

The locality is characterised by a mix of commercial land uses which include office, consulting rooms, shops, and restaurants – as well as a number of varying residential land uses including detached dwellings, group dwellings, and residential flat buildings.

Immediately adjacent the site, to the east, exists the Mitre 10 store, which operates as a shop/bulky goods outlet.

The general scale of built form in the locality ranges between one and three-storeys, with minimal discernible setbacks from their primary boundaries. The intimacy of the immediate locality is quite low, with the expansive road reserves between street-front boundaries, given the road widths of Anzac Highway and Old Tapleys Hill Road.

Landscaping on private land is minimal in the locality, where the bulk of landscaping exists in the median on Anzac Highway (Eucalypt variety).



Figure 1 – Location Map

3. COUNCIL COMMENTS or TECHNICAL ADVICE

3.1 City of Holdfast Bay

The Holdfast Bay Council raises considerations of the SCAP with respect to land use and built form, access and parking, stormwater management, landscaping, and amenity.

The Council acknowledge that the proposal is at odds with the land use over-provision of gross floor area (for a single shop), however summate that the development will not create an oversupply of convenience retail goods in the locality and would complement and not detract from the role and function of the District Centre.

The traffic (and access) concerns have been collaboratively worked through with between the applicant, the applicant's traffic consultant, the Council, and the council's consultant. Details of this are contained in section 7.4 of this report.

The referral response from Council is included as an attachment to this report.

4. STATUTORY REFERRAL BODY COMMENTS

Pursuant to Schedule 8 of the Development Regulations 2008, there are no mandatory referrals required with this application.

Given the potential impact of traffic of the proposed development, the item was referred to the Commissioner of Highways for their information only. They elected to provide advice, for the consideration of this assessment.

4.1 Commissioner of Highways

The comments provided by the Commissioner of Highways are not mandated, and should only be considered as 'for information' only.

In any case, the care and control of the roads associated with this development lie with the City of Holdfast Bay, and it is therefore necessary that the Council comments are considered as a priority – over those technical comments provided by the Commissioner of Highways.

The Commissioner of Highways advises that:

- All vehicles shall enter and exit the site in a forward direction.
- All off-street parking be designed in accordance with relevant Australian Standards.
- The largest vehicle permitted on-site shall be restricted to a 15.5 metre articulated vehicle.
- Any redundant crossovers be closed.
- Stormwater runoff shall not jeopardise the integrity and safety of the adjacent road network.

As these comments have been provided for information only, these will be considered in the overall assessment of the application.

5. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to the Procedural Matters of the Mixed Use Zone of the Development Plan, which lists all forms of development not listed as Category 1 is Category 2. The development does not fall within the listed criteria of a Category 1 development, and accordingly must be Category 2.

Public notification was undertaken by directly writing to adjoining owners/occupiers of the land and two representations were received.

Rep	Comments
R1	<ul style="list-style-type: none"> • Supportive of the proposed development. • Seeks to ensure the northern acoustic wall is constructed as documented, and requests additional construction detail of this wall. • Deliveries should be restricted to 9am-7pm Sunday/public holidays and 7am-7pm on any other day.
R2	<ul style="list-style-type: none"> • No objection to the supermarket. • Concerned about congestion at the roundabout and safety of pedestrians crossing the road.

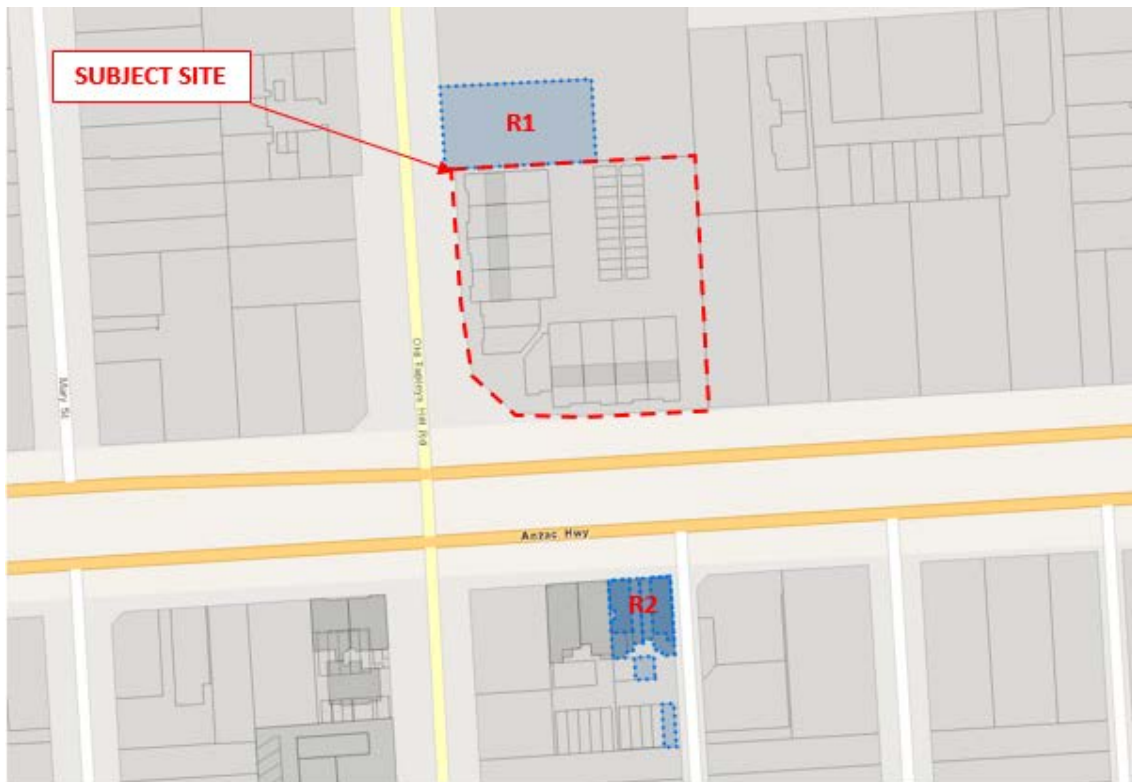


Figure 2 – Representation Map

Both representors have stated they do not wish to be heard by the State Commission Assessment Panel at the determination of this application.

A copy of each representation and the applicant's response is contained in the attachments of this report.

6. POLICY OVERVIEW

The subject site is located wholly within the Mixed Use Zone, as described within the Holdfast Bay Council, consolidated 2 June 2016.

Relevant planning policies which have formed part of this assessment are contained in the attachments of this report, and summarised below.

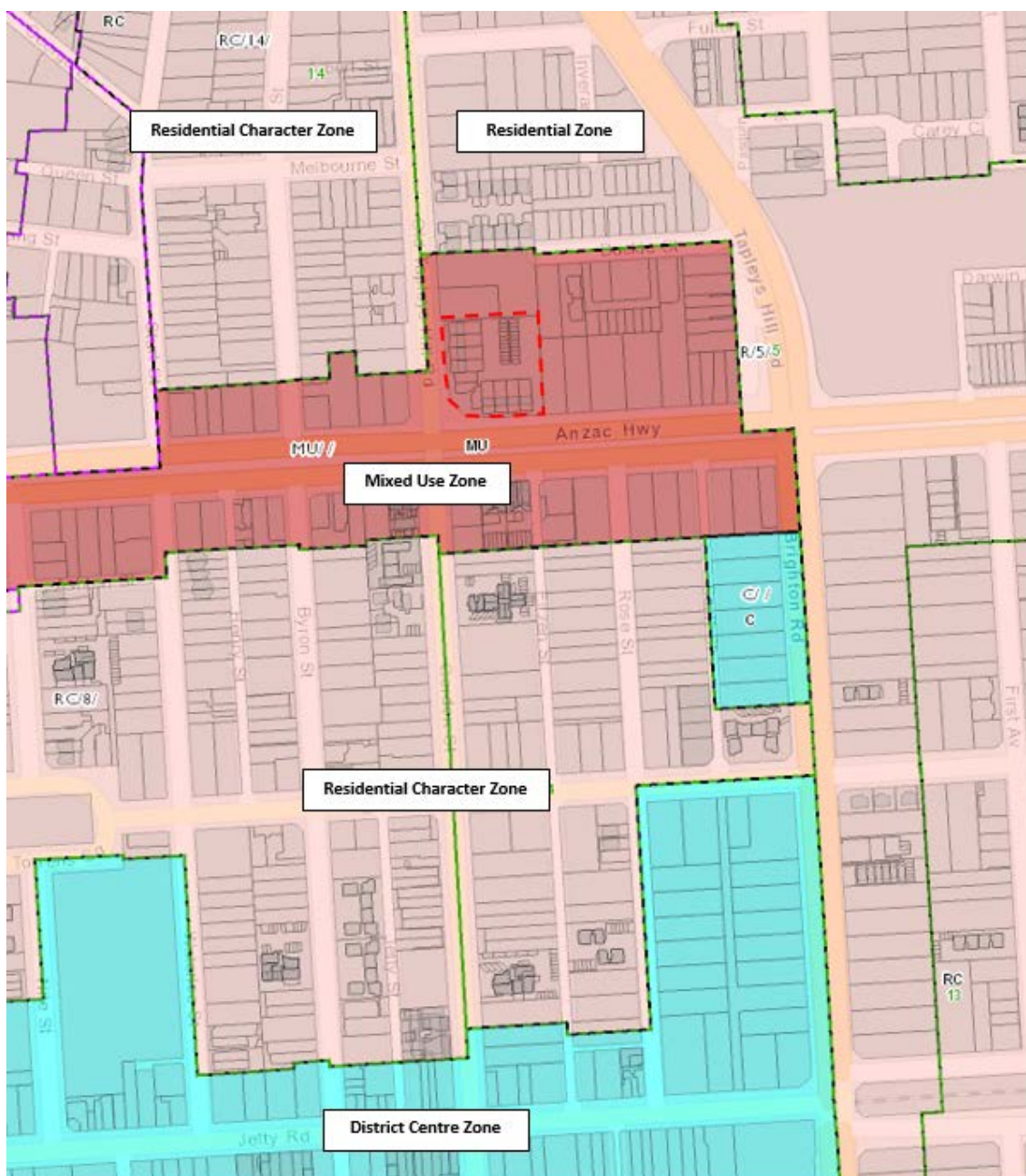


Figure 3 – Zoning Map

6.1 Mixed Use Zone

The Mixed Use Zone encourages a mix of land uses including medium density housing, offices, consulting rooms and facilities for tourists. Development will include a mix of these uses on single sites which will complement the role and function of the nearby District Centre Zone, and area compatible in scale and form with neighbouring residential areas.

A cohesive character will be created through complementary building scales, setbacks, colours and materials. Likewise, conflict between residential and non-residential development will be limited by acoustic treatment, and siting and separation of built forms where possible.

Development will provide an attractive presentation to the road frontage and public realm through the incorporation of landscaping and by locating storage (including goods storage), waste, loading and service areas to the rear of the sites where less visible to public view or screened through quality landscaping.

Land uses envisaged in the zone include:

- Bulky goods outlet (on the northern side of Anzac Highway)
- Consulting room
- Dwelling above non-residential land uses
- Office
- Residential flat buildings above non-residential land use
- Service trade premises
- Shop or group of shops, where the maximum gross leasable area is in the order of 150 square metres (other than bulky goods outlets north of Anzac Highway)
- Warehouse

Buildings should not exceed three storeys in height above natural ground level and the total vertical wall height at any point, excluding gables, should not exceed 12 metres above natural ground level.

Development should be of a low traffic generating nature.

6.2 Council Wide

Council Wide provisions provide general and over-arching guidance to advertisements; centres and retail development; crime prevention; design and appearance; energy efficiency; interface between land uses; landscape, fencing and walls; transportation and access; and waste.

The policies which have guided this assessment are included in the attachments of this report.

6.3 Overlays

6.3.1 Airport Building Heights

The subject site is identified within Overlay Map HoB/4, being for Development Constraints. More specifically, this overlay restricts all structures to a height of 44 metres above existing ground level. The proposed development falls well under this (at 11.5 metres), and as such this overlay is satisfied.

7. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Holdfast Bay Council, consolidated 2 June 2016, which are included as an attachment to this report.

7.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	Three storeys (and total vertical wall height at any point should not exceed 12 metres)	Two storeys (and 11.5 metres to top of tower element)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Land Use	Shop	Shop	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	

Car Parking	55 minimum (and 111 maximum)	84 car parking spaces total	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Bicycle Parking	No requirement	2 spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Gross Leasable Floor Area	In the order of 150 square metres (maximum)	1843 square metres	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Further commentary in Section 8.2

7.2 Land Use

The Mixed Use Zone envisages, amongst other uses, shops or group of shops (where the maximum gross leasable area is in the order of 150 square metres), and bulky goods outlets on the northern side of Anzac Highway.

The proposal plainly falls within the land use of 'shop', which is defined by the Development Regulations 2008 as:

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

By contrast, a 'bulky goods outlet' is defined as: *premises used for the sale, retail, display or offer by retail of goods, other than foodstuffs, clothing, footwear or personal effects goods, unless the sale, rental, display or offer by retail of the foodstuffs, clothing, footwear or personal effects goods is incidental to the sale, rental, display or offer by retail of other goods.* It lists examples for goods that may be available or on display at a bulky goods outlet as: automotive parts and accessories; furniture; floor coverings; window coverings; appliances or electronic equipment; home entertainment goods; lighting and electric light fittings; curtains and fabric; bedding and manchester; party supplies; animal and pet supplies; camping and outdoor recreation supplies; hardware; garden plants; office equipment and stationery supplies; baby equipment and accessories; sporting, fitness and recreational equipment and accessories; homewares; and, children's play equipment.

The land use spans some 1843 square metres of floor area, which is its gross leasable floor area – slightly more than 12 times greater than that sought in the Zone.

In the current configuration of the subject site, there are 11 offices/consulting room tenancies which amass approximately 1600 square metres. The directly adjacent hardware store (Mitre 10) occupies some 1800 square metres. The proposed shop, with its gross leasable floor area of 1843 square metres, is comparable to the existing floor areas of the subject site, and the adjacent development.

Principle of Development Control 10 of the Centres and Retail Development section of the Development Plan seeks that a shop or shops with a gross leasable area of greater than 250 square metres should be located within a centre zone. PDC 12 of the same section seeks that a shop or group of shops located outside of zones that allow for retail development should be of a size and type that will not hinder the development, function, or viability of any centre zone; not demonstrably lead to the physical deterioration of any designated centre; and be development taking into consideration its effect on adjacent development. Whilst the Mixed Use Zone *does* allow for retail development, guidance is taken where it should not hinder the development, function or viability of the nearby District Centre Zone. Accordingly, we must determine whether the proposed shop will have an impact on the District Centre Zone; where a shop of this size would better accord with zone policy if it were located within that zone.

A retail demand and impact report prepared by Deep End Services has been provided by the applicant which discusses the potential impacts of the proposed supermarket on the nearby District Centre Zone (at Jetty Road), and comparatively, the demand for retail development in the locality and intended catchment area. The report justifies that the District Centre Zone of Jetty Road (and more specifically the Glenelg Policy Area 2) seeks a 'window shopping' environment, as a tourist destination and recreation/entertainment precinct – where two large supermarkets already exist. The report notes that the ALDI supermarket is likely to generate a significant level of custom from beyond the defined trade area sectors, with a catchment area that will draw more customers to the Glenelg region as a destination retail outlet; in turn offering flow-on benefits to the existing Glenelg precinct, rather than detracting from it. The contents of the report are considered a fair justification of the intended land use in an area which does not explicitly seek what is proposed.

The proposed land use, with its compact floor plate (when comparing to a conventional supermarket), the in-house management, the operation and delivery management, consolidated waste management, and car parking that serves one single land use; are considered to further support the proposed development for this site. The proposal is not considered to impact any directly adjacent property – or the locality for that matter – any more than, say, ten smaller shops on the site would. It is considered that, for the reasons above, that there would be a better outcome with the consolidated (and single operator) approach.

7.3 Design and Appearance

The Zone seeks a cohesive character of built form, which will be created through complementary building scales, setbacks, colours and materials. Development in the Zone will provide an attractive presentation to the road frontage and public realm through the incorporation of landscaping and by locating storage (including goods storage), waste, loading, and service areas to the rear of sites where less visible to public view or screened through quality landscaping.

The two-storey nature of the proposed development, being a single shop level above an undercroft carpark, is considered to be in keeping with the scale of adjacent development. Whilst there is no two-storey development directly adjoining the subject site, the nearest two-storey building exists to the west of the site, across Old Tapleys Hill Road, which is set dominantly on the site with its limited setbacks. Diagonally opposite the site exists a three-storey mixed-use development – again sitting with limited setbacks – which further suggests that the scale and setbacks proposed in this development are cohesive in character.

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

7.3.1 Height

The proposed building is effectively 'two storeys', with the ground floor consisting predominantly the car park that serves the development, as well as the bin storage area and loading bay located towards the north of the site. The upper level is for the supermarket proper.

There are three discernible heights associated with the development – these being the parapet of the supermarket building itself, the corner tower element, and the box elements that extend to the south and west from the main building line of the building.

From ground level, these are:

- 9.3 metres to the parapet
- 10.2 metres to the tower
- 11.5 metres to the 'box' elements.

Principle of Development Control 5 of the Zone seeks that the bulk and scale of development should be compatible with adjoining land uses. PDC 8 seeks that buildings should not exceed three storeys in height above natural ground level and the total vertical wall height at any point, excluding gables, should not exceed 12 metres above natural ground level.

It is considered that the proposed development is of a bulk and scale that is compatible with adjoining land uses. Development that surrounds the subject site ranges from one to three storeys - with the proposed two storey development sitting comfortably within, and being compatible with, the adjoining land uses.

The built form, with its highest point at 11.5 metres above ground level, satisfies PDC 8 of the Zone which seeks that it should not exceed three storeys and 12 metres.

Subsequently, it is considered that the height (and bulk and scale) of the proposed development is appropriate for the immediate context, and the Zone similarly.

7.3.2 Setbacks

The proposed building has setbacks of the following:

- Approximately 8 metres to its main building line from the Anzac Highway (southern) boundary, with the tower element extending to the boundary
- Approximately 22 metres to its main building line from the Old Tapleys Hill Road (western) boundary, with the tower element extending to the boundary
- Zero setback to a portion of built form along the northern boundary
- Zero setback to the majority of the built form along the eastern boundary.

It is considered that the proposed setbacks are relative to, and cohesive with, existing development in the locality (and the Zone in general), and that the proposed setbacks are suitable for this locality.

The setting back of the building from its western boundary allows the building to read as if it is 'pushed in' to the site itself, whilst the tower element that screens the pedestrian ramping allows the building to provide address to this corner; with the perforated metal screening over this tower being a visually interesting piece of architecture at this corner.

Principle of Development Control 6 seeks buildings be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails.

There is a fair establishment of boundary-built development; particularly on the southern side of the subject site, and furthermore on both sides moving in westerly direction along Anzac Highway. Conversely, the character of boundary-build is less observed heading east along Anzac Highway. Notwithstanding, it is considered that PDC 6 is achieved, where the proposed setbacks are not incongruous with the locality, and that the prevailing setbacks are not interrupted as a consequence. The offering of a portion of the building frontage being stepped

in (from the tower and 'box' elements that are built along the Anzac Highway boundary), go a way to introduce the zero setback to the site.

7.3.3 Colours and Materials

Objective 1 of the Design and Appearance section of the General Section of the Development Plan seeks development is of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form. Principle of Development Control 1 of the same section seeks that buildings should reflect the desired character of the locality while incorporating contemporary designs.

The proposed building comprises a mix of quality and durable materials, which includes precast concrete panels, perforated metal screening, aluminium for window and door frames, and metal louvres.

The mix of materials, which reflect the architectural intention of an integrated and contemporary design, are both suitable for the locality, and appropriately respond to the Desired Character of the locality, as expressed in the Mixed Use Zone.

The proposal is considered to accord with the policies of the Development Plan which relate to building appearance and design, both in the Mixed Use Zone, and those in Council Wide sections.

7.4 Access, Parking, and Traffic Impact

A traffic report prepared by GTA Consultants considers the existing traffic and parking conditions, the parking demand likely to be generated by the proposed development, the suitability of the proposed parking layout, proposed access arrangements, and the impacts on the surrounding road network.

The assessment against this is provided in three headings, as follows.

7.4.1 Access

As part of both achieving the required number of car parks for the proposed land use, and the safe and efficient movement of vehicles in (and across) the site, an additional crossover is required and forms part of this application; which will further require modifications to the on-street arrangement of Old Tapleys Hill Road line marking and parking bay locations to allow in and out access (both directions) at this crossover. These modifications are subject to a separate application with Council. The applicant has provided detail which demonstrates willingness and commitment with Council – with Council generally in agreement of – for these alterations. These alterations will be subject to the consideration of Council at a meeting held on 26 November 2019. The outcomes of this meeting will loosely inform this aspect of the proposal; whereby if Council do not support the alterations, this application will require amending.

This approach is consistent with other applications that have gone before the SCAP. It is worth noting that Council administration have expressed their support for the alterations, and that the modifications proposed have further been demonstrated by the applicant's traffic engineer as suitable.

7.4.2 Car Parking

Table HoB/1 of the Holdfast Bay Council Development Plan provides guidance as to the required car parking rates for the proposed development. This rate is calculated, in this table, at 1 space per 15 square metres of gross leasable floor area. This results in a requirement of 123 car parking spaces.

Given the site is located within a Mixed Use Zone, the proposed development qualifies as a 'Designated Area', with the criterion of this outlined in Table HoB/1A of the Development Plan. Accordingly, the required rates become: Minimum of 55 and a maximum of 111 car parking spaces.

The proposed development provides for 84 car parking spaces on the site, which falls roughly between the minimum and maximum sought. As such, the provision of 84 spaces is considered acceptable as it meets the requirements of the Development Plan.

Principle of Development Control 9 of the Mixed Use Zone seeks car parking areas should be provided at the rear or side of premises. The proposed car parking occupies a great deal of the ground level area. It is somewhat shielded by the proposed landscaping, in addition to the architectural elements of the supermarket building that meet the ground floor. The intent of this policy is considered to be met, where the visual impact of the car parking area will not be overly dominant, and is consistent with the design and location of other car parking areas in the immediate locality.

7.4.3 Bicycle Parking

Specific bicycle parking rates are not provided within the Development Plan, however Principle of Development Control 21 of the Transport and Access section of the General Section of the Development Plan seeks that on-site bicycle parking facilities should be located in a prominent place, located at ground level, located undercover, located where surveillance is possible, are well lit and well signed, close to well used entrances and accessible by cycling along a safe and well-lit route.

The application proposes two bicycle parks, which are located within the undercroft car park. It is considered that the location (and number) of parks achieves the intent of PDC 21 described above, particularly in light of the catchment area described in the retail study provided by the applicant, and the way in which shoppers at a supermarket would ordinarily carry goods off the site.

7.4.4 Traffic Impact

The traffic impacts of the proposed development have been outlined in the report prepared by GTA Consultants. The contents of this report has been reviewed by Council's traffic consultant, Frank Siow.

The GTA report considers:

- The generation of vehicle movement at peak times
- The addition of the ALDI Store traffic volumes to the existing operation of the roundabout will only have a minor impact
- The additional traffic generated by the proposed development is not expected to compromise the safety or function of the surrounding road network
- The proposed right turn into the site from Old Tapleys Hill Road indicates very low delays and queues of less than two vehicles
- The loading facility will accommodate the ALDI-specific 15.5 metre vehicle

- There is adequate capacity of both the roundabout and the road network to cater for the proposed development.

Council's traffic consultant considers the contents of their report – and indeed their analysis – as satisfactory and do not raise any concern, other than that of the proposed Old Tapleys Hill Road access. These concerns have been resolved, with the applicant, GTA, Council, and Council's traffic consultant working collaboratively to an acceptable outcome for all parties.

The matter of the access point will be considered at a Council meeting on 26 November 2019. The Council request that a Reserved Matter be attached (should the application be granted Development Plan Consent) that requires all relevant consents for the access point are obtained prior to Development Approval. I consider this is *one* approach, notwithstanding that the development could not be undertaken in any case without these works being implemented, however for the works to be implemented, permits under the Local Government Act are required. Given the level of acceptability and support shown by Council's administration, it is considered that this traffic matter is not one that would have great significance, overall, and that it is more of a procedural/process matter.

Council comments recommend that the shutter at the Anzac Highway access point be left open during business hours to provide unimpeded access to the car park, and, servicing times be restricted to early morning periods so as to minimise the impact on access to the car park from Old Tapleys Hill Road. They further recommend that all associated road works be conditioned that the costs are to be borne by the applicant.

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

7.5 Environmental Factors

7.5.1 Crime Prevention

The glazed supermarket building provides for good passive surveillance opportunity. Further, the undercroft car park is required to be illuminated, and will minimise the opportunity of crime.

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

7.5.2 Noise Emissions

Noise emissions from the development are proposed to be minimised by:

- Restricting the hours of rubbish collection to between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day;
- The construction of a barrier around the roof mounted mechanical plant;
- The construction of an acoustic-treated fence at the northern boundary;
- Installation of acoustic-absorbing material at the northern wall above the loading dock area.

Noise associated with the delivery of goods is a consideration of this proposal. In the application documents, it is suggested that the loading dock will accommodate 24-hour deliveries, with two deliveries per day by a 15.5 metre

lock vehicle. A third delivery, via a 'small rigid vehicle' will deliver bakery products once a day prior to the store opening. Given ALDI's in-house operation of delivery, and demonstrated arrangements through their existing stores in South Australia, it is considered that this approach is acceptable. This is further considered acceptable, as demonstrated in the Environmental Noise Assessment prepared by Sonus, which considers that the proposed development will not cause detrimentally affect the amenity of the locality or cause unreasonable interference by the emission of noise, and thereby achieving the relevant provisions of the Development Plan.

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

7.5.3 Waste Management

A recycling and waste bin store is proposed to be located within the loading bay area, which will be screened from view. This bin is not anticipated to generate offensive odour, given that no food is prepared in the supermarket.

The waste collection of the recycled goods and waste is to occur in accordance with ALDI's waste management plan, which is nominated at an average of three times per week. The collection vehicle will utilise the loading bay area.

The acoustic treatment to this area, as per the loading bay, is considered acceptable, in addition to the condition suggested in the Sonus noise assessment which recommends that rubbish collection hours be restricted between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

As the Council did not provide any commentary with respect to waste management – likely as the waste collection is to occur by ALDI (or their contractor).

Accordingly, the Development Plan policy with respect to waste management is considered to be achieved.

7.5.4 Energy Efficiency

The Energy Efficiency section of the General Section of the Development Plan seeks development is designed and sited to conserve energy, that development should use large but appropriately shaded windows on the north and east; and smaller windows on the south and west, and development should facilitate the efficient use of photovoltaic cells.

The proposal is considered to achieve these policies, where the flat roof of the building is proposed to be populated with photovoltaic cells, and the windows of a size and position (and shading) to satisfy the intent of this policy.

7.5.5 Stormwater Management

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

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

The quality of the run-off water is expected to improve as a consequence of the development, given the use of the under-croft car parking, and the control of this run-off being able to be directed directly to underground infrastructure. A gross pollutant trap is proposed to be installed, which will further lessen the contaminants and pollutants before the water enters Council's stormwater system.

The proposed stormwater management is considered to satisfy the relevant provisions of the Development Plan which seek to protect the quality and amount of stormwater generated from new development.

A copy of the WGA stormwater management report is included as an attachment to this report.

7.6 Signage

Policy in the Mixed Use Zone seeks that advertisements should not flash or be animated; comprise buntings, streamers, flags or wind vanes; project above the roofline; or project above the top of a parapet.

General Wide policy seeks the number of signs should be minimised; the location, design, materials, and shape should be consistent with the predominant character and complement the architectural form and design of the building they are to be located on; and that freestanding advertisements be limited to only one primary advertisement per site, with a scale that is in keeping with the desired character of the locality and compatible with the development on the site.

The proposal includes:

- Two illuminated 'ALDI' wall signs on the west elevation
- Two illuminated 'ALDI' wall signs on the south elevation
- One illuminated 'ALDI' wall sign on the east elevation
- One illuminated 'ALDI' wall sign on the north elevation
- A 10-metre tall freestanding illuminated pylon sign at the south-western corner of the site.

Each of the wall signs measure 2.4 metres tall and 2 metres wide. These are consistent with the other wall signs on approved (and constructed) ALDI stores, and are considered to be an appropriate size, shape, design, and location; particularly in this locality which sees many buildings decorated with illuminated signage.

The sign face of the pylon sign measures, generally, 5.9 metres tall and 3 metres wide. This is, again, consistent with other pylon signage approved (and constructed) at other ALDI stores. The location of the sign is considered appropriate, where it separates it a fair distance from the store proper, but does not cause other conflict or negatively impact the amenity of the locality.

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

8. CONCLUSION

The proposal to demolish the entire existing two-level commercial building complex to facilitate the construction of a supermarket together with associated advertising displays, at-grade and undercroft parking and landscaping is considered appropriate in its location, notwithstanding the departures from a number of areas of the Development Plan; most notably the proposal of the supermarket, and its quantitative guidance of gross leasable floor area.

This assessment considers the appropriateness of recommending consent to such development against information provided by the applicant with respect to traffic impacts, as well as provision of a retail impact study which further assists in demonstrating the suitability of a supermarket at this site.

Whilst a supermarket, and indeed a shop over 'in the order of' 150 square metres in gross leasable area, is not strictly envisaged in the Zone, the proposed development is unlikely to have a detrimental impact on the locality. The overall gross floor area of the existing uses on the site is in the order of 1600 square metres, with the proposed gross leasable floor area in the order of 1800 square metres – a net increase of approximately 200 square metres. It is considered that the amalgamation of waste, traffic management, and noise impacts by one site occupier (compared with the existing 11) is a better way of managing the site as a collective; notwithstanding it is not envisaged in this Zone.

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

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

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

9. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Holdfast Bay Council Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Polites Developments Pty Ltd for demolition of all structures and staged construction of a supermarket (shop), with associated advertising, fencing, car parking, solar panels and landscaping at 601-603 Anzac Highway, Glenelg North, subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application 110/E006/19.

Reason for condition: To ensure the development is undertaken in accordance with the endorsed plans and application details.

2. Waste collection on the site shall only occur between the hours of:
9:00am and 7:00pm on a Sunday or public holiday, and
7:00am and 7:00pm on any other day.

Reason for condition: To reduce the potential noise impacts and to protect the amenity of the locality.

3. Delivery vehicles accessing the site shall be restricted to a maximum length of 15.5 metres, with these vehicles having a down-swept (low level discharge) exhaust system and attenuated compressed air release.

Reason for condition: To reduce the impact of potential conflict issues and to protect the amenity of the locality.

4. All service and delivery vehicles operated by ALDI (or on behalf of ALDI) may only enter, exit, and be used on the subject land in accordance with the 'ALDI Delivery & Loading Procedures', as submitted with this application.

Reason for condition: To reduce the impact of potential conflict issues and to protect the amenity of the locality.

5. Landscaping shown on the approved plans shall be well established prior to the operation of the development. Plantings shall be irrigated, maintained, and nurtured at all times with any diseased or dying plants being replaced.

Reason for condition: To ensure the development is constructed and maintained in accordance with the approved plans.

6. All external lighting on the site shall be designed and constructed to conform to Australian Standard AS4282-1997.

Reason for condition: To ensure safe operation of the development.

7. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.

Reason for condition: To ensure safe operation of the development.

8. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) prior to the occupation or use of the development.

Reason for condition: To ensure safe operation of the development.

9. All bicycle parks shall be designed and constructed in accordance with Australian Standard AS2890.3-2015.

Reason for condition: To ensure safe operation of the development.

10. All external lighting on the site shall be designed and constructed to conform to Australian Standard AS4282-1997.

Reason for condition: To ensure safe operation of the development.

ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. The cost of works relating to the alterations to crossovers and associated line marking are to be borne fully by the applicant, and are subject to separate approvals required under the *Local Government Act 1999*.



Will Gormly
Senior Planning Officer
City & Inner Metro Development Assessment
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

PROPOSED ALDI GLENELG NORTH

601 - 603 ANZAC HIGHWAY
GLENELG NORTH, SOUTH AUSTRALIA



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PROPOSED ALDI GLENELG NORTH

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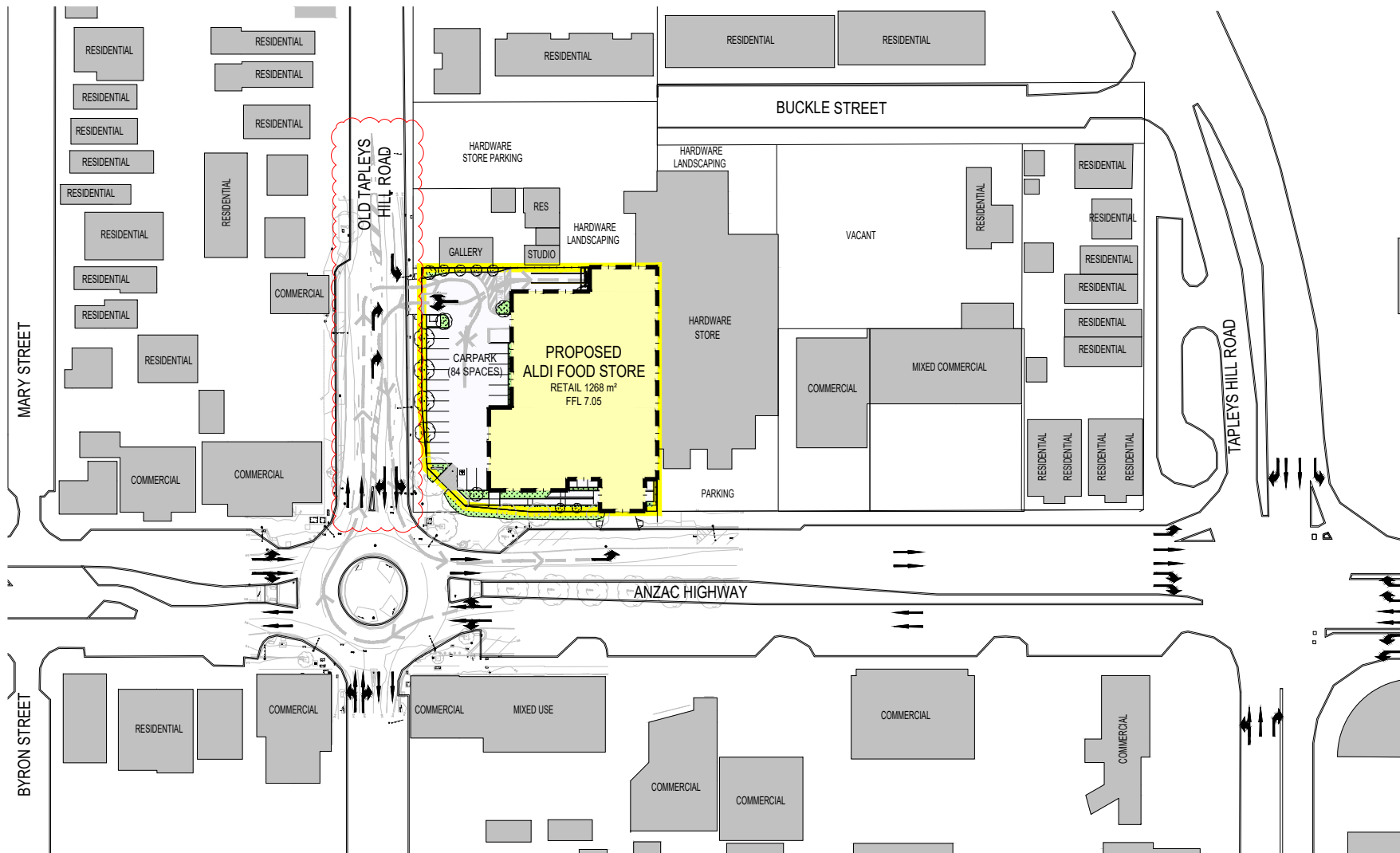
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DA01.1	A	LOCATION PLAN	1:1000
DA02.1	-	EXISTING SITE PLAN	1:500
DA02.2	A	DEMOLITION SITE PLAN	1:500
DA02.3	D	PROPOSED LOWER SITE PLAN	1:500
DA02.4	-	PROPOSED UPPER SITE PLAN	1:500
DA02.5	-	PROPOSED ROOF PLAN	1:500
DA03.1	-	ALDI EXTERNAL ELEVATIONS	1:250
DA03.2	C	ALDI EXTERNAL ELEVATIONS	1:250
DA03.3	-	ALDI EXTERNAL ELEVATIONS - WITH STREET TREES	1:250
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DA04.1	-	PROPOSED SECTIONS	1:250
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DA06.1	-	PROPOSED 3D VISUAL RENDERS - SHEET 1	NTS
DA06.2	-	PROPOSED 3D VISUAL RENDERS - SHEET 2	NTS
DA06.3	-	PROPOSED 3D VISUAL RENDERS - SHEET 3	NTS



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REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.19	PLANNING	LT	TB



01 LOCALITY PLAN
1:1000 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
LOCALITY PLAN

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01 EXISTING SITE PLAN
1:500 EXISTING

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
EXISTING SITE PLAN

NIELSEN ARCHITECTS

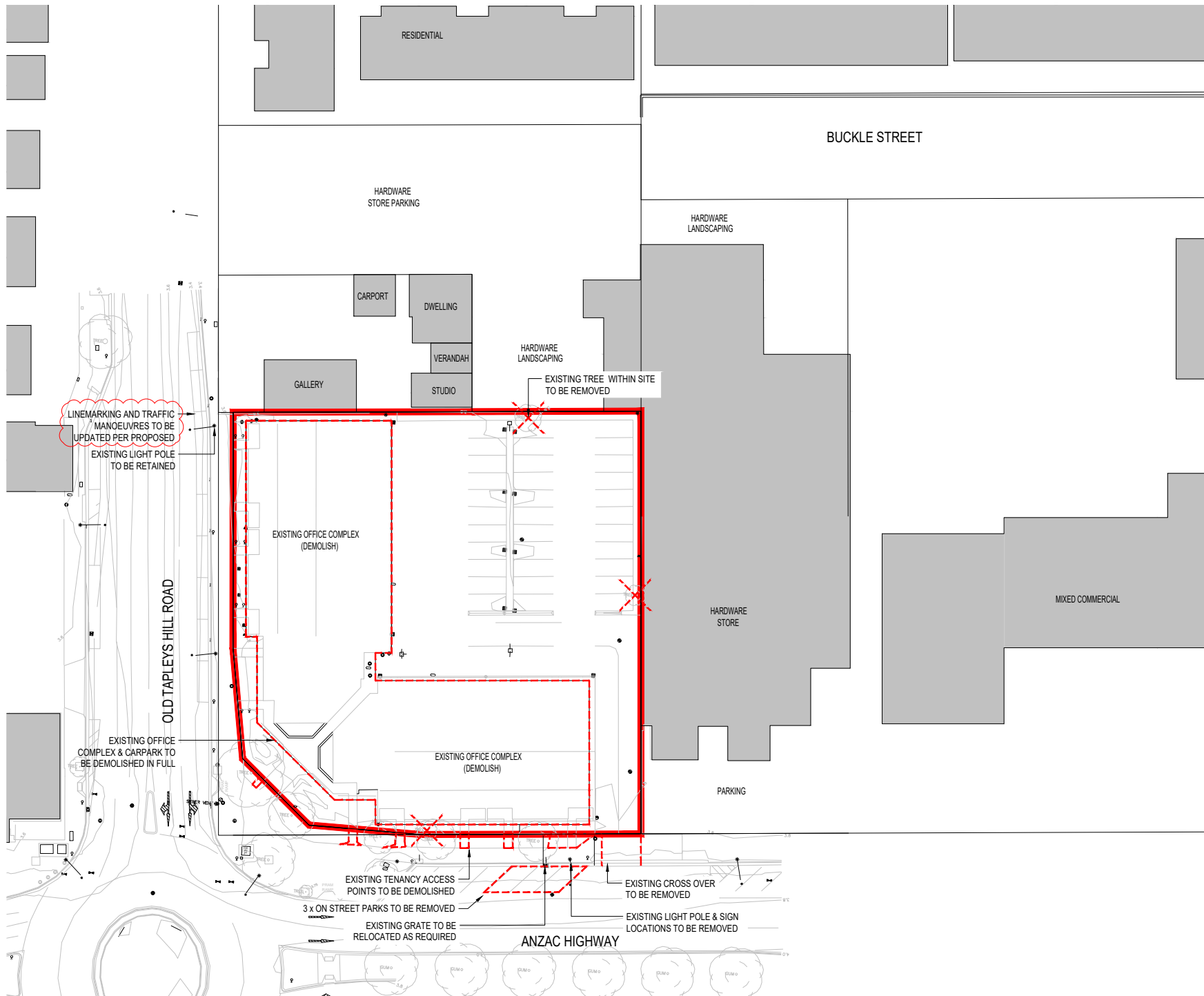
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REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.19	PLANNING	LT	TB

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



01 DEMOLITION PLAN
1:500 PROPOSED

CLIENT
ALDI STORES

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
DEMOLITION PLAN

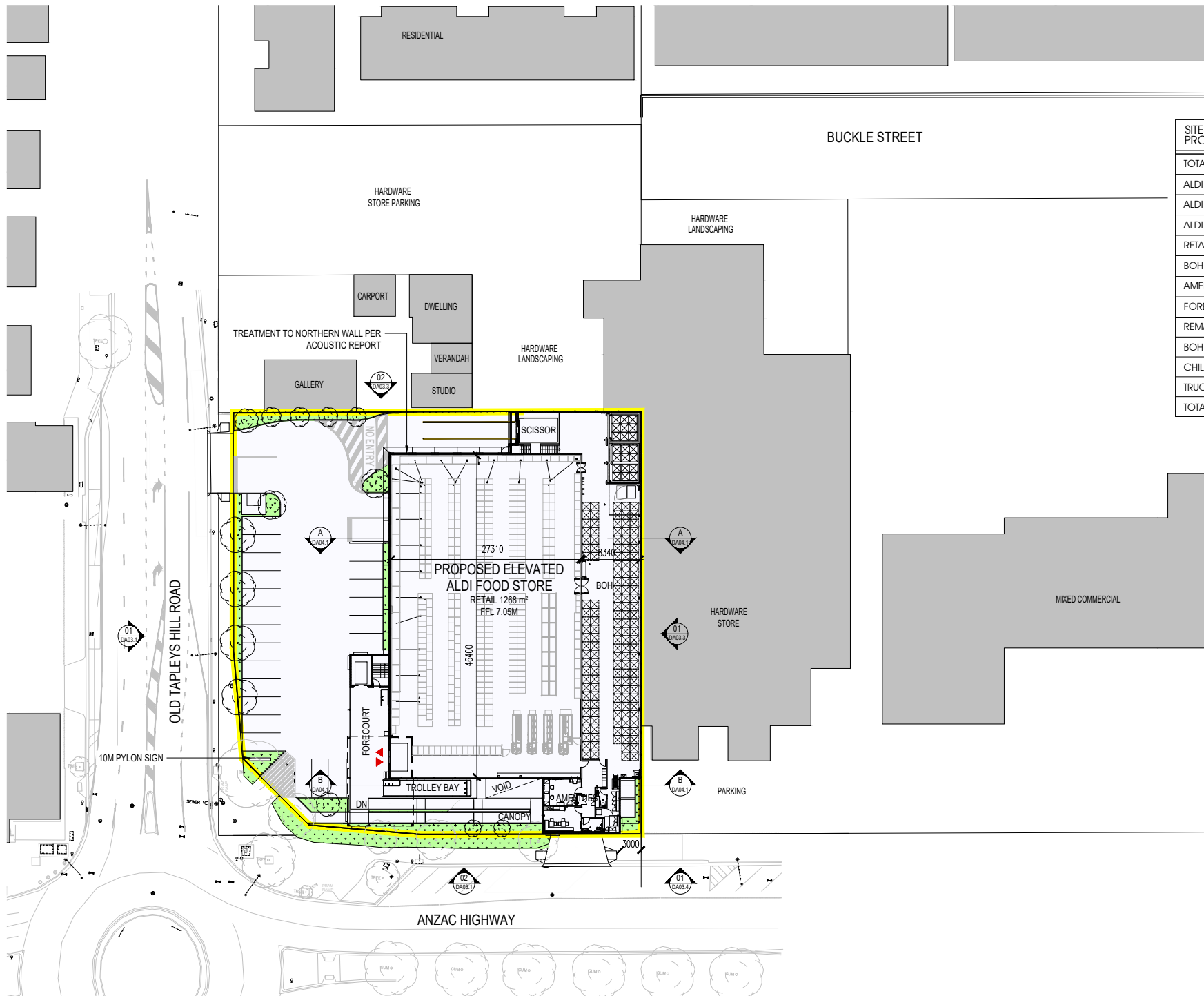
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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

SITE PLAN PROPERTY DESCRIPTION	
TOTAL SITE AREA	3490m ²
ALDI GROSS AREA	2068m ²
ALDI NETT AREA (INC. F.C.)	2001m ²
ALDI NETT AREA (EXC. F.C.) - GLAR	1843m ²
RETAIL NETT AREA	1268m ²
BOH NETT AREA	499m ²
AMENITIES NETT AREA	76m ²
FORECOURT AREA (UPPER)	158m ²
REMAINING NETT AREA (INC. F.C.)	733m ²
BOH PALLETS	143
CHILLER LENGTH	43.75
TRUCK LENGTH	15.5M
TOTAL CARPARKS	84



01 UPPER SITE PLAN
1:500 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
UPPER SITE PLAN

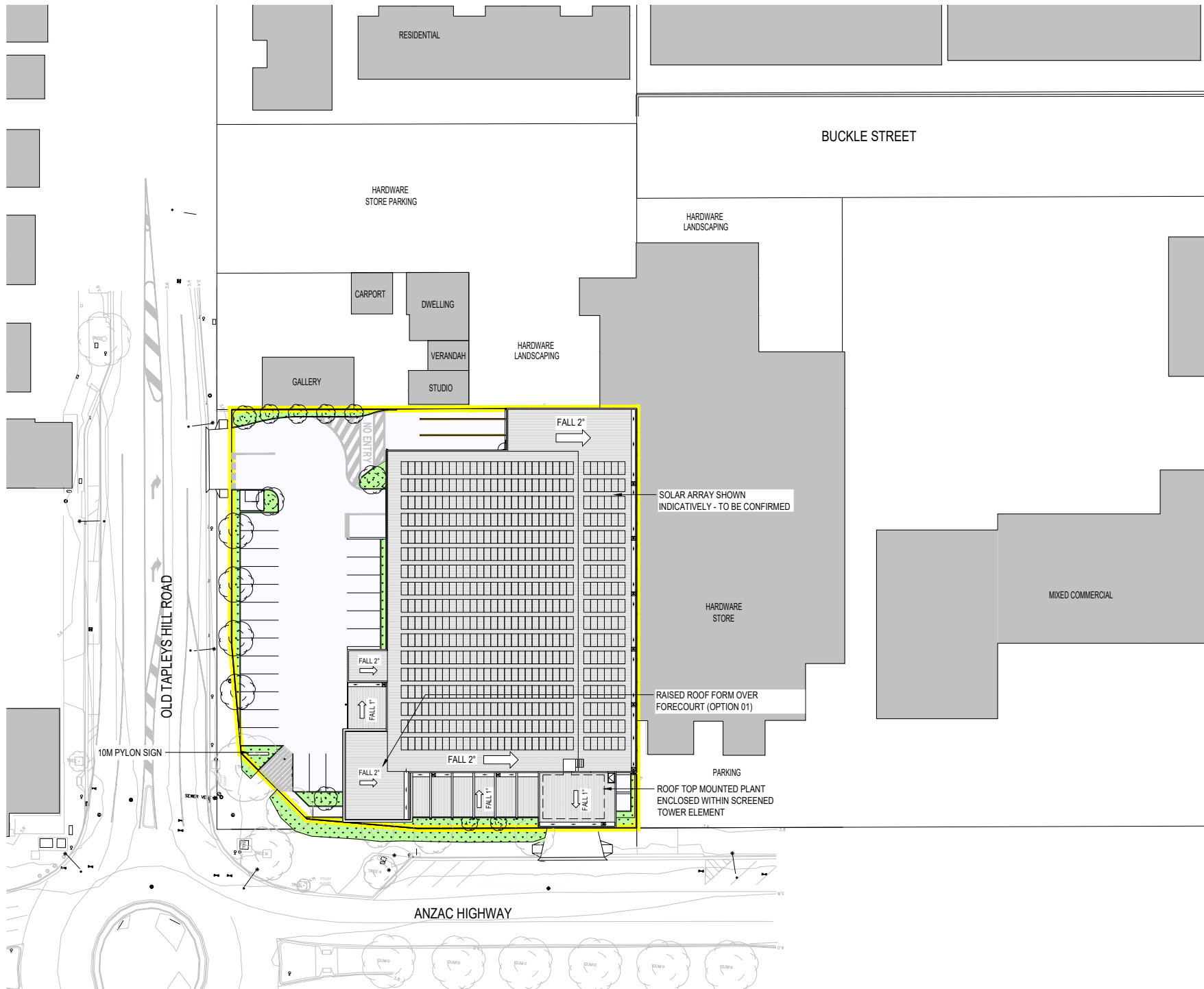
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-	-	-	-	-



01 ROOF DRAINAGE
1:500 PROPOSED

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ROOF DRAINAGE PLAN

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-	-	-	-	-



01 OLD TAPLEYS HILL ROAD ELEVATION
DA02.4 1:250 WEST



02 ANZAC HIGHWAY ELEVATION
DA02.4 1:250 SOUTH

MATERIAL SCHEDULE	
01	PRECAST RC PANEL, PAINT FINISH DULUX FLUORESCENT FIRE
02	PRECAST RC PANEL, PAINT FINISH DULUX DRIVETIME
03	PERFORATED POWDERCOATED SCREEN DULUX COPPER KINETIC AFFIXED OVER STEEL FRAME
04	FIBRE CEMENT FASCIA DULUX DRIVETIME
05	EXPOSED METALWORK TO CANOPY FOR PAINTED FINISH COLORBOND MONUMENT
06	POWDERCOATED PLANT LOUVERS & FRAME DULUX BASALT
07	ANODISED ALUMINIUM WINDOW FRAMES NATURAL FINISH
08	SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
09	STEEL SUNSHADE FRAMES - PAINTED FINISH COLORBOND MONUMENT
10	COLORBOND CAPPING COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH
11	RAIN HEAD AND DOWNPIPES COLORBOND BASALT
12	DOOR & FRAME DULUX DRIVETIME
13	ALDI ILLUMINATED SIGNS
14	TROLLEY BAY
15	SOLAR PANELS BEHIND ROOF FORM
16	ALUMINIUM FRAMED GLASS BALLUSTRADE CLEAR GLAZING INFILL
17	PANEL LIFT DOOR COLORBOND BASALT
18	PRECAST PANELS TO BIN STORE, PAINTED FINISH DULUX DRIVETIME
19	PERFORATED METAL ACOUSTIC CLADDING DULUX FLUORESCENT FIRE
20	PRECAST RC PANEL, NO FINISH (WHERE AGAINST EXISTING STRUCTURE)

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ELEVATIONS

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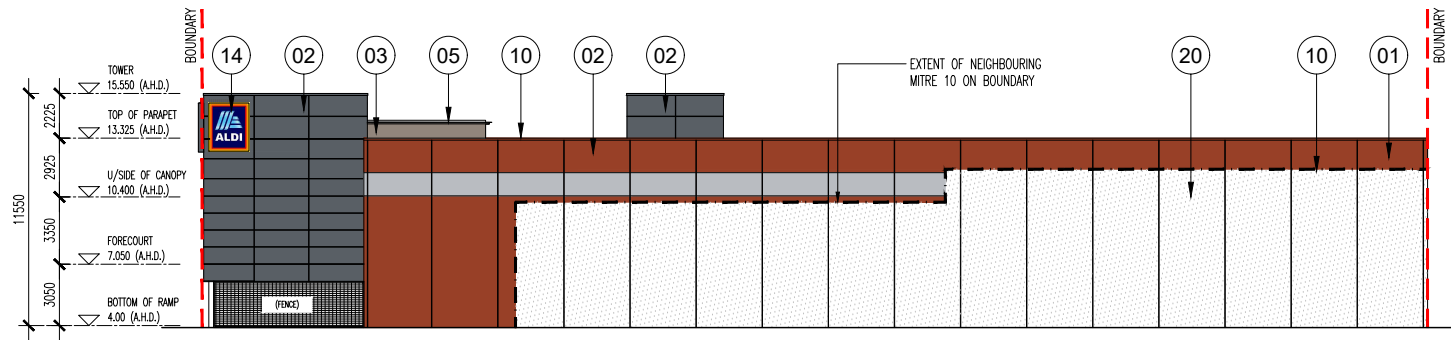
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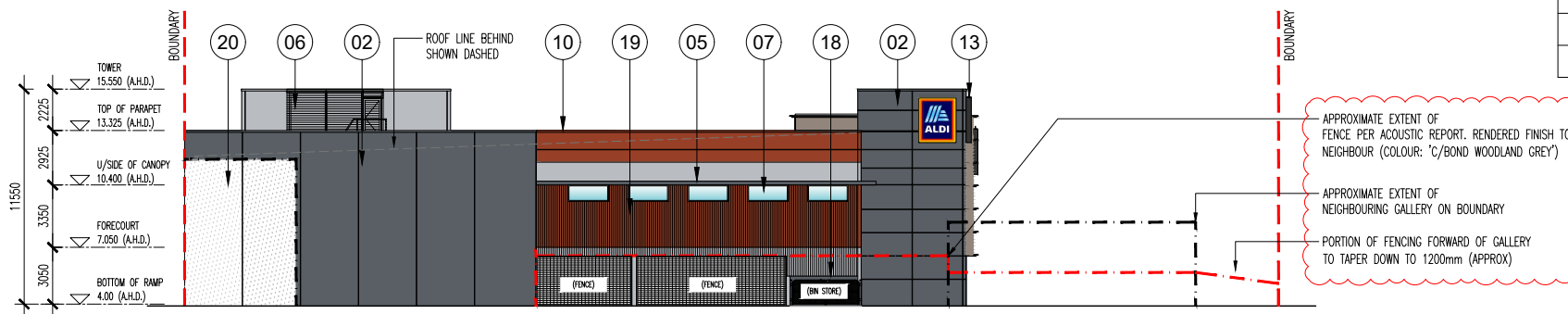
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B	12.11.19	PLANNING	LT	TB
C	18.11.19	PLANNING	LT	TB



MATERIAL SCHEDULE

01	PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
02	PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
03	PERFORATED POWDERCOATED SCREEN DULUX 'COPPER KINETIC' AFFIXED OVER STEEL FRAME
04	FIBRE CEMENT FASCIA DULUX 'DRIVETIME'
05	EXPOSED METALWORK TO CANOPY FOR PAINTED FINISH COLORBOND 'MONUMENT'
06	POWDERCOATED PLANT LOUVERS & FRAME NATURAL FINISH
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10	COLORBOND CAPPING COLOUR TO MATCH ADJACENT PRECAST PANEL FINISH
11	RAIN HEAD AND DOWNPIPES COLORBOND 'BASALT'
12	DOOR & FRAME DULUX 'DRIVETIME'
13	ALDI ILLUMINATED SIGNS
14	TROLLEY BAY
15	SOLAR PANELS BEHIND ROOF FORM
16	ALUMINIUM FRAMED GLASS BALUSTRADE CLEAR GLAZING INFILL
17	PANEL LIFT DOOR COLORBOND 'BASALT'
18	PRECAST PANELS TO BIN STORE, PAINTED FINISH DULUX 'DRIVETIME'
19	PERFORATED METAL ACOUSTIC CLADDING DULUX 'FLUORESCENT FIRE'
20	PRECAST RC PANEL, NO FINISH (WHERE AGAINST EXISTING STRUCTURE)

01 SIDE ELEVATION
DA02.4 1:250 EAST



02 REAR ELEVATION
DA02.4 1:250 NORTH

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ELEVATIONS

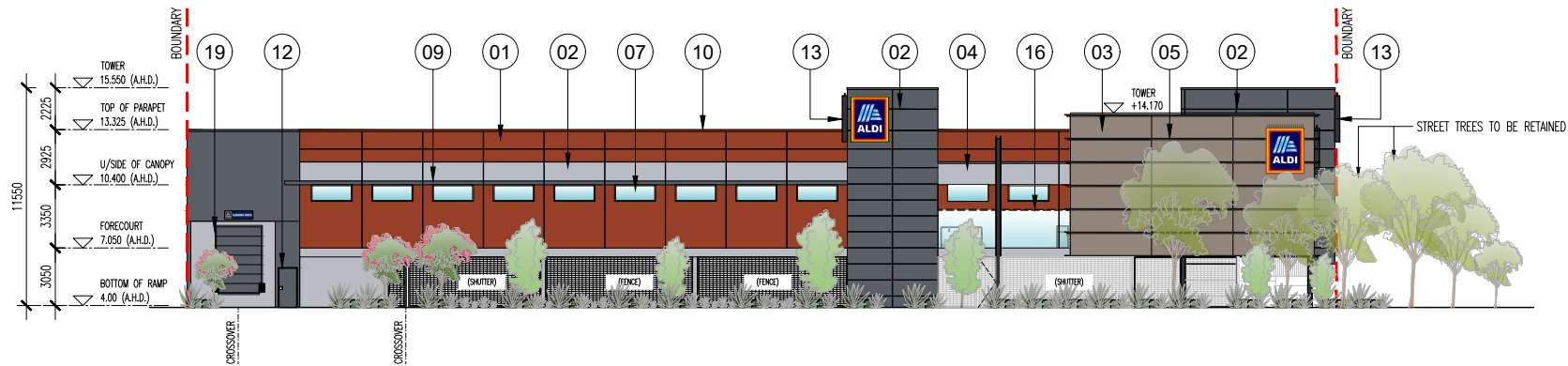
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2296	DA03.2	DA	C

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MATERIAL SCHEDULE	
01	PRECAST RC PANEL, PAINT FINISH DULUX FLUORESCENT FIRE
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20	PRECAST RC PANEL, NO FINISH (WHERE AGAINST EXISTING STRUCTURE)

01 OLD TAPLEYS HILL ROAD ELEVATION - WITH STREET TREES
DA02.4 1:250 WEST



02 ANZAC HIGHWAY ELEVATION - WITH STREET TREES
DA02.4 1:250 SOUTH

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ELEVATIONS
WITH STREET TREES

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PROJECT No	DRAWING No	STATUS	REV
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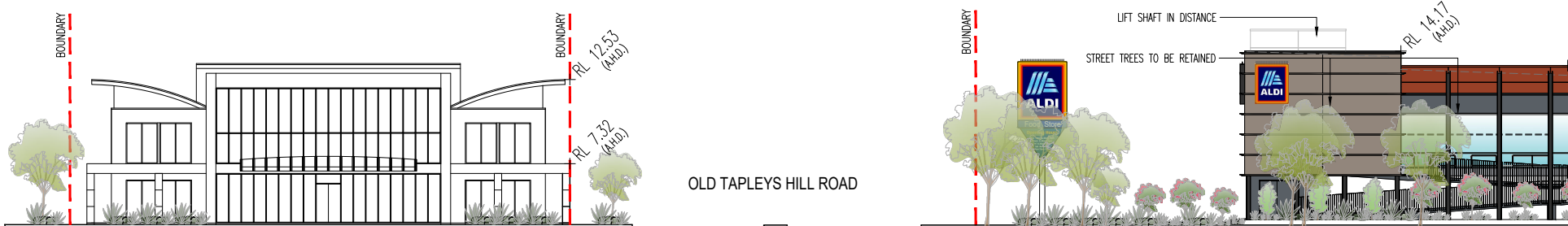
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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 ANZAC HIGHWAY STREETSCAPE ELEVATION
1:500 SOUTH



02 ANZAC HIGHWAY STREETSCAPE ELEVATION
1:250 WESTERN END



03 ANZAC HIGHWAY STREETSCAPE ELEVATION
1:250 EASTERN END

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

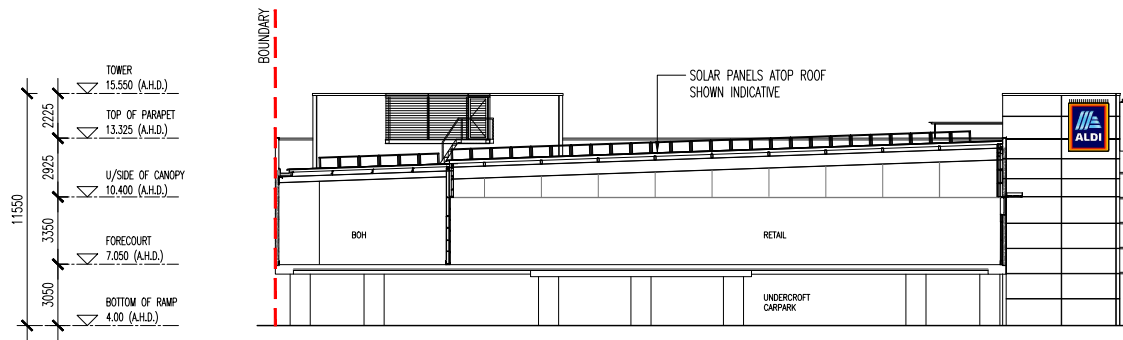
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ELEVATIONS

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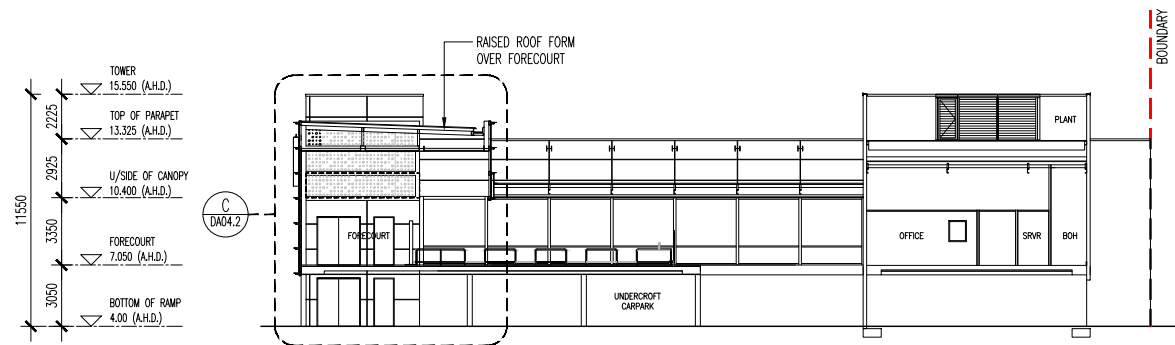
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PROJECT No	DRAWING No	STATUS	REV
2296	DA03.4	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 SECTION - A-A
DA02.4 1:250 PROPOSED



02 SECTION - B-B
DA02.4 1:250 PROPOSED

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
SECTIONS

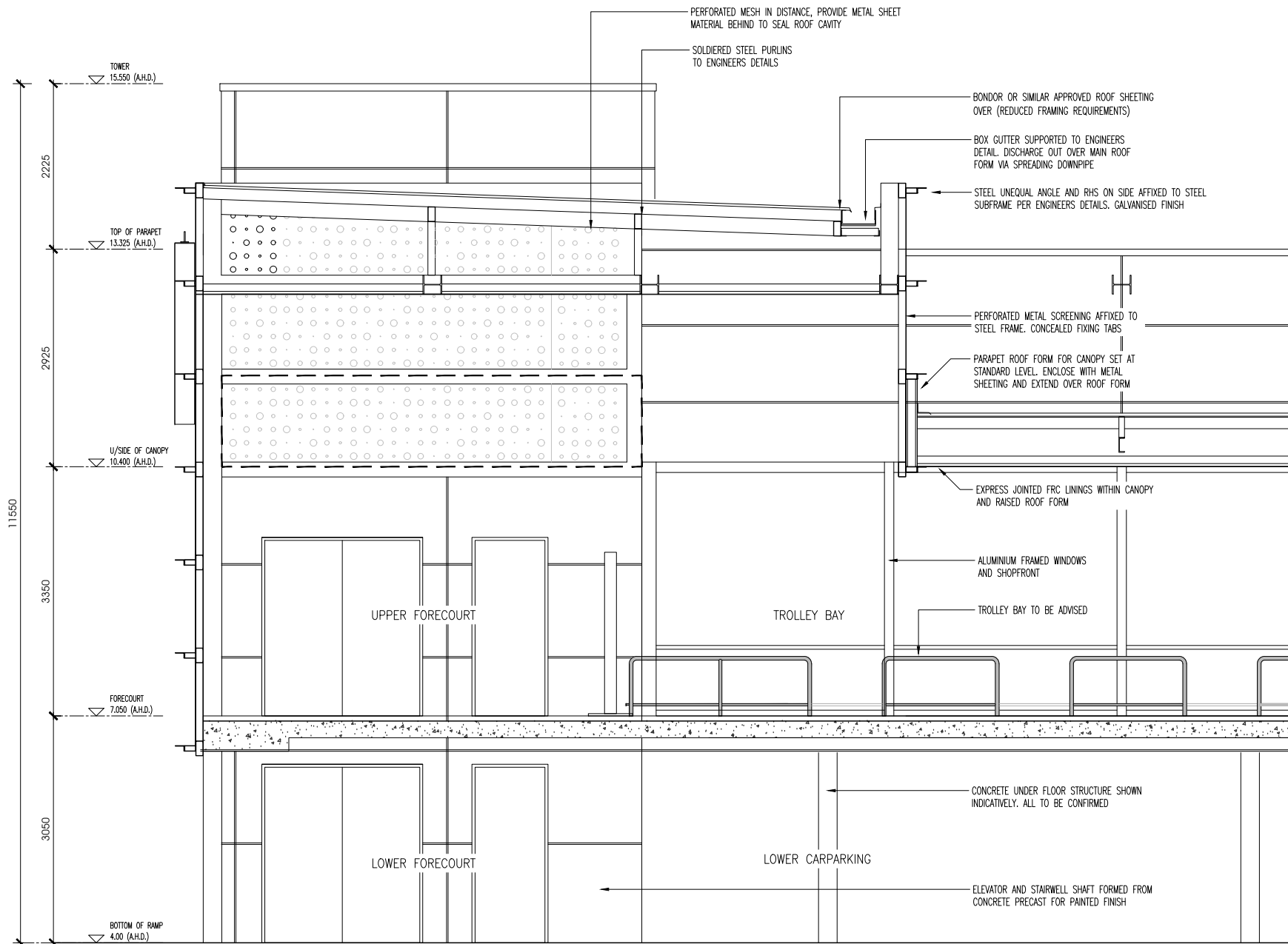
NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:250	AUG 2019	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2296	DA04.1	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
SECTIONS

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

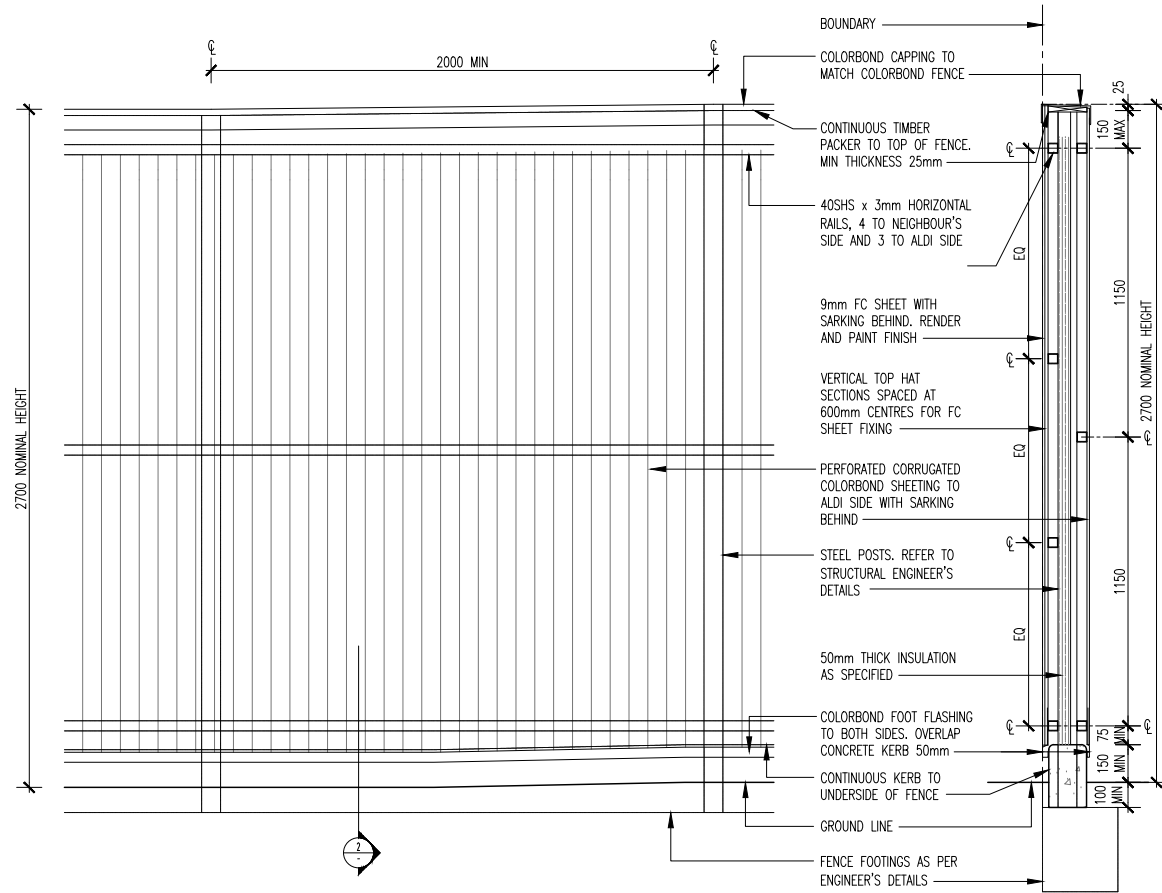
SCALE	DATE	DRAWN	CHECKED
1:50	AUG 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA04.2	DA	-



01 SECTION - C
DA04.1 1:50 PROPOSED

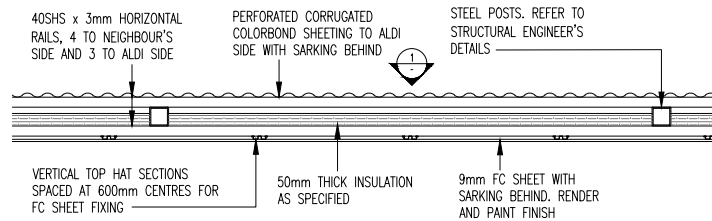
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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 ACoustic FENCE ELEVATION
1:20 PROPOSED

02 ACoustic FENCE SECTION
1:20 PROPOSED



03 ACoustic FENCE PLAN DETAIL
1:20 PROPOSED

CLIENT
ALDI STORES



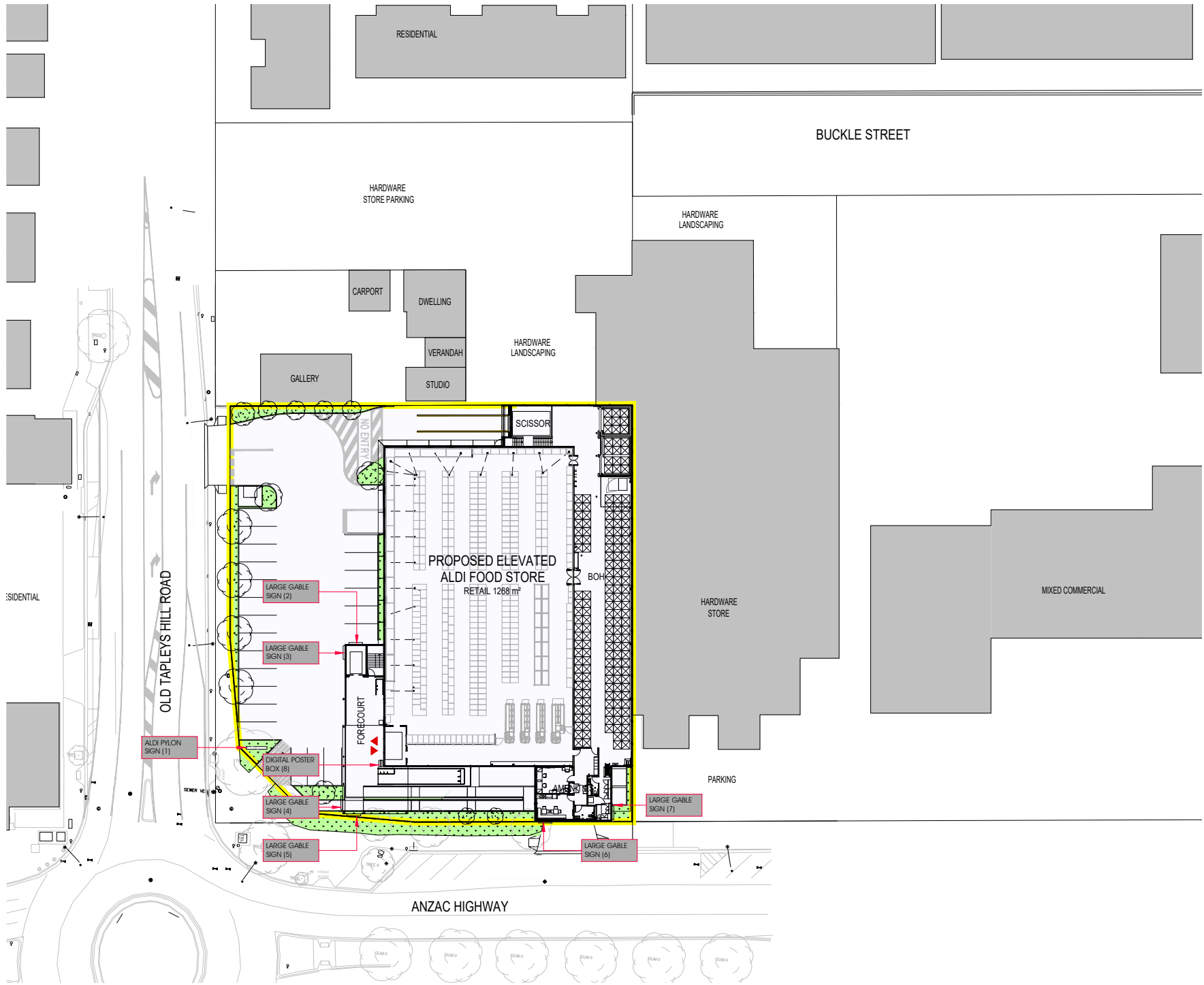
PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ACOUSTIC FENCE DETAIL

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

SCALE 1:20 DATE OCT 2019 DRAWN LT CHECKED TB

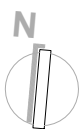
PROJECT No 2296 DRAWING No DA04.3 STATUS DA REV -




NOTES ORIGINAL A3

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 SIGNAGE PLAN
1:500 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
SIGNAGE PLAN

 NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
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SCALE	DATE	DRAWN	CHECKED
1:500	AUG 2019	LT	TB

PROJECT No	DRAWING No	STATUS	REV
2296	DA05.1	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



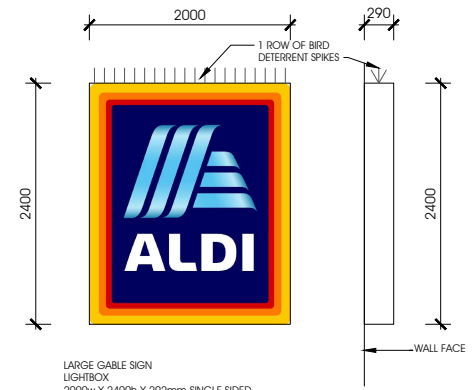
POLE
324 DIA. X 6MM CHS
5.95m TALL
32mm MS BASE PLATE
HOT DIPPED GALVANISED
MIO PAINT FINISH

FOOTING
CONCRETE FOOTING TO ENGINEERS DETAIL

OPENING HOURS SIGN
P1 OPENING HOURS SIGN - 2700w X 1850h
SAPPHIRE BLUE 4mm ACM
INSTALLED VIA SUITABLE MOUNTING BRACKETS TO
PYLON AND UNDERSIDE OF SIGN
BRACKETS TO BE PAINTED DULUX 'OLDE PEWTER'

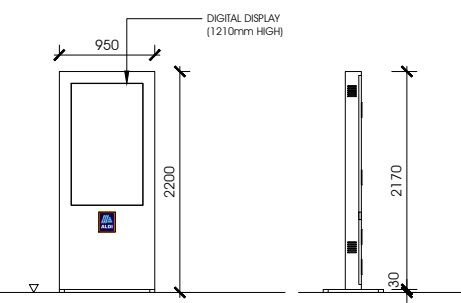
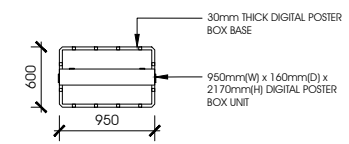
LIGHTBOX
LIGHT BOX 01-3600 X 3000 X 550 DOUBLE SIDED
FLEX FACE BOX
LIGHT BOX 02-450 X 3000 X 550 DOUBLE SIDED
FLEX FACE BOX
INTERNAL MILD STEEL FRAME
ALUMINIUM 'OZ' FLEX FACE EXTRUSION
1.6mm ALUMINIUM EXTERNAL CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MIO PAINT FINISH TO EXTERNAL SURFACE
INTERNAL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

01 ALDI PYLON SIGN (1)
1:50



LARGE GABLE SIGN
LIGHTBOX
2000w X 2400h X 292mm SINGLE SIDED
FLEXFACE WALL SIGN,
DIR-S71 OR SIMILAR 200mm ALUM SIGNBOX
EXTRUSION WITH 1.6mm ALUMINIUM
CLADDING TO BACK
PAINT FINISH EXTERNAL: DULUX OLD PEWTER
50243 70% GLOSS IN 2 PACK POLYURETHANE
OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: DAYLIGHT
FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000
LUMENS 16,500

02 LARGE GABLE SIGN (2, 3, 4, 5, 6, & 7)
1:50



03 POSTER BOX (8)
1:50

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

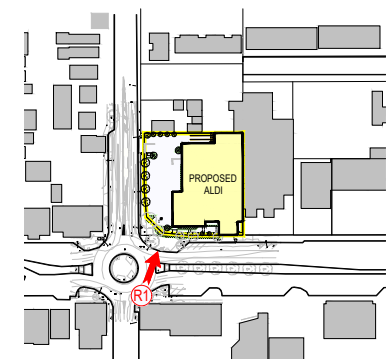
DRAWING
SIGNAGE DETAILS

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

SCALE	DATE	DRAWN	CHECKED
1:50	AUG 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA05.2	DA	-

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



02 KEY PLAN
- 1:3000

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 01

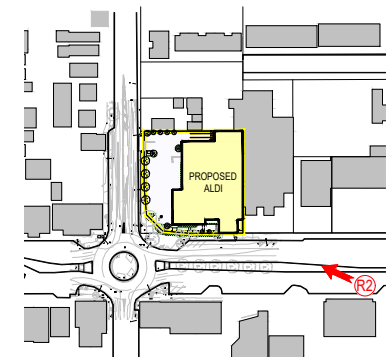
 1/08 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA06.1	DA	-

01 3D RENDER
- NTS IMAGE 01

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



02 KEY PLAN
- 1:3000

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 02

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

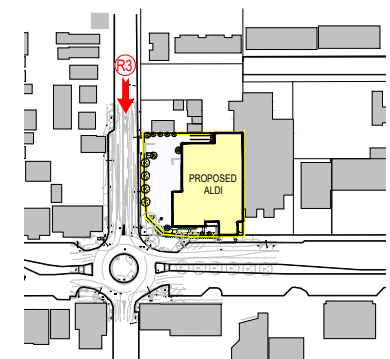
SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA06.2	DA	-

NOTES

ORIGINAL A3

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



02 KEY PLAN
- 1:3000

CLIENT
ALDI STORES



PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
PROPOSED 3D VISUAL RENDERS
SHEET 03

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

SCALE	DATE	DRAWN	CHECKED
NTS	AUG 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA06.3	DA	-

01 3D RENDER
NTS IMAGE 03



REAL PROPERTY ACT, 1886



South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5025 Folio 262

Parent Title(s)	CT 4189/39				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	30/05/1991	Edition	4	Edition Issued	15/05/2002

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

STEPHEN PETER WESTERN
OF 4 ADELINE COURT MARION SA 5043

Description of Land

UNIT 7 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1986



South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5025 Folio 263

Parent Title(s) CT 4189/40
Creating Dealing(s) CONVERTED TITLE
Title Issued 30/05/1991 Edition 6 Edition Issued 08/02/2018

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

MATTHEW JOHN LEVESQUE-HOCKING
OF L 19 207 KENT STREET SYDNEY NSW 2000

Description of Land

UNIT 8 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL
Registrar-General's Notes NIL
Administrative Interests NIL



REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 5025 Folio 264

Parent Title(s) CT 4189/41
Creating Dealing(s) CONVERTED TITLE
Title Issued 30/05/1991 Edition 9 Edition Issued 04/01/2012

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

MICHAEL TIMOTHY WALKER
HELEN ELIZABETH WALKER
OF 5 MONTANA DRIVE NOVAR GARDENS SA 5040
WITH NO SURVIVORSHIP

Description of Land

UNIT 9 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL
Registrar-General's Notes NIL
Administrative Interests NIL



REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 5025 Folio 266

Parent Title(s)	CT 4189/43			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	30/05/1991	Edition 6	Edition Issued	20/08/2018

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

POTISI HOLDINGS PTY. LTD. (ACN: 098 269 222)
OF 28 JOHN STREET ELWOOD VIC 3189

Description of Land

UNIT 11 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1986



South Australia

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Certificate of Title - Volume 5025 Folio 258

Parent Title(s) CT 4189/35
 Creating Dealing(s) CONVERTED TITLE
 Title Issued 30/05/1991 Edition 6 Edition Issued 25/02/2000

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

FRAMING ENTERPRISES PTY. LTD. (ACN: 007 965 522)
OF 36 MALURUS AVENUE LOCKLEYS SA 5032

Description of Land

UNIT 3 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
8835398	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1986



South Australia

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Certificate of Title - Volume 6023 Folio 238

Parent Title(s) CT 5025/265
 Creating Dealing(s) SC 11059106
 Title Issued 10/11/2008 Edition 1 Edition Issued 10/11/2008

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

PETER ALAN LUEDEKE
 JULIA LUEDEKE
 OF UNIT 11 9-11 SOUTH ESPLANADE GLENELG SA 5045
 WITH NO SURVIVORSHIP

Description of Land

UNIT 10 STRATA PLAN 4939
 IN THE AREA NAMED GLENELG NORTH
 HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL
 Priority Notices NIL
 Notations on Plan NIL
 Registrar-General's Notes NIL
 Administrative Interests NIL



REAL PROPERTY ACT, 1896



South Australia

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Certificate of Title - Volume 6037 Folio 262

Parent Title(s)	CT 5025/256			
Creating Dealing(s)	SC 11185662			
Title Issued	24/06/2009	Edition 2	Edition Issued	29/06/2009

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

SEW-EURODRIVE PTY. LTD. (ACN: 006 076 053)
OF 27 BEVERAGE DRIVE TULLAMARINE VIC 3043

Description of Land

UNIT 1 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1986



South Australia

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Certificate of Title - Volume 5025 Folio 257

Parent Title(s)	CT 4189/34				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	30/05/1991	Edition	4	Edition Issued	19/06/2003

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

BRIAN NEIL SMYTH
JEANNETTE LORIOT SMYTH
OF 68A COROMANDEL PARADE BLACKWOOD SA 5051
AS JOINT TENANTS

Description of Land

UNIT 2 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product	Register Search Plus (CT 5025/259)
Date/Time	10/10/2018 11:34AM
Customer Reference	183573:LGA
Order ID	20181010003888
Cost	\$34.50

REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 5025 Folio 259

Parent Title(s)	CT 4189/36				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	30/05/1991	Edition	6	Edition Issued	11/12/2006

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

MARK ALEXANDER ROBINSON
JANE ROBINSON
OF 15B SALISBURY STREET SOMERTON PARK SA 5044
WITH NO SURVIVORSHIP

Description of Land

UNIT 4 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 5025 Folio 260

Parent Title(s) CT 4189/37
 Creating Dealing(s) CONVERTED TITLE
 Title Issued 30/05/1991 Edition 6 Edition Issued 07/02/2007

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

PETRIA JAYE ALLEN
OF 21 MACDONNELL STREET HIGHBURY SA 5089

Description of Land

UNIT 5 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
10627703	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



REAL PROPERTY ACT, 1986



South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5025 Folio 261

Parent Title(s) CT 4189/38
Creating Dealing(s) CONVERTED TITLE
Title Issued 30/05/1991 Edition 2 Edition Issued 24/07/2007

Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

ALLAN EDWIN CORRIN
BARBARA RAE CORRIN
OF 41 DULKARA ROAD INGLE FARM SA 5098
WITH NO SURVIVORSHIP

Description of Land

UNIT 6 STRATA PLAN 4939
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL
Registrar-General's Notes NIL
Administrative Interests NIL

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: CITY OF HOLDFAST BAY

APPLICANT: POLITES DEVELOPMENT P/L

Postal Address: 29 HAMLEY STREET
ADELAIDE SA 5000

Owner: AS ABOVE

Postal Address: _____

BUILDER: TBA

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: EKISTICS PLANNING C/-
BECK THOMAS

Telephone: 0474894433 [work] 08 7231 0286 [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: OFFICES / CONSULTING ROOMS

DESCRIPTION OF PROPOSED DEVELOPMENT: SUPERMARKET, CARPARK, SIGNAGE, FENCING, SOLAR

LOCATION OF PROPOSED DEVELOPMENT: PANELS & LANDSCAPING

House No: 601-603 Lot No: _____ Street: ANZAC HWAY Town/Suburb: GLENELG NORTH

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

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

LAND DIVISION: N/A

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____

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

BUILDING RULES CLASSIFICATION SOUGHT: N/A Present classification: _____

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

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

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

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

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

DEVELOPMENT COST [do not include any fit-out costs]: \$ 7.4M

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

SIGNATURE: 

Dated: 16 / 08 / 2019

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

- Complying
- Non Complying
- Notification Cat 2
- Notification Cat 3
- Referrals/Concurrences
- DA Commission

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

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

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

To: STATE COMMISSION ASSESSMENT PANEL

From: POLITES DEVELOPMENT P/L

Date of Application: 16/08/2019

Location of Proposed Development:601-603 Anzac Hwy Glenelg North.....

House No: ⁶⁰¹⁻~~603~~. Lot No: Street: ANZAC HWAY... Town/Suburb: GLENELG NORTH

Section No (full/part):Hundred:

Volume: Folio: REFER ATTACHED DETAIL

Nature of Proposed Development:

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

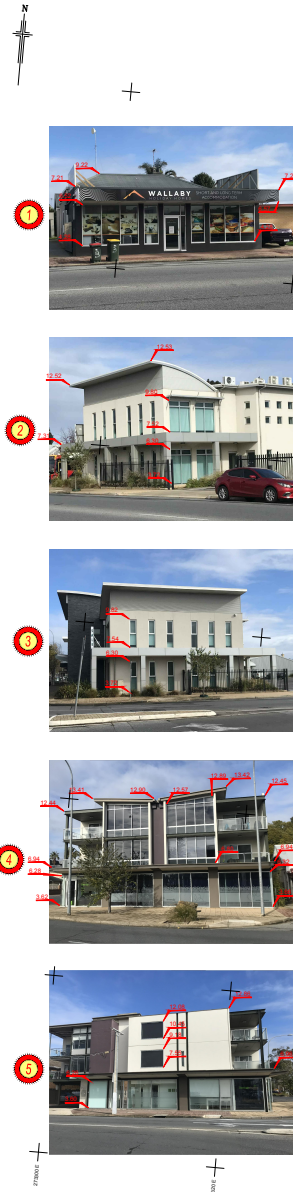
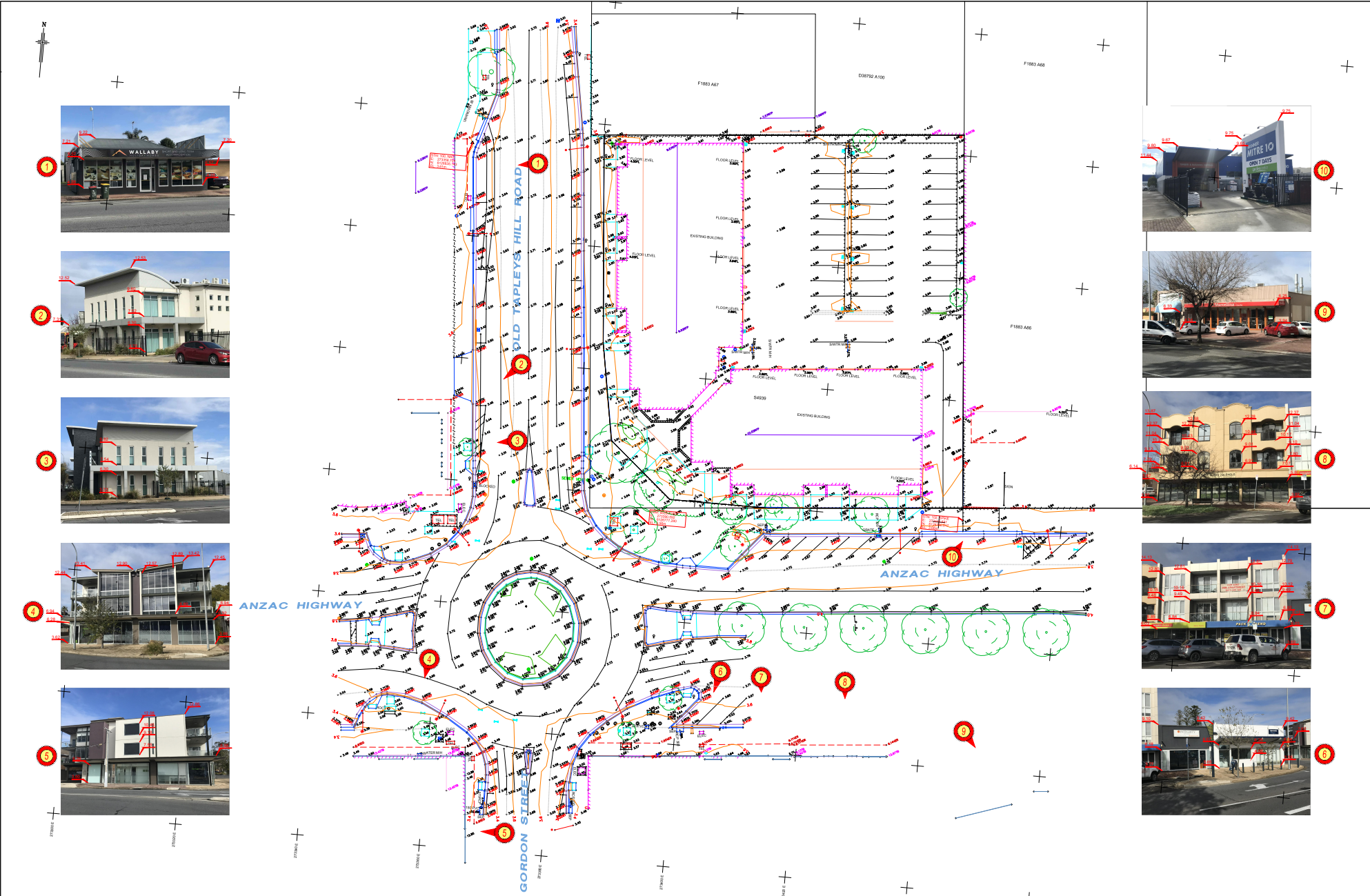
Date: 16/08/2019

Signed: 

Note 1

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

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



NO.	DATE	DESCRIPTION	BY	CHK
APPROVALS, WORKSHEETS AND APPROVALS				

LEGEND

<ul style="list-style-type: none"> EXISTING BUILDING EXISTING WALL EXISTING WINDOW EXISTING DOOR EXISTING ROOF EXISTING FLOOR EXISTING CEILING EXISTING LIGHTING EXISTING PLUMBING EXISTING ELECTRICAL EXISTING MECHANICAL EXISTING LANDSCAPE EXISTING PAVEMENT EXISTING DRIVEWAY EXISTING CARPORT EXISTING GARAGE EXISTING PORCH EXISTING PATIO EXISTING BALCONY EXISTING TERRACE EXISTING STAIR EXISTING ELEVATOR EXISTING ESCAPE ROUTE EXISTING SIGNAGE EXISTING FENCE EXISTING GATE EXISTING WALL EXISTING WINDOW EXISTING DOOR EXISTING ROOF EXISTING FLOOR EXISTING CEILING EXISTING LIGHTING EXISTING PLUMBING EXISTING ELECTRICAL EXISTING MECHANICAL EXISTING LANDSCAPE EXISTING PAVEMENT EXISTING DRIVEWAY EXISTING CARPORT EXISTING GARAGE EXISTING PORCH EXISTING PATIO EXISTING BALCONY EXISTING TERRACE EXISTING STAIR EXISTING ELEVATOR EXISTING ESCAPE ROUTE EXISTING SIGNAGE EXISTING FENCE EXISTING GATE 	<ul style="list-style-type: none"> NEW BUILDING NEW WALL NEW WINDOW NEW DOOR NEW ROOF NEW FLOOR NEW CEILING NEW LIGHTING NEW PLUMBING NEW ELECTRICAL NEW MECHANICAL NEW LANDSCAPE NEW PAVEMENT NEW DRIVEWAY NEW CARPORT NEW GARAGE NEW PORCH NEW PATIO NEW BALCONY NEW TERRACE NEW STAIR NEW ELEVATOR NEW ESCAPE ROUTE NEW SIGNAGE NEW FENCE NEW GATE
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COORDINATE SYSTEM

VERTICAL: AUSTRALIAN NATIONAL GRID
 HORIZONTAL: AUSTRALIAN NATIONAL GRID
 DATUM: AUSTRALIAN NATIONAL GRID
 SCALE: 1:200

ADOPTED STATION & AUTHORITY

STATION: 100.000.000.000
 AUTHORITY: AUSTRALIAN NATIONAL GRID

PROJECT INFORMATION

PROJECT: 601 ANZAC HIGHWAY
 CLIENT: [REDACTED]
 DATE: 13/08/2019
 DRAWN: [REDACTED]
 CHECKED: [REDACTED]

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PROJECT INFORMATION

PROJECT: 601 ANZAC HIGHWAY
 CLIENT: [REDACTED]
 DATE: 13/08/2019
 DRAWN: [REDACTED]
 CHECKED: [REDACTED]

DETAIL AND LEVEL SURVEY
601 ANZAC HIGHWAY
GLENELG NORTH

DRAWING NO: A055419_DETAIL_02P
 SHEET 1 OF 1
 REVISION: 0

ekistics

ALDI GLENELG NORTH PLANNING STATEMENT

Proposed Retail Development at
601-603 Anzac Hwy, Glenelg North

Prepared for:
Polites Development Pty Ltd.

Date:
16 August 2019

ekistics

Proprietary Information Statement

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Document Control

Revision	Description	Author	Date
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V2	Final Planning Statement	CC/RT	16 August 2019

Approved by: Rebecca Thomas



Date: 16 August 2019

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1. Executive Summary

Category	Details
PROJECT	ALDI Glenelg North
ADDRESS OF SITE	601-603 Anzac Highway, Glenelg North
CERTIFICATE OF TITLE	Volume 6037 Folio 262 (Unit 1 Strata Plan 4939) Volume 5025 Folio 257 (Unit 2 Strata Plan 4939) Volume 5025 Folio 258 (Unit 3 Strata Plan 4939) Volume 5025 Folio 259 (Unit 4 Strata Plan 4939) Volume 5025 Folio 260 (Unit 5 Strata Plan 4939) Volume 5025 Folio 261 (Unit 6 Strata Plan 4939) Volume 5025 Folio 262 (Unit 7 Strata Plan 4939) Volume 5025 Folio 263 (Unit 8 Strata Plan 4939) Volume 5025 Folio 264 (Unit 9 Strata Plan 4939) Volume 6023 Folio 238 (Unit 10 Strata Plan 4939) Volume 5025 Folio 266 (Unit 11 Strata Plan 4939)
SITE AREA	3,490m ²
PRIMARY FRONTAGE	Approximately 50m (excluding corner cut-off) to Anzac Highway
SECONDARY FRONTAGE	Approximately 47m (excluding corner cut-off) to Old Tapleys Hill Road
LOCAL GOVERNMENT	City of Holdfast Bay
RELEVANT AUTHORITY	State Commission Assessment Panel (SCAP) – Schedule 10 Cl. 20
DEVELOPMENT PLAN	Holdfast Bay Council - consolidated 2 June 2016
ZONING	Mixed Use Zone
POLICY AREA/PRECINCT	N/A
EXISTING USE	Offices and Consulting rooms
PROPOSAL DESCRIPTION	Demolition of all existing structures and staged construction of a freestanding supermarket (shop) with associated advertising displays, acoustic fence, car parking, solar panels and landscaping
AGENCY REFERRALS	Nil
PUBLIC NOTIFICATION	Category 2
APPLICANT	Polites Development Pty Ltd
CONTACT PERSON	Rebecca Thomas or Chris Carrey Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00696-001

2. Introduction/Background

Polites Development Pty Ltd, on behalf of ALDI Stores is seeking to construct a supermarket with associated signage, acoustic fence, car parking, solar panels and landscaping on a site situated at the intersection of Anzac Highway and Old Tapleys Hill Road, Glenelg North.

This planning statement provides information about the subject site and proposed development and addresses the merits of the development application against the relevant provisions of the 'Mixed Use Zone' of the Holdfast Bay Council Development Plan, as well as the most relevant 'Council Wide' provisions.

For the purposes of this statement, the Holdfast Bay Council Development Plan (consolidated 2 June 2016) will be referred to as the 'Development Plan', the '*Development Act 1993*' will be referred to as the 'Act' and the '*Development Regulations 2008*' will be referred to as the 'Regulations'.

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

Table 2.1 Drawing Schedule

Drawing #	Drawing Title
DA01.1	Locality Plan
DA02.1	Existing Site Plan
DA02.2	Demolition Plan
DA02.3	Proposed Lower Site Plan
DA02.4	Proposed Upper Site Plan
DA02.5	Proposed Roof Plan
DA03.1	ALDI External Elevations
DA03.2	ALDI External Elevations
DA03.3	Streetscape Elevation
DA03.4	Streetscape Elevation
DA04.1	Proposed Sections
DA04.2	Proposed Sections
DA05.1	Signage Plan
DA05.2	Signage Details
DA06.1	Proposed 3D Visual Renders - Sheet 1
DA06.2	Proposed 3D Visual Renders - Sheet 2
DA06.3	Proposed 3D Visual Renders - Sheet 3

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

- Appendix 1: Relevant Certificates of Title
- Appendix 2: Survey Plan prepared by Alexander Symonds Surveyors
- Appendix 3: Architectural Plans and Perspectives by Nielsen Architects
- Appendix 4: Environmental Noise Assessment by Sonus
- Appendix 5: Traffic Impact Assessment prepared by GTA Consultants
- Appendix 6: ALDI Loading Procedures
- Appendix 7: Landscape Plan prepared by Outer Space Landscape Architects
- Appendix 8: Stormwater Management Report by Wallbridge Gilbert Aztec
- Appendix 9: Retail Demand and Impact Report prepared by Deep End Services

3. The Site and Locality

3.1 The Site

The subject land is located at 601-603 Anzac Highway, Glenelg North and comprises the following Certificates of Title which are all provided in **Appendix 1**:

- Volume 6037 Folio 262 (Unit 1 Strata Plan 4939)
- Volume 5025 Folio 257 (Unit 2 Strata Plan 4939)
- Volume 5025 Folio 258 (Unit 3 Strata Plan 4939)
- Volume 5025 Folio 259 (Unit 4 Strata Plan 4939)
- Volume 5025 Folio 260 (Unit 5 Strata Plan 4939)
- Volume 5025 Folio 261 (Unit 6 Strata Plan 4939)
- Volume 5025 Folio 262 (Unit 7 Strata Plan 4939)
- Volume 5025 Folio 263 (Unit 8 Strata Plan 4939)
- Volume 5025 Folio 264 (Unit 9 Strata Plan 4939)
- Volume 6023 Folio 238 (Unit 10 Strata Plan 4939)
- Volume 5025 Folio 266 (Unit 11 Strata Plan 4939)

There are no easements, encumbrances or caveats registered to the Certificates of Title.

The subject site is situated on the north-eastern corner of Anzac Highway and Old Tapleys Hill Road intersection and comprises a regular shape measuring 3,490m². The land has a primary frontage to Anzac Highway of approximately 50 metres (excluding corner cut-off) and secondary frontage to Old Tapleys Hill Road of approximately 47 metres (excluding corner cut-off).

Currently, the subject site contains one (1) low-scale building forming an 'L' shape which presents to both road frontages. The building accommodates eleven (11) tenancies under strata plan utilised for commercial purposes including consulting rooms and offices. The existing building includes single storey and two storey elements, with a low-pitched roof and a combination of brick and glazed frontages at ground level.

Vehicle access to the site is obtained via an existing double width crossover to/from Anzac Highway abutting the eastern boundary. The rear of the site is fully sealed with concrete (or similar) and accommodates approximately 33 line-marked parking spaces. The rear of the building (facing the car park) includes several roller doors and appears to be used for servicing purposes. There is a pedestrian link from the rear car park, through the building towards the south-east façade of the building which faces the intersection.

The subject site is relatively flat, with a gentle fall to the west, and incorporates small trees and landscaping forward of the building at its road frontages. There is no front fencing and the tenancies are slightly stepped above the level of the road verge.

Window signs and small-scale pylon signs associated with the various tenancies are present within the subject site forward of the building. There is also one (1) sign located on the building wall which faces traffic travelling east along Anzac Highway, and one (1) sign located on the northern wall.

A Survey Plan has been prepared by Alexander Symonds and is included as **Appendix 2** of this report.

An aerial photograph of the site is provided in **Figure 3.1** and images of the subject site are provided in **Figure 3.2**.

Figure 3.1 Aerial Photograph of the Site



Figure 3.2 Images of the Subject Site



Looking south along Old Tapleys Hill Road



Looking east from Old Tapleys Hill Road



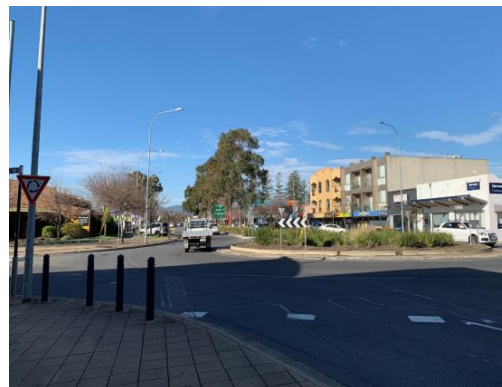
Within the rear car park, looking south with the driveway access on left



Within the rear car park, looking west



Looking west along Anzac Highway with the subject site centrally located



Looking east along Anzac Highway with the subject site on the left

3.2 The Locality and Surrounding Development

The subject site is located approximately 430 metres to the north of Jetty Road, 150 metres to the west of Brighton Road/Tapleys Hill Road and 480 metres from Colley Terrace (which runs parallel to the Glenelg foreshore).

The surrounding locality comprises a range of commercial land uses including offices, consulting rooms, shops and restaurants as well as residential development at varying densities and heights. Immediately surrounding the site, we note the following features:

- Adjoining the site to the east is 'Mitre 10' (shop/bulky goods outlet). The wall of the 'Mitre 10' store occupies most of the eastern boundary of the subject site. Mitre 10 is configured in an 'L-shape' and has a shop frontage to Anzac Highway, with its outdoor landscape/garden area to the north of the subject site, as well as access, car parking and a second shop frontage further to the north accessed via Old Tapleys Hill Road;
- The layout of the adjoining site to the north is depicted on the site plans contained within **Appendix 3**. This site includes a small dwelling (located in the north-east corner) with associated carport, verandah and studio. The studio abuts the northern boundary of the subject site. The balance of the site remains vacant and includes a concrete slab and front fence. We note that on 30 November 2018, Development Plan Consent was granted for a single storey art gallery, incorporating 4.5-metre-high wall located on the northern boundary of the subject site (DA 110/00792/18 refers). The location of the art gallery is also depicted on the site plans contained within **Appendix 3**;
- Immediately to the west, across Old Tapleys Hill Road, is a relatively recent two-storey development which incorporates offices and at grade car parking. Adjacent this site to the north is a separate commercial building occupied by 'Wallaby Holiday Homes';
- To the south, across Anzac Highway, there is a 3-storey-development comprising two (2) upper floors of residential apartments and the 'Harley Eye Clinic', 'People's Choice Credit Union' and 'Pack and Send' commercial tenancies at ground level. Adjacent this site to the west, there are two (2) separate single storey commercial buildings which accommodate 'Integrity New Homes' and 'Harcourts Packham Real Estate'; and
- To the south-west across the Old Tapleys Road/Anzac Highway intersection, there is a 3-storey-development comprising two (2) upper floors of residential apartments and a dental studio at ground level.

The intersection of Old Tapleys Hill Road and Anzac Highway is in the form of a dual-lane roundabout. This western portion of Anzac Highway is a sub-arterial road with a 60km/h speed limit, managed and maintained by Holdfast Bay Council. It comprises dual carriageways in an east-west direction, configured with two (2) lanes in each direction and carries approximately 18,100 vehicles per day.

Old Tapleys Hill Road is identified as a 'secondary road' within the Development Plan and is a local road with a 50km/h speed limit, managed and maintained by Holdfast Bay Council. It has two lanes in each direction adjacent the site, which narrow to one lane in each direction to the north of the site and carries approximately 7,500 vehicles per day.

On-street parking is available on both roads, including directly in front of the subject site, comprising parallel parking on Old Tapleys Hill Rd and parking at a 45° angle on Anzac Highway.

Forward of the subject site, there is a wide pedestrian footpath, together with seven (7) street trees near the corner cut-off and extending along Anzac Highway. A variety of infrastructure including parking signage and light poles are present within the road verge. Tall trees line the landscaped median strip of Anzac Highway. There are pedestrian crossing facilities on each roundabout approach in the form of kerb ramps and refuge areas in the median islands.

There are no nearby heritage listed items.

Advertising signage associated with existing commercial and retail uses forms a highly notable feature of the immediate locality. Signage in association with existing commercial businesses along the northern side of Anzac Highway is particularly evident.

Figure 3.3 identifies the land use mix within the locality, while **Figure 3.4** provides images of the locality.

Figure 3.3 Land Use Mix (Source: Deep End Services)



Figure 3.4 Images of the Locality



4. Proposed Development

4.1 Land Use

The proposed development involves the demolition of all existing buildings and structures construction of an ALDI supermarket on a 3,490m² corner site. The building is to be elevated aboveground to provide for at-grade car parking, a portion of which is sited below the building in the form of undercroft parking. Associated advertising signage, acoustic fencing, solar panels and landscaping are also proposed. The store will be located towards the eastern side of the site and comprises a net floor area of 2,001m², of which 1,268m² will be retail floor space and 499m² will be ‘back of house’ functions.

A supermarket is a form of a ‘shop’, as defined in Schedule 1 of the Regulations:

shop means—

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

(b) a restaurant; or

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

(d) a personal service establishment,

but does not include—

(e) a hotel; or

(f) a motor repair station; or

(g) a petrol filling station; or

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

(i) a timber yard; or

(j) service trade premises; or

(k) service industry;

4.1.1 Operational Aspects

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

- Predominately exclusive ALDI label branded products;
- ‘Hard discount’ food and grocery model;

- Simplified, consistent supply chain, building development, internal layout, merchandising, store operations and marketing;
- All delivery and logistics undertaken by ALDI employees, with only two (2) 15.5 metre truck deliveries per 24 hours and one daily bakery delivery via a small rigid vehicle;
- Low swept exhaust delivery vehicles (ALDI trucks are to European standards with the exhaust discharge at wheel level on the Prime Mover, i.e. there is no exhaust discharge above the vehicle cabin);
- Limited 'night fill' or store replenishment occurring outside of store operating hours, with staff leaving shortly after store closure;
- Regulated product range of approximately 1,350 items (compared with typical full-line supermarkets which offer between 20,000-30,000 items); and
- Considerably smaller retail floor plates (this this case 1,268m²) compared with full-time supermarkets which are typically between 3,000m² to 4,000m².

Of particular note is that ALDI Stores, of which there are in excess of 520 across Australia in Victoria, NSW, ACT and QLD, successfully operate in close proximity to other major supermarket chains (i.e. Coles and Woolworths), with direct competition in approximately 80% of the existing locations.

In South Australia, ALDI commenced its state-wide store roll-out in February 2016 and now has 31 operating stores (24 in Greater Adelaide and 7 in Regional areas). Notwithstanding, ALDI has less than a 5% market share of supermarket and grocery store turnover in the State.

Unlike most supermarket operations, ALDI owns, operates and controls all its supply and logistics via its purpose-built distribution centre located in Regency Park. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite different to its competitors. Accordingly, a recessed loading bay will be situated on the northern side of the proposed building which will provide for ALDI's dedicated delivery by 15.5-metre-long semi-trailers.

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

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

4.2 Built Form

A site responsive, spatially efficient and architecturally designed ALDI Store is proposed for the Glenelg North site. The building has been elevated to allow for provision of at grade and under-croft parking and has been sited and designed to provide visual address to both road frontages and to the corner of the intersection.

Nielsen Architects have prepared perspective images of the ALDI Store as viewed from the road frontages which are provided below.

Figure 4.1 Proposed building as viewed from Anzac Highway



Figure 4.2 Proposed building as viewed from Old Tapleys Hill Road (view south)



Figure 4.3 Proposed building as viewed from the roundabout/intersection (view north)



Nielsen Architects have developed a comprehensive plan package which clearly illustrates the built form proposed and is attached as **Appendix 3**.

The proposed building will be setback as follows:

- From the Anzac Highway frontage:
 - » The main building line will be setback approximately 8 metres (behind the pedestrian ramp);
 - » The eastern 'tower', which overhangs the entry to the car park is to be located on the boundary;
 - » The corner 'tower', will have a small portion located on the boundary; and
 - » The switch back ramp and associated canopy projection will be setback approximately 1.5 metres.
- From the Old Tapleys Hill Road frontage:
 - » The corner 'tower' will be setback approximately 5 metres to 15 metres from the corner cut-off; and
 - » The main building line will be setback approximately 22 metres.
- From the north boundary:
 - » A portion of the building will be built on boundary, with the balance setback around 6 metres to accommodate access to the recessed loading dock.

- From the east boundary:
 - » The main building will be located on boundary, abutting the Mitre 10 building, with the 'tower' setback 3 metres.

The proposed building incorporates a varied roof line with a maximum height of 11.5 metres, measured from finished floor level, while the majority of the building will have a height of 9.3 metres above finished floor level. The highest portion of the building will be the two (2) 'tower' elements, one (1) of which will be located to the eastern end of the Anzac Highway frontage, and the other located along the Old Tapleys Hill Road elevation.

The tower elements are a key design feature of ALDI Stores and are intended to create visual interest and clearly identify the ALDI brand. As noted on the elevations, a distinctive corner tower treatment is also proposed for the south-east of the building facing the roundabout which includes a wrap-around powder coated perforated screen (finished in Dulux® 'Copper Kinetic'). This treatment utilises different materials and colours to the balance of the store and assists to create visual interest.

The store is to be elevated to accommodate the under-croft car parking area. Pedestrian access will be provided via a switch back ramp located in front of the building along the Anzac Highway frontage as well as via lifts and stairs from within the under-croft parking area.

The main entrance to the ALDI Store will be located in the south-east corner of the building and the main shopfront will face Anzac Highway. Large shopfront windows are included on the Anzac Highway frontage which overlook the street. A lightweight canopy with feature steel frames will project out from the building and overhang the pedestrian ramp which add articulation to the building frontage and provide weather protection. The tower facing Anzac Highway will accommodate office and amenities. An office window is provided in the tower frontage which overlooks Anzac Highway and offers articulation and surveillance opportunities to the street.

The western elevation of the building, facing the car park and Old Tapleys Hill Road, will feature the two (2) tower elements mentioned above and includes high level windows with associated sunscreen shades. Similar high-level windows with sunshade screens are included on the northern elevation to soften the visual mass of the building.

The loading dock will be located on the northern side of the building, setback from Old Tapleys Hill Road and recessed behind the main building line to enable efficient transfer of goods from trucks to the store. An enclosed waste bin storage area is also provided in this area, integrated with the building and setback from the northern boundary.

In accordance with the recommendations of the Sonus Acoustic Report (refer **Appendix 4**) a 2.7-metre-high acoustic fence is proposed along a portion of the northern boundary adjacent the loading dock area which then tapers down to a height of 1.8 metres (adjacent the approved 'art gallery' located on the adjoining site to the north) for the remainder of the northern boundary.

The under-croft parking area will be screened from view from Old Tapleys Hill Road by a combination of screening treatments which will be integrated with the design of the building and landscaping. Points of entry/exit will be secured by roller shutters when the store is closed. Facing Anzac Highway, a portion of the under-croft car park will be screened with a similar treatment, however, set behind the pedestrian ramps and landscaping, most of this elevation will remain open.

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

- Precast RC panel – painted 'Fluorescent Fire' Red and 'Drivetime' Grey;
- Fibre Cement Fascia - 'Drive Time' Grey;
- Precast tower element – 'Drive Time' Grey;
- Perforated Powder-coated Screen – 'Copper Kinetic' Bronze affixed over a steel frame, with exposed metalwork finished in Colorbond® 'Monument';
- Anodised aluminium window frames – natural finish;
- Zinalume® roof sheeting – concealed by parapet;
- Colorbond® capping – Drive Time;
- Colorbond® panel lift door, rain head and downpipes – Basalt; and
- Sunscreen frames – finished in Colorbond® 'Monument'.

The external rooftop plant area will be screened from view by the tower element fascia and powder-coated plant louvres and frames finished in Colorbond® 'Basalt'. Full details of the proposed external materials and finishes are contained on the elevation plans (**Appendix 3**) prepared by Nielsen Architects.

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

The variation in height together with the high-level feature windows, design elements and colour and material variations provide articulation to the building façade.

4.3 Transport, Parking and Access

GTA Consultants have undertaken a detailed traffic and parking assessment to confirm that the proposed access/egress, vehicle manoeuvring, and parking arrangements are feasible, safe and achieve the relevant Australian Standards (refer to **Appendix 5**. GTA's report sets out an assessment of the anticipated transport implications of the proposed development, including:

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

4.3.1 Access/Egress

Vehicular access to the site will occur via two (2) access points as described below:

- An entry and exit will be provided via an unrestricted, new two-way access to Old Tapleys Hill Road, located at the northern end of the site. This access will accommodate customers, staff and heavy vehicle movements. Establishment of this access point will result in the loss of four (4) existing on street car parks (parallel parks); and
- Relocation of an existing access point on Anzac Highway (to be shifted west) will accommodate left in and left out entry and exit movements only and will service the under-croft parking area for customers and staff. Establishment of this access will result in the loss of three (3) existing on street car parks (45° angle).

15.5 metre semi-trailers will access the land via a right turn from Anzac Highway onto Old Tapleys Hill Road and then a right turn into the site via the proposed crossover. Once on site, semi-trailers will reverse into the loading dock and then exit the site in a forward direction turning left onto Old Tapleys Hill Road and then left again onto Anzac Highway.

GTA has confirmed that no modifications are required to the road network to facilitate movement to and from the site.

4.3.2 Parking

A total of 84 car parking spaces are proposed for the site which includes:

- 22 at-grade ('open-air') car parks to the west of the proposed building including 1 (one) disabled parking space; and
- 62 under-croft car parks located beneath the building including one (1) disabled parking space and six (6) dedicated staff parking spaces (four [4] of which are stacked/tandem spaces).

The parking layout has been reviewed by GTA who has confirmed that it has been designed in accordance with the relevant Australian Standards.

4.3.3 Deliveries

A loading area is proposed to be located at the northern end of the building. The loading dock will be provided in accordance with ALDI's standard design and accommodates 24-hour delivery access with two (2) deliveries per day by 15.5 metre long semi-trailers, which will enter the site from Old Tapleys Hill Road, reverse into the loading area and exit in a forward direction. A third delivery, via a small rigid vehicle, will deliver bakery products once a day prior to the store opening, entering and exiting the site in a forward direction.

A copy of the ALDI Delivery and Loading procedures is located at **Appendix 6**.

As mentioned, ALDI oversees and undertakes all its own deliveries and therefore has full control of the operations and logistics, which enables the business to minimise the impact of deliveries on customers and surrounding properties.

GTA has assessed the movements associated with delivery vehicles entering and exiting the loading area and has concluded that they meet relevant standards and will allow vehicles to enter and exit the site in a forward direction (refer to **Appendix 5**).

4.3.4 Refuse Collection

Recycling and rubbish will be stored within a bin enclosure located within the loading dock which will be screened from view. The bins will be emptied regularly in accordance with ALDI's standard operating procedures. Refer Section 4.7 below.

4.3.5 Pedestrian and Cyclist Accessibility

The subject land is well served by pedestrian infrastructure with footpaths located on Anzac Highway and Old Tapleys Hill Road as well as pedestrian crossing facilities on each roundabout approach in the form of kerb ramps and refuge areas in the median islands. The subject land is also well serviced by public transport with bus stops located on both sides of Anzac Highway, within 70 metres of the site, providing various local and city-wide connections as outlined within the GTA Report (refer **Appendix 5**).

It is noted there are no bicycle lanes on either Anzac Highway or Old Tapleys Hill Road, however the proposed ALDI Store includes bicycle parking facilities located within the under-croft parking area.

4.4 Landscaping and Site Works

A variety of landscaping is proposed in association with the development. A landscape plan, prepared by Outer Space Landscape Architects, is included in **Appendix 7**. A combination of medium to large trees will be planted within the car park and along the Anzac Highway and Old Tapleys Hill Road frontages. The location of the proposed trees is illustrated on the Outerspace Landscape Plan and include claret ash and two (2) capital pears varieties.

The trees will be complemented by landscape beds located around the site which will be densely planted with a range of shrubs, grasses and groundcovers. In particular, landscaping strips will be established along the road frontages, the northern boundary and in front of the western elevation of the building.

The landscape treatments will soften the appearance of the building, loading dock, northern boundary fence and the car parking areas.

All existing street trees located in front of the site are retained and given their established maturity will further assist to soften the appearance of the site. Subject to the agreement of Council the road reserve land between the footpath and the subject site boundary is intended to be landscaped as an extension to the site landscaping as illustrated on the Outer Space Landscape Plan.

4.5 Signage

The application proposes to erect one 10-metre-high internally illuminated pylon sign in the south-eastern corner of the site. The main face of the sign will be 3.0 metres by 3.6 metres and will feature the ALDI logo. Below the main sign, there will be two (2) smaller signs – a 450mm by 3.0 metre light box with the text ‘Food Store’ and an upturned triangle listing the ALDI Store Opening Hours.

Six (6) internally illuminated gable signs measuring 2.0 metres by 2.4 metres will be attached to the building. Two (2) of these signs will face Anzac Highway, two (2) will face Old Tapleys Hill Road, one (1) will face north and the other will face east.

One (1) digital poster box sign will be installed within the Store adjacent the main entrance.

Specific details of each proposed sign are outlined in the Nielsen Architects drawings located in **Appendix 3**.

4.6 Stormwater Management

Wallbridge Gilbert Aztec (WGA) has been engaged to prepare a Stormwater Management Report for the proposed development (refer to **Appendix 8**). The purpose of the report is to conceptually outline the stormwater management design for the proposed development and detail the stormwater management methodology. Final detailed design and construction documentation will be prepared once Development Plan Consent has been issued.

WGA note that the existing site is fully developed to total impermeability and some existing stormwater is piped out below ground and discharged onto the adjacent road surfaces and channels via a system of box drains.

The site falls very gently to the west, and flood mapping obtained from the City of Holdfast Bay indicates slight inundation of the current site at its front boundaries, with no impact on the rear car park or current on-ground building floor levels. WGA notes that no flood impact is expected based on the proposed ALDI layout.

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

- The main Council stormwater pipe is located across the site’s Anzac Highway frontage and is a 600mm diameter concrete pipe laid at ‘standard’ depth;
- Post-Development stormwater discharge rates are not to exceed the ongoing, pre-development rates. If the proposed site development is deemed ‘more impermeable’ than the current situation; corresponding stormwater detention (or temporary storage and controlled outflow) is required;

- Building levels are to be a minimum of 100mm above the 100-year ARI flood level provided;
- Site levels are to be set to provide a clear overland flow path for the 1-in-100-year flows where possible; and
- Stormwater quality improvement measures (such as GPTs) are encouraged to treat the quality of the stormwater runoff from any trafficable areas (outdoors car parks etc).

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

- The proposed Finished Floor Level of the ALDI Store is FFL 7.05, placing it 3.7 metres above the lowest adjacent 'top of kerb' heights. With the ALDI Store set at the upper level, rainfall will be collected high upon the roof catchment (with considerable head height) or upon the on-grade, external carparks to the west. Wind-blown rain or 'drip' run-off is all that will contribute to the undercover carpark, although the full undercover area will be graded sufficiently to capture and discharge any incoming moisture;
- Stormwater runoff will be captured from both roof and carpark surfaces and almost exclusively directed in a controlled manner, to the Council stormwater pipe on Anzac Highway. There is no increase in the 'impermeability' of the site and as such no detention of stormwater is needed;
- No increase in stormwater flows to the Council system will occur and the quality of run-off is expected to improve marginally following development, due to the provision of undercover car parking;
- Run-off control will be improved by directing almost all captured stormwater directly to the below-ground infrastructure when capable, which will be in most storm events. Only a minimal portion will be directed to street water tables, which will result in less ponding to be re-captured by Council's gutters and pits;
- The absolute maximum outflow rate for stormwater in the most critical (10 minute), '1 in 10 year' ARI event will be 65L/sec, whilst the worst-case or critical '1 in 1 year' ARI event would shed just 29L/sec total;
- In major storm or flood situations such as the 100-year ARI event, surcharge or run-off similar at the surface will convey some flow out to the roadway gutters, as per the graded design of the surface; and
- The development will utilise a proprietary "Oil and Grease Arrestor / GPT" such as the Rocla 'First Defence' model to treat carpark run-off.

4.7 Waste Management

ALDI Stores have a consistent and environmentally sound approach to waste management which includes:

- Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office-based waste;

- Organic waste comprising fruit, vegetables and meat that are nearing the products' best before date are collected and re-distributed every day by ALDI's partner companies – Foodbank and SecondBite;
- Cardboard waste generated from used cardboard packaging is bailed, collected and stored within the back of house store area and collected and returned by ALDI transport to the Distribution Centre for recycling (no mechanical compactor is proposed for this Store);
- Plastic wrapping is collected by ALDI transport and recycled at the ALDI distribution centre;
- The ALDI Store will have a single 1.5 cubic metre bin which will be equipped with a hinged lid and contained in the Bin Enclosure in the loading dock; and
- The collection of the bin is undertaken by a third-party contractor who will attend the Store on average three times per week to collect the contents of the bin utilising a 10.5 metre front load truck.

ALDI Stores produce minimal putrescible waste as no food is cooked or prepared within the Stores (there being no onsite butcher, bakery or deli preparation).

5. Procedural Requirements

5.1 Relevant Authority

The relevant authority to assess and determine the Development Application is the State Commission Assessment Panel (SCAP) under the delegation of the State Planning Commission (SPC), with referral being made to the City of Holdfast Bay. A request made under Schedule 10, Clause 20 of the Regulations was accepted by the State Coordinator-General for the proposed development in correspondence dated 13 August 2019.

5.2 Nature of Development

The proposed development is most accurately described as existing building demolition and construction of a new supermarket (shop) with associated advertising signage, fencing, solar panels, car parking and landscaping.

Pursuant to the 'procedural matters' section of the Holdfast Bay Development Plan, the application is neither complying nor non-complying and must, therefore, be assessed **on its merits** against the relevant provisions of the Development Plan.

5.3 Public Notification

The proposed development is located within the Mixed-Use Zone which designates "all forms of development not listed as Category 1" to be a **Category 2** form of development. The proposal is not listed as a Category 1 form of development and accordingly, the application must undergo Category 2 notification.

5.4 Agency Referrals

Given that the State Planning Assessment Panel (SCAP) is the relevant Planning Authority and the subject site is located within the bounds of the City of Holdfast Bay, we understand the proposal will be referred to Council.

No other State Agency Referrals are required.

6. Development Plan Assessment

6.1 Overview

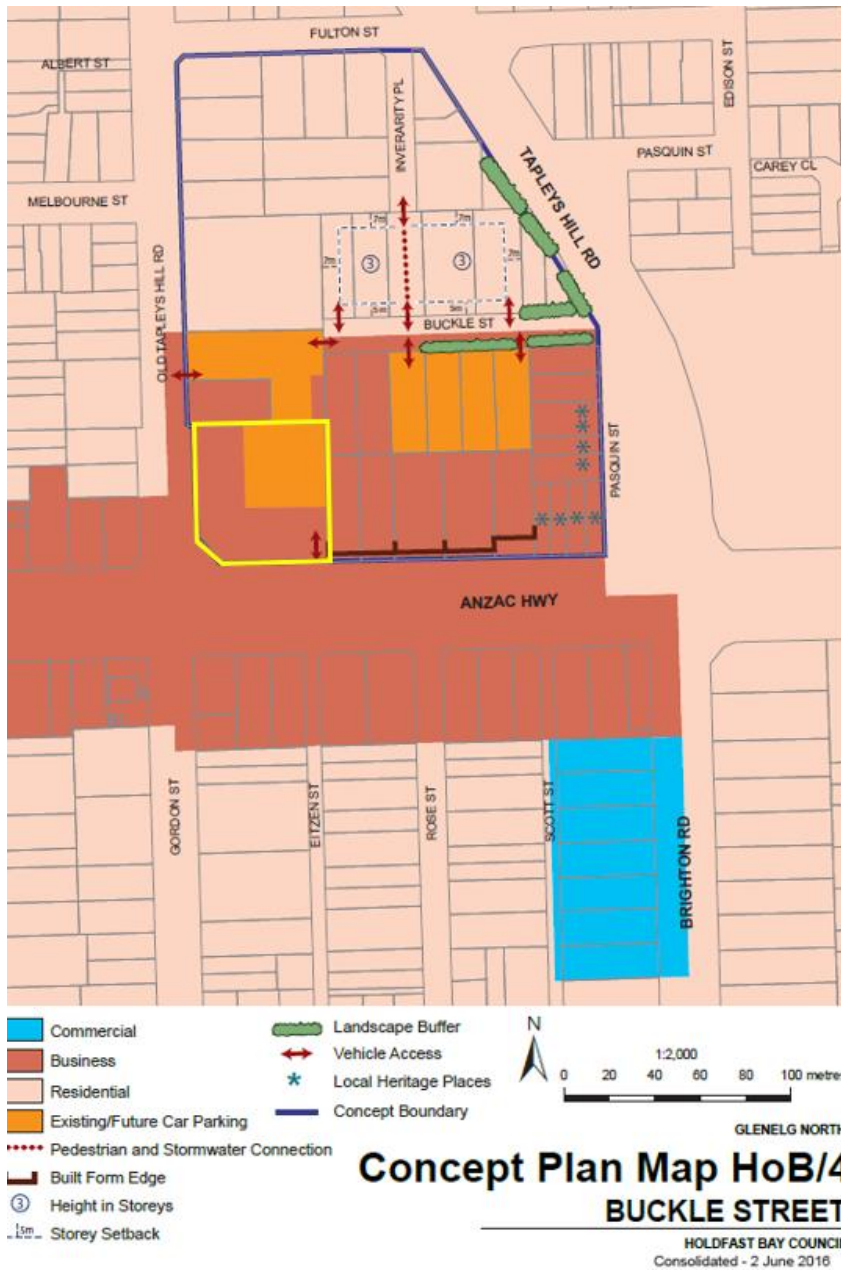
The subject land is located within the 'Mixed Use Zone' as identified within the Holdfast Bay Council Development Plan (consolidated 2 June 2016). No policy area or precinct applies to this land. **Figure 6.1** depicts the zoning overlay of the site and locality.

Figure 6.1 Zoning and Policy Areas



The subject site is also located within Concept Plan Map HoB/4 (Buckle Street) of the Development Plan which is illustrated in **Figure 6.2** below. The Concept Plan identifies the subject site as being within a 'Business Area'. We note the Concept Plan largely reflects the existing built form and land use arrangement with the rear (north-west) of the site identified as 'existing/future car parking' and 'vehicle access' to occur via the existing crossover/driveway on Anzac Highway.

Figure 6.2 Concept Plan Map HoB/4 (Buckle Street)



6.2 Zone and Council Wide Provisions

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

6.2.1 Land Use

The Mixed Use Zone encourages a diverse range of activities, both commercial and residential in nature.

Large box retail in the form of bulky good retail is envisaged on the northern side of Anzac Highway (being the location of the subject site) but is otherwise encouraged as small-scale retail tenancies.

The range of land uses sought are intended to complement the nearby District Centre Zone (located approximately 150 – 250 metres to the south or 400m to Jetty Road).

Key Development Plan provisions which relate to land use include:

Mixed Use Zone

OBJ 1 *A functional and diverse zone accommodating a mix of commercial, medium density residential land use in association with non-residential land use, office, facilities for tourists and small-scale shop land uses.*

OBJ 2 *Accommodation of a range of bulky goods outlets on the northern side of Anzac Highway.*

Desired Character (excerpt)

*The zone encourages a mix of land uses including medium density housing, offices, consulting rooms and facilities for tourists. Development will include a mix of these uses on single sites which will complement the role and function of the nearby **District Centre Zone** and are compatible in scale and form with neighbouring residential areas.*

PDC 1 *The following forms of development are envisaged in the zone:*

- » *bulky goods outlet on the northern side of Anzac Highway*
- » *consulting room*
- » *dwelling above non-residential land use*
- » *office*
- » *residential flat building above non-residential land use*
- » *service trade premises*
- » *shop or group of shops, where the maximum gross leasable area is in the order of 150 square metres (other than bulky goods outlets north of Anzac Highway)*
- » *warehouse.*

This proposal seeks to develop a retail net area of 1,268m² (excluding Back-of-House etc.) which exceeds the envisaged 'shop' floor area of 150m².

Notwithstanding the size of the shop proposed, the development is modest in scale compared to traditional supermarkets and to the scale of retail proposed in the nearby District Centre Zone. Further, we note there is no floor area guideline or cap for bulky goods stores, however, the proposed store resembles the size anticipated for a bulky goods retail development (and is in fact smaller than most bulky goods stores) as encouraged in the Zone.

In comparing the proposed ALDI Store with other built form, we note that:

- the existing multi-tenancy office/consultancy building on the subject site (to be demolished) measures approximately 1,600m²; and
- the adjoining Mitre 10 hardware store building measures approximately 1,800m² (excluding outdoor plant nursery and display areas).

In this context and noting the desire for bulky goods retail on the northern side of Anzac Highway, the proposed building footprint of the ALDI Store is in keeping with the scale of retail envisaged and is smaller than the existing and adjoining commercial built form.

The policy direction implies that larger scale retail floor plates are acceptable however it is the specific nature of the retail products for sale (be that supermarket convenience goods) which is not specifically encouraged at the scale proposed.

The conservative scale of convenience shopping permitted in the Mixed Use Zone is clearly to ensure that developments within this zone do not compete with, but rather complement the nearby District Centre Zone as previously stated.

This policy approach is further reinforced by the following provisions.

Centres and Retail Development

PDC 10 *A shop or group of shops with a gross leasable area of greater than 250 square metres should be located within a centre zone.*

PDC 12 *A shop or group of shops located outside of zones that allow for retail development should:*

(a) be of a size and type that will not hinder the development, function or viability of any centre zone

(b) not demonstrably lead to the physical deterioration of any designated centre

(c) be developed taking into consideration its effect on adjacent development.

PDC 12 recognises that in certain circumstances, shop uses may be appropriate in zones which do not have a predominant retail focus so long as the proposal can demonstrate that it will not be detrimental to the viability of nearby centre zones or adjacent development.

To understand the potential impacts of a proposed ALDI Store on the nearby Glenelg District Centre and the actual demand for retail development in the locality and catchment, the Applicant has engaged Deep End Services to prepare a Retail Demand and Impact Report (refer to **Appendix 9**).

Currently, retail uses account for approximately 3,000m² of floor area in the Mixed Use Zone and as suggested by Deep End, the development of a large, consolidated site in the middle of the Mixed Use Zone, with direct connection to a primary thoroughfare (Gordon St) linking the nearby District Centre Zone, is not out of context with the broad mix of uses and existing retail profile of the zone.

While the District Centre Zone and specifically the Glenelg Policy Area 2, is intended as the primary focus for convenience shopping, Glenelg also has an important role as a strip 'window' shopping environment, tourist destination and recreation/entertainment precinct, as expressed by the Zone's Objective 2 which seek "An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide".

While referred to as a 'District Centre', Glenelg has a much more significant function as a regional service centre for the southern and western regions of Greater Metropolitan Adelaide, delivering state tourism, leisure, entertainment services.

Glenelg's higher order purpose is identified by the City of Holdfast Bay's 'Economic Activation Plan' (2018-2023) which states:

"The thriving retail and business precinct services the needs of the local community and intrastate, interstate and international visitors resulting in around two million people frequenting the precinct each year."

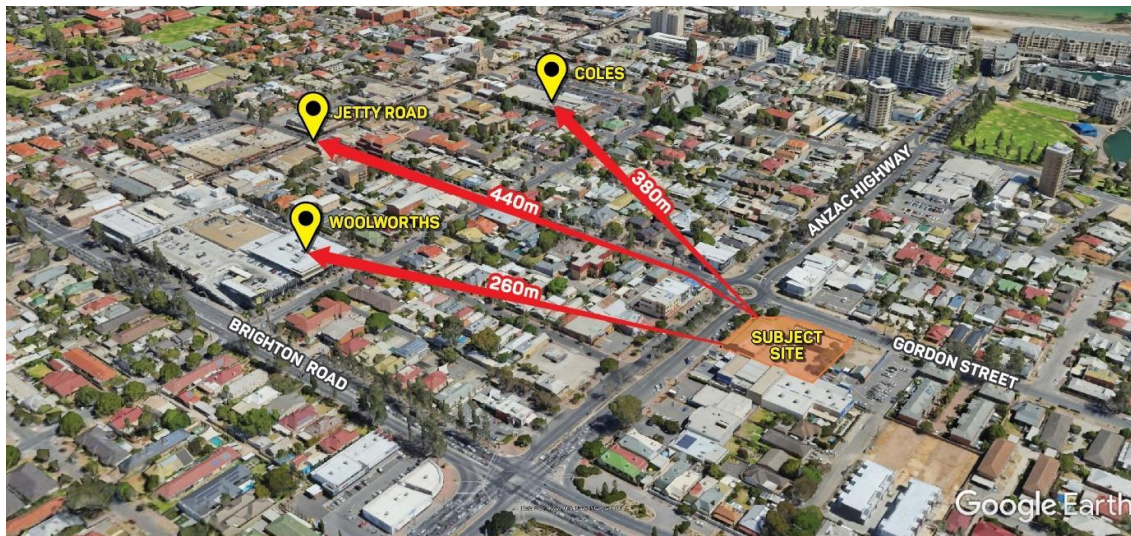
This report also highlights that Jetty Road and Marina Pier Glenelg are "the most visited centre outside of the Adelaide CBD provides for a unique visitor experience while catering for local residents."

In addition to two (2) large supermarkets with combined retail floor area of approximately 6,833m², the Glenelg precinct offers a vast range of other services including a high proportion of cafes and restaurants, a 6 screen movie cinema, community and museum facilities, holidays apartment and motels, hotels and other entertainment complexes in addition to the beach itself.

Glenelg's function as a destination for local resident's day to day shopping needs is part of, but not the only purpose of the Glenelg precinct.

Glenelg's unique context and purpose is relevant in understanding the appropriate functionality of adjoining commercially focused zones. In our view, the District Centre is not intended to be the only location that Glenelg residents can go to for day to day convenience purchases, particularly as weekly food and grocery floorspace accounts for only 20% of the entire District Centre. An additional modest sized supermarket 400 metres from Jetty Road and less than 300 metres from the District centre Zone boundary offers further convenience and diversity of choice for the surrounding community as illustrated in **Figure 6.3**.

Figure 6.3 Proximity of site to Jetty Road and existing supermarkets



Much in the same way that Glenelg draws visitors and customers from a wide segment of Adelaide, ALDI Stores also have broader catchments than traditional supermarkets and as outlined in the Deep End report, may include:

- Residents of the local area (primary catchment);
- Secondary catchment residents, who don't typically use Glenelg for their weekly shop but occasionally drive to ALDI for less frequent purchases or simply shop the weekly specials;
- Residents of the primary or secondary catchments who currently travel outside the area to visit ALDI stores but will now switch to the closer store;
- More distant residents of Adelaide who visit Glenelg for social or leisure activities but may take the opportunity to visit ALDI;
- Tourists or visitors staying in commercial accommodation in and around Glenelg in self-catered accommodation; and
- Part of the large local workforce of 4,300 people in and around Glenelg and Glenelg North who buy groceries at, or near, their place of work.

A graphic illustration of the relevant catchment area and availability of supermarkets is illustrated in **Figure 6.4**.

Figure 6.4 Glenelg North Catchment Area (c/-Deep End Retail Demand and Impact report)



In reviewing these trade areas, Deep End highlight that it is *“important to recognise that ALDI, by virtue of the Glenelg North location and the unique nature of its retail model of low prices and weekly specials, will generate a significant level of custom from beyond the defined trade area sectors.”*

In essence, it is anticipated that the proposed ALDI store will in fact draw more customers to the Glenelg region as a destination retail outlet which will offer flow on benefits to the existing Glenelg Precinct in terms of subsequent purchases and retail sales. For example, it is quite likely that customers visiting a new Glenelg ALDI Store (who may have previously driven to Marion or the Airport ALDI Store) may also elect to do other shopping in Glenelg at a variety of different shops, have lunch or dinner in a restaurant or perhaps visit any of the other local facilities while they are in proximity to the Glenelg Precinct. This ‘value add’ benefit is very difficult to quantify in terms of a value figure but these shopping and spending patterns are well recognised.

The nature of the proposed ALDI supermarket, with its smaller floor plate and in-house management, operations and delivery arrangements, is such that its level of direct competition with established speciality retail and supermarkets is reduced. ALDI do not include in-store meat preparation (butcher) or in-store baked goods (bakery) and only sell pre-packaged seafood and smallgoods and as such, they do not compete with these offerings found in other shops. ALDI's Stores are not a 'one-stop' shop for all grocery needs and therefore directly encourage the establishment and retention of smaller, complimentary fresh food shops and other local retailers.

With 31 Stores in the State, ALDI only have a 5% market share of supermarket sales and are commonly situated in proximity to the other dominant supermarket stores such as Coles and Woolworths. In the case of a new ALDI Store at Glenelg North, Deep End have calculated that the direct trading impacts on the existing Glenelg Coles and Woolworths supermarkets would be in the order of minus 5%. This figure does not include any flow on / value add benefits from the ALDI Store and as such, the trading impact is actually expected to be slightly lower than -5%. In terms of the trading impact for the District Centre as a whole, Deep End have modelled this impact at approximately minus 2.2%. Again, this figure is before other value add benefits are factored in and as such will also very likely be less than minus 2.2%.

In the context of an otherwise successfully operating retail shop, these trade impacts are negligible and much less than the sale transfers that would flow if a major supermarket entered the exclusive catchment of another store. In other words, the trade impacts would be worse for the two supermarkets if the ALDI Store secured a site within the District Centre Zone.

Further, Deep End highlight that good specialty food businesses tend to be well-supported in high income areas such as Glenelg and are unlikely to be heavily affected by ALDI's more limited and generic range of bread, meat and delicatessen items.

As identified by Deep End, *"The ALDI proposal at Glenelg North introduce a new, third competitor to the market, similar to the same multi-brand competitive position at centres such as Munno Para, Golden Grove, Port Adelaide, Kilkenny (Arndale), Hawthorn, Marion, Hallett Cove and Noarlunga."*

In relation to the ability of ALDI Stores to secure a site within an existing 'Centre' zone within the Glenelg retail catchment, an analysis of available land has been undertaken and reveals that:

- There are no available, consolidated land parcels of a suitable size for a supermarket in the District Centre Zone;
- Similarly, there are no available, consolidated land parcels of a suitable size for a supermarket in the any other Centre zones;
- There are very few available sites within other 'non-residential' zones (e.g. Commercial or Mixed Use Zones) in the catchment;
- The balance of the catchment is occupied by residential properties, open space and institutions/schools and the like and not suitable for large footprint retail;

- The proposed site is well suited to the proposed use being in close proximity to the District Centre Zone and within a zone that does contemplate retail uses.

These findings are illustrated in the image below.

Figure 6.5 Availability of land within the Glenelg retail catchment



A general measure of the rate of supermarket floorspace provision in a catchment or other defined area is made by dividing the resident population into the total supply of floorspace (m²) and expressing this as a rate (m²) per person. Deep End estimate the current level of supermarket floor space provision in the Adelaide metropolitan area is approximately 0.41m²per capita. Deep End have compared this to the realistic core catchment area for the proposed ALDI Store and conclude as follows:

The analysis shows that the two large and four small supermarkets in the area have an effective rate of provision of 0.33 sqm per capita – well below the Adelaide average of 0.41 sqm per capita.

Allowing for the proposed ALDI at Glenelg North ... the effective rate of provision increases to 0.38 sqm per capita – still below the Adelaide average of 0.41 sqm in 2019.

In other words, even with the establishment of a new ALDI Store in the catchment area, the provision of supermarket floor space per person in Glenelg and surrounds is still lower than the Adelaide metropolitan average. Given the anticipated population increases in the area, particularly from high density residential projects and infill, this rate of provision is anticipated to further reduce.

The development of the proposed ALDI Store will not create an oversupply of convenience goods retail in the local catchment.

The information summarised above and outlined comprehensively in the Deep End report clearly demonstrates that while the proposal is larger in size than envisaged in the Mixed Use Zone, the proposed supermarket will complement, and not detract from, the role and function of the nearby District Centre Zone and achieves the Mixed Zone Desired Character intention and PDC 12 in that the proposed ALDI Store:

- is of a size and type that will not hinder the development, function or viability of the District Centre Zone; and
- will not demonstrably lead to the physical deterioration of any designated centre.

In relation to its suitability with adjacent development, it is anticipated that the Mitre 10 Hardware will benefit significantly from the establishment of an adjoining ALDI Store given the complementary nature of the two retail offerings and similarly, the other commercial businesses (shops, offices, consulting rooms and the like) in the locality will also likely enjoy flow on benefits from more localised custom.

We note the proposed ALDI site comprises under 10% of the developable area of the Mixed Use Zone and that there is both available land for new development opportunities in the zone and an existing diverse mix of land uses. These features will ensure the strategic objectives of the zone to be a functional and diverse area accommodating a mix of commercial (e.g. office, consulting, retail, tourist facilities) as well as medium density residential land uses will not be compromised.

While we recognise the desire of the zone to host bulky goods outlets on the northern side of Anzac Highway, the zone is in fact poorly suited to bulky goods given its proximity to the Harbor Town Discount Shopping outlets and the fragmented, small size of the remaining land parcels in the zone.

Notwithstanding this, the proposed supermarket is in fact consistent with the large format bulky goods retail encouraged within the northern portion of the Mixed Use Zone and the comprehensive analysis undertaken by Deep End reveals that the establishment of the proposed, modestly sized supermarket in the catchment will not jeopardise the viability of established local centres.

6.2.2 Design and Appearance

In general terms, the Development Plan seeks to ensure that development is of a high architectural standard, complements the character of the locality and minimises impacts on nearby existing development. In this regard, the following provisions of the Mixed-Use Zone and General Section: Design and Appearance and Transportation and Access modules are of the most relevance to an assessment of the overall design of the proposed ALDI Store.

Mixed Use Zone

Desired Character (excerpt)

A cohesive character will be created through complementary building scales, setbacks, colours and materials.

PDC 5 *The bulk and scale of development should be compatible with adjoining land uses.*

PDC 6 *Buildings should be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails.*

PDC 8 *Buildings should not exceed three storeys in height above natural ground level and the total vertical wall height at any point, excluding gables, should not exceed 12 metres above natural ground level.*

PDC 9 *Car parking areas should be provided at the rear or side of premises.*

Design and Appearance

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

PDC 1 *Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:*

(a) building height, mass and proportion

(b) external materials, patterns, colours and decorative elements

(c) roof form and pitch

(d) façade articulation and detailing

(e) verandas, eaves, parapets and window screens.

PDC 2 *Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:*

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

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

PDC 3 *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.*

PDC 4 *Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.*

Transportation and Access

PDC 52 *Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:*

(a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

(b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles

(c) the site slopes up from the street

(d) driveway gradients provide for safe and functional entry and exit

(e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath

(f) openings to undercroft areas are integrated with the main building so as to minimise visual impact

(g) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties

(h) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)

(i) the height of the car park ceiling does not exceed 1 metre above the finished ground level.

PDC 55 *In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.*

The proposed development is of a high architectural standard which responds to the character of the locality and delivers a spatially efficient outcome.

By necessity, it also represents a practical and functional design outcome which reflects the overarching retail nature of the development. This has resulted in a design which features:

- A building of a size and shape that enables the efficient display of products for sale with attractive external facades aligned to the public realm;
- A recessed loading dock and manoeuvring area for semi-trailers; and
- Substantial car parking areas conveniently located on the site.

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

With a maximum height of 11.5 metres, the building height aligns with the parameters identified within PDC 8 of the Zone (12 metre height). Further, the building is compatible in terms of height, bulk and scale with existing development within the locality. For example, and as illustrated within the architectural plans (refer **Appendix 3**):

- The adjacent building to the west on the opposite side of Old Tapleys Hill Road has a maximum building height of 9.5 metres;
- The adjacent building to the south, on the opposite side of Anzac Highway has a maximum building height in excess of 9 metres; and
- The adjoining Mitre 10 building to the east, has a wall height of around 7.5 metres which is located on the boundary of the subject site.

As discussed within Section 4.2, the majority of the building has a height of 9.3 metres which is consistent and compatible with these above examples, while the ‘taller’ elements relate to the feature ‘tower elements’ which are all appropriately located away from property boundaries. These ‘taller’ elements act as important features to add visual interest to the building and enhance its overall appearance.

Further, the proposed overall height of the building is driven by the need to ensure that sufficient onsite car parking is provided to support the use. While under-croft parking is not specifically envisaged within the Mixed Use Zone, PDC 9 of the Zone, clearly intends that car parking areas should not be visually dominant. The under-croft parking area has been designed to integrate with the design of the building and is well screened from the public realm and will not have a negative impact on amenity. As will be discussed within Section 6.2.3, the car park layout has been appropriately designed to accommodate safe and efficient vehicle movements to, from and within the site.

The proposed development responds to the key provisions of the Development Plan in the following ways:

- Siting of the building close to the Anzac Highway frontage to activate the street and create a sense of urban enclosure;
- Through a range of design elements intended to, where possible, avoid blank walls exposed to public view and reduce visual bulk including the use of:

- » Large windows, canopy and frame projection and pedestrian switch back ramp access to clearly identify the entrance and primary frontage of the store, create visual interest and activate the Anzac Highway frontage;
 - » Wrap around perforated screen to define the corner elevation and add visual interest when viewed from the Anzac Highway/Old Tapleys Hill Road roundabout;
 - » High level windows and sunshade screens along the Old Tapleys Hill Road frontage; and
 - » Utilisation of a range of colours, materials and textures along the Anzac Highway and Old Tapleys Hill Road elevations.
- Incorporating design elements such as a variety of colours, and the vertical element of the ALDI towers and wrap around perforated screen which contrast with the horizontal elements of the building to create visual interest and reduce massing;
 - Avoiding highly reflective materials that could cause glare to neighbouring properties, drivers and cyclists;
 - Incorporating landscaping around the proposed buildings and within the car-parking areas to soften the appearance of the building and provide an attractive environment for customers;
 - Integration of plant equipment and solar panels within the overall design of the building; and
 - Locating the loading and service areas away from the main frontage of the buildings.

It is noted that PDC 2 suggests that side boundary walls should be sited and limited in length and height to minimise the visual impact of the building and to allow adequate sunlight to neighbouring buildings. The northern boundary wall aligns with this provision, given it is of limited length, is located adjacent to a non-sensitive use (outdoor display area of the adjacent 'Mitre 10'), and will not result in unreasonable or excessive overshadowing given its position on a northern boundary.

Similarly, and given the orientation of the proposed 2.7-metre-high (acoustic) fence along a portion of the northern boundary of the site, the fence will not result in unreasonable overshadow to the adjoining residential site. Further, it will not result in an unreasonable amenity impact and is located adjacent the side wall of the existing on-boundary studio, as well as the Mitre 10 outdoor landscape area.

While the siting and length of the eastern boundary wall does not fully respond to PDC 2, it will be located 'hard' against the side wall of the existing 'Mitre 10' store with only a small portion projecting forward of the 'Mitre 10' building. This, coupled with the setback of 8 metres to the Anzac Highway frontage, ensures this boundary wall will not have an unreasonable impact to amenity and will not obstruct driver sightlines.

Overall, the development contributes positively to the character of the streetscape, is compatible with existing development within the locality and satisfies the key design provisions of the Development Plan.

6.2.3 Transport, Access and Parking

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

Mixed Use Zone

PDC 13 Vehicle parking should be provided in accordance with the rates set out in Table HoB/1 - Off Street Vehicle Parking Requirements or Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

Transportation and Access

OBJ 2 Development that:

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

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

(c) provides off-street parking

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

(e) provides convenient and safe access to public transport stops.

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

PDC 12 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.

PDC 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.

PDC 14 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

PDC 23 Driveway crossovers should be:

(a) single width and appropriately separated, to preserve and enhance street character, and facilitate opportunities for landscaping, fencing and street tree planting

(b) minimised in number so as to optimise the provision of on-street visitor parking

(c) placed to avoid relocation of street trees, utility and infrastructure inspection points, poles and equipment

PDC 28 Development should have direct access from an all-weather public road.

PDC 29 Development should be provided with safe and convenient access which:

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

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

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

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

PDC 31 The number of vehicle access points onto arterial roads shown on Overlay Maps – Transport should be minimised and, where possible, access points should be:

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

(b) shared between developments.

PDC 34 Development with access from arterial roads or roads as shown on Overlay Maps – Transport should be sited to avoid the need for vehicles to reverse onto or from the road.

PDC 37 Development should be sited and designed to provide convenient access for people with a disability.

PDC 41 Development should be consistent with Australian Standard AS: 2890 - Parking facilities.

PDC 42 Vehicle parking areas should be sited and designed in a manner that will:

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

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

(c) not inhibit safe and convenient traffic circulation

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

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

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

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

PDC 44 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.

PDC 45 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.

Access

GTA has reviewed the proposed access arrangements to the site. The proposed crossover on Tapleys Hill Road will cater for unrestricted turning movements and maintains a 1.0 metre clearance from the adjacent light pole located within the road verge. No modifications are required to the existing road layout and right turns (for northbound traffic) can use the centre lane to access the site and still allow through-traffic to pass safely and efficiently. GTA note that the proposed crossover will result in the loss of four (4) existing on street parallel car parks directly adjacent the site and in front of the adjoining site to the north.

The Anzac Highway access will be located at the eastern end of the site and provides for a 6-metre offset to the eastern property boundary. This offset allows for adequate pedestrian sight line splays. GTA note the access will result in the loss of three (3) existing on street car parks (45° angle). The proposed access point is sufficiently clear of the existing Mitre 10 access point with clear separation between each to allow for two-way movements from the proposed ALDI access point.

Parking

GTA Consultants have assessed the proposed development against the relevant provisions of the Development Plan, as well as the applicable Australian Standards. In particular, the parking layout has been reviewed by GTA who have confirmed that it has been designed in accordance with the relevant Australian Standards. This includes:

- The dimensions of the parking spaces (2.6m wide by 5.5m long) with a minimum 7.0 metre aisle width;
- Columns within the undercroft car park will be situated outside the vehicle design envelope;
- In locations where aisles are adjacent walls or columns, an additional 300mm clearance will be provided;
- A 2.0 metre by 2.5 metre pedestrian sight splay shall be provided for the Anzac Highway driveway;
- Two (2) disabled car parking spaces will be located adjacent the lift entry to the ALDI Store with an associated shared space; and
- Appropriate grades within the parking area.

GTA has also undertaken an assessment of the car parking requirements of the proposed development. This assessment has included a review of the standards for off-street vehicle parking contained in *Table HoB/1A – Off Street Vehicle Parking Requirements for Designated Areas* of the Development Plan. Given that the land is located in the Mixed-Use Zone and is located within 400 metres of Bus Stops which are serviced by bus routes 167 and 168, which operate at required frequencies, it meets the criteria of a ‘Designated Area’.

Therefore, Table HoB/1A indicates that, within this area, a minimum of 3 spaces per 100m² and a maximum of 6 spaces per 100m² are required for non-residential development (excluding tourist accommodation). This would equate to a minimum of 55 spaces and a maximum of 111 spaces. Given that the proposal provides 84 spaces, the proposed development satisfies Table HoB/1A.

Further, GTA have undertaken parking survey demands at other standalone ALDI Stores which have demonstrated that ALDI generates an average peak demand of 4.1 car parking spaces per 100m² of gross leasable floor area. Based on this average demand, and the proposed retail area of 2,001m², the proposed ALDI Store would generate a peak parking demand of 82 car parking spaces. Through provision of 84 spaces, the development exceeds this calculated average demand.

6.2.4 Pedestrian and Cycling Accessibility

Bicycle parking rates are not specified within the Development Plan. However, PDC 21 within the General Section: Transportation and Access module provides:

PDC 21 *On-site secure bicycle parking facilities should be:*

- (a) located in a prominent place*
- (b) located at ground floor level*
- (c) located undercover*
- (d) located where surveillance is possible*
- (e) well lit and well signed*
- (f) close to well used entrances*
- (g) accessible by cycling along a safe, well lit route.*

Based on observations of other stores, GTA conclude that the provision of two (2) bicycle parks within the under-croft car park should adequately cater for anticipated bicycle parking demand. Accordingly, the development sufficiently accords with PDC 21.

With regards to pedestrian connectivity, a pedestrian connection will be provided between the footpath on Anzac Highway and the proposed ALDI Store entrance, pedestrian ramp and lifts. No pedestrian connection is proposed to Old Tapleys Hill Road given that loading and associated vehicle manoeuvring will occur through this area. Consequently, the development provides appropriate connection to the existing public pedestrian network.

6.2.5 Traffic Impact

GTA has also undertaken an analysis of traffic generation, distribution and impact on the Anzac Highway/Old Tapleys Hill Road intersection and local road network. Their assessment concluded that:

- The proposed development is predicted to generate up to 282 two-way vehicle movements during the Thursday PM Peak and Saturday Peak Hour;

- The addition of the ALDI Store traffic volumes will only have a minor impact on the operation of the roundabout;
- The additional traffic generated by the proposed development is not expected to compromise the safety or function of the surrounding road network and a Level of Service A will be maintained during both Thursday and Saturday peak periods;
- SIDRA analysis for the proposed right turn into ALDI from Old Tapleys Hill Road indicates very low delays and queues (generally less than 2 vehicles) which indicates that a formalised right turn lane is not required;
- The loading facility for the ALDI Store will accommodate truck access up to a 15.5 metre Semi Trailer. Access for recycling and waste collection vehicles will also be suitable;
- An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent roundabout with a Level of Service B or better maintained during both Thursday and Saturday peak periods; and
- There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

Accordingly, the proposal will meet the relevant provisions of the Development Plan as they relate to traffic, parking and access.

6.2.6 Landscaping

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

Landscaping, Fences and Walls

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

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

(a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)

(b) enhance the appearance of road frontages

(c) screen service yards, loading areas and outdoor storage areas

(d) minimise maintenance and watering requirements

(e) enhance and define outdoor spaces, including car parking areas

(f) maximise shade and shelter

(g) assist in climate control within and around buildings

- (h) minimise heat absorption and reflection*
- (i) maintain privacy*
- (j) maximise stormwater re-use*
- (k) complement existing vegetation, including native vegetation*
- (l) contribute to the viability of ecosystems and species*
- (m) promote water and biodiversity conservation*
- (n) establish buffers to adjacent development and areas.*

PDC 2 Landscaping should:

- (a) include mature vegetation, the planting of locally indigenous species where appropriate and species tolerant of salt-laden winds near the coast*
- (b) be oriented towards the street frontage*
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.*

In order to address these provisions, Outerspace Landscape Architects has prepared a Landscape Plan (**Appendix 7**). This Landscape Plan proposes a range of plants which have been selected to give a strong identity to ALDI Stores within Metropolitan Adelaide, with each species serving a specific function. More specifically, landscaping is proposed along the road frontages and northern boundary fence, within the car park and along the western elevation of the building which will soften the appearance of the building and car park.

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

In addition, the development retains the existing street trees located within the road reserve along the Anzac Highway frontage and subject to Council’s agreement, proposes to extend the new front landscaping out to the edge of the existing reserve planting area adjacent the footpath. This will further assist in softening the overall visual appearance of the site, particularly until such times as the proposed landscape treatments have become established.

6.2.7 Signage

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

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

Mixed Use Zone

PDC 12 Advertisements and advertising hoardings should not include any of the following:

- (a) flashing or animated signs
- (b) bunting, streamers, flags, or wind vanes
- (c) roof-mounted advertisements projected above the roofline
- (d) parapet-mounted advertisements projecting above the top of the parapet.

Advertisements

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

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

- (a) consistent with the predominant character of the urban or rural landscape
- (b) in harmony with any buildings or sites of historic significance or heritage value in the area
- (c) coordinated with and complement the architectural form and design of the building they are to be located on.

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

- (a) clutter
- (b) disorder
- (c) untidiness of buildings and their surrounds
- (d) driver distraction.

PDC 5 Advertisements and/or advertising hoardings should:

- (a) be completely contained within the boundaries of the subject allotment
- (b) be sited to avoid damage to, or pruning or lopping of on-site landscaping or street trees
- (c) not obscure views to vistas or objects of high amenity value.

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

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

PDC 12 Advertisements and/or advertising hoardings should not create a hazard by:

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

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

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

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

PDC 14 Freestanding advertisements and/or advertising hoardings should be:

(a) limited to only one primary advertisement per site or complex, except where a site has multiple road frontages, in which case, a maximum of one freestanding advertising hoarding per road frontage

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

The locality, particularly existing commercial development located along the northern side of Anzac Highway incorporates a wide range of prominent signage which all form notable character elements of the urban landscape. The diversity of land uses and desire for visual exposure have resulted in a streetscape comprising freestanding signage, fascia signage, billboard signage and other forms of signage including A-Frame signs and teardrop flags.

In addition to a series of façade 'wall signs', the development proposes one (1) 10-metre-high freestanding pylon sign located in the south-east corner of the site adjacent the Anzac Highway/Old Tapleys Hill Road intersection. Placement of the sign in this location provides maximised commercial exposure for ALDI along both street frontages, without the need for provision of multiple freestanding signs on the site, thereby reducing signage clutter.

We also note the wall signs and pylon sign are compatible with and lower in height than the proposed ALDI Store, and delivers the brand message in a clear and concise format, while also providing important 'opening hours' information for customers and passing traffic.

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

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

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

6.2.8 Stormwater

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

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

General Section – Natural Resources

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

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

- be of a physical, chemical and biological condition equivalent to or better than its pre-developed state*
- not exceed the rate of discharge from the site as it existed in pre-development conditions.*

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

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

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

PDC 14 *Stormwater management systems should:*

- (a) *maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source*
- (b) *utilise, but not be limited to, one or more of the following harvesting methods:*
 - (i) *the collection of roof water in tanks*
 - (ii) *the discharge to open space, landscaping or garden areas, including strips adjacent to car parks*
 - (iii) *the incorporation of detention and retention facilities*
 - (iv) *aquifer recharge.*

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

As outlined in Section 4.6, Wallbridge Gilbert Aztec (WGA) have been engaged to prepare a Stormwater Management Report for the proposed development (refer to **Appendix 8**). As part of this report, WGA have provided advice on the management of stormwater and have prepared a management plan with supporting documentation which responds to the Council’s requirements, while also ensuring that stormwater is managed effectively and efficiently.

In essence, WGA have recommended:

- There is no increase in the ‘impermeability’ of the site and as such no detention of stormwater is required and there will be no increase in stormwater flows to the Council stormwater network;
- The quality of run-off is expected to improve as a consequence of the development given the use of undercover car parking (compared to the existing situation);
- Improved control of run-off by directing almost all captured stormwater directly to below ground infrastructure when capable, which will be in most storm events. Only a minimal portion will be directed to street water tables, resulting in less ponding to be re-captured by Council’s gutters and pits; and
- A Gross Pollutant Trap is proposed to be installed to ensure that stormwater is free of gross pollutants prior to its entry into Council’s stormwater management system.

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

6.2.9 Crime Prevention

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

- OBJ 1** A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.
- PDC 1** Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- PDC 2** Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- PDC 3** Development should provide a robust environment that is resistant to vandalism and graffiti.
- PDC 4** Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- PDC 5** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- PDC 6** Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.
- PDC 7** Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- PDC 10** Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

The proposed development will front Anzac Highway which will activate this frontage and encourage casual surveillance of the public realm, as well as surveillance of the outdoor parking area.

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

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

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

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

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

6.2.10 Interface between Land Uses

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

“conflict between residential and non-residential development will be limited by acoustic treatment, and siting and separation of built forms where possible”

The following provisions of the General Section: Interface Between Land Uses module are considered most relevant to an assessment of potential interface impacts:

General Section – Interface Between Land Uses

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

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

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
- (b) noise
- (c) vibration
- (d) electrical interference
- (e) light spill
- (f) glare
- (g) hours of operation
- (h) traffic impacts.

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

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

While the subject site is located within a Mixed Use Zone where a range of non-residential and commercial land uses are envisaged, as the subject site abuts a residential dwelling to the north, and there are other residential developments within the immediate locality, the potential interface impacts of the proposal have been assessed.

In order to confirm that the proposed development satisfies the requirements of the Development Plan, Sonus have prepared an Environmental Noise Assessment (**Appendix 4**). Sonus have reviewed the proposal against the Environment Protection (Noise) Policy 2007 and have considered potential noise generating activities on the site including noise from rubbish collection, car park activity and vehicle movements, the mechanical plant and deliveries. Sonus have advised that, subject to the following acoustic treatments, the proposed development will satisfy the requirements of the Environment Protection (Noise) Policy 2007:

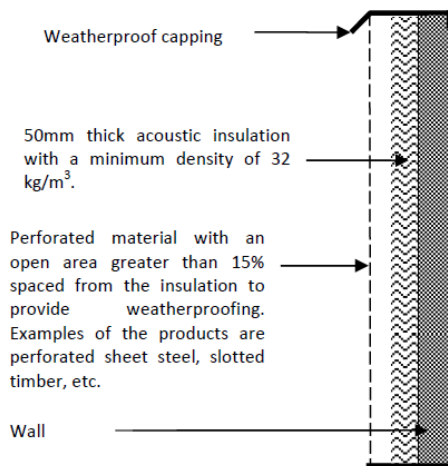
- Restrict the hours of rubbish collection from the site and any use of the refuse area to the hours between 9.00am and 7.00pm on a Sunday or Public Holiday, and 7.00am and 7.00pm on any other day;
- In accordance with the architectural plans provided in **Appendix 3**, construct a barrier around the roof mounted mechanical plant to block line of sight between the equipment and any surrounding residences;
- Retain a portion of the existing 1.8 metre high northern boundary fence and ensure that all gaps are sealed airtight, to the extent shown in green below (**Figure 6.6**) (including adjacent the proposed art gallery wall on the adjoining site); and modify a portion of the existing boundary fence to be a minimum of 2.7 metres high and constructed from a material such as 9mm thick fibre cement sheet, to the extent shown in red below (**Figure 6.6**). The fence should be sealed airtight at all junctions, including at the ground and at the building wall; and
- Install acoustic absorption material to the northern wall of the proposed ALDI building above the loading dock area for the extent of the wall shown in blue below (**Figure 6.6**) and in accordance with the detail shown in **Figure 6.7**.

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

Figure 6.6 Location of Recommended Acoustic Treatments (Source: Sonus)



Figure 6.7 Acoustic Absorption Detail



Although the specific location and nature of outdoor lighting is yet to be determined, all lighting will be designed in accordance with *Australian Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting’*, to ensure lux levels and light glare does not unreasonably impact on the amenity of the locality. Additionally, all lighting within the car park will be designed in accordance with *Australian Standard AS 1158 – Lighting for roads and public spaces*. Accordingly, it is anticipated that lighting operating from within the site will not adversely impact on the amenity of the locality and can be managed through appropriately worded conditions attached to the Development Plan Consent.

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

Finally, given the orientation of the site, the siting of the building and the location and composition of development on adjoining sites, there will be limited overshadowing to adjoining sites.

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

6.2.11 Energy Efficiency

The design of the development has been assessed against the following Energy Efficiency provisions of the Development Plan:

General Section – Energy Efficiency

OBJ 1 *Development designed and sited to conserve energy.*

PDC 3 *Except for buildings that take advantage of coastal views, development should promote the efficient consumption of energy through the use of larger but appropriately shaded windows on the north and east building surfaces and smaller windows on the south and west building surfaces.*

PDC 4 *Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:*

(a) taking into account overshadowing from neighbouring buildings

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

The following design features will reduce the buildings reliance on non-renewable resources:

- A flat roof with northerly aspect to accommodate photovoltaic cells which will not result in unreasonable overshadow to adjoining properties or have a visual impact; and
- Small, high level windows with associated sunshade screens on the northern and western elevations.

Further to the above discussion on building design and building form, the proposal will, in our opinion significantly improve the visual amenity of the site and its immediate surrounds, offering a contemporary building form which accords with the provisions of the Mixed-Use Zone.

Conclusion

This development application seeks to establish an ALDI Store (supermarket) within a Mixed-Use Zone of the City of Holdfast Bay. Given the subject land's location in a commercial area and its ability to provide convenient access for customers and delivery trucks, the site is well suited for its intended retail use. Noting that large retail offerings in the form of bulky goods are specifically encouraged in this portion of the zone, the suitability of the land use turns to the nature of the particular products sold and whether the use is complementary to the established District Centre. This report, in conjunction with the thorough retail analysis undertaken by Deep End, demonstrates that the proposal will not jeopardise the viability of the Centre and in fact will encourage more customer visitation to Glenelg.

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

- The proposal will compliment both the existing Mixed Use Zone functions as also support local trade and spending in the Glenelg precinct;
- The Store will provide a range of groceries and other shopping products which will serve the needs of the local and broader community (in addition to tourists and workers) while also providing competition to other supermarkets which will help to drive down prices;
- The building features a contemporary design which, combined with the proposed materials and finishes, appropriately responds to the desired character of the locality as expressed in the Mixed Use Zone;
- The undercroft parking area has been designed to integrate with the design of the building, is well screened from the public realm and will not have a negative impact on amenity;
- The proposal will not result in unreasonable interface impacts to residential properties or other sensitive land uses;
- The proposed landscaping will significantly improve the aesthetics of the proposed development and provide an attractive environment around the site;
- Projected traffic generation and distribution will not adversely impact on the intended function and/or capacity of the adjacent road networks;
- The site has been designed to accommodate safe and convenient vehicle access, egress and circulation, including service vehicles that will enter the site in forward direction, safely reverse into the loading dock and exit the site in a forward direction;

- The supply of car parking spaces will satisfy the anticipated demand generated by the proposed ALDI Store and will exceed the minimum standards set out in the Development Plan; and
- The proposed advertising signage will clearly and concisely identify the intended use, while also achieving consistency with the architectural style of the building and complementing the character of the broader Mixed Use Zone.

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

ALDI Glenelg North

Environmental Noise Assessment

August 2019

S4217.29C5

sonus.

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Document Title : ALDI Glenelg North
Environmental Noise Assessment

Document Reference : S4217.29C5

Date : August 2019

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INTRODUCTION

An environmental noise assessment has been made of the proposed ALDI supermarket at 601-603 ANZAC Highway, Glenelg North.

The closest noise sensitive receivers to the proposed ALDI Supermarket are the residences located on the opposite side of Old Tapleys Hill Road and the multi storey residential developments to the north across a hardware store car park and to the south on the opposite side of ANZAC Highway. There is an additional noise sensitive location to the immediate north of the proposed site, which is understood to consist of both a commercial and residential land use. The site layout and nearby noise sensitive locations are shown in Appendix A.

It is understood that there is an existing approval to construct a gallery at the site to the immediate north of the proposed Aldi. The approved plans are for the residential component at the rear of the site to remain and for a 4.5m high precast concrete building wall to be built on the interfacing boundary. Appendix B shows the relative location of the residential component (noise sensitive receiver) and the proposed 4.5m high boundary wall of the approved gallery.

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

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

The assessment has been based on the following:

- *Nielsen Architects* drawings titled "Proposed Aldi Glenelg North" with project number "2296", dated July 2019;
- the assumption that the ALDI store will not trade before 7am or after 10pm;
- the understanding that there will be no rubbish compactor at the subject site, only cardboard bailers in the back of house area;
- implementation of measures described in the ALDI SA, "Delivery and loading procedures" (such as turning off refrigeration and reversing beepers when delivering) to minimise the noise; and
- low level exhausts and attenuated compressed air release on all trucks that attend the site.

CRITERIA

The proposed site is located within a Mixed Use Zone of the Holdfast Bay Council Development Plan (the Development Plan), while the noise sensitive locations are within the Mixed Use, Residential Character and Residential Zones. The Development Plan has been reviewed and the following provisions considered relevant to the assessment;

COUNCIL WIDE PROVISIONS

INTERFACE BETWEEN LAND USES

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.*
- 2 Protect community health and amenity and support the operation of all desired land uses.*

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
(b) noise*
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*
- 6 Non-residential development on land abutting a residential zone should be designed to minimize noise impacts to achieve adequate levels of compatibility between existing and proposed uses.*

Noise Generating Activities

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

Environment Protection (Noise) Policy 2007

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

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

Noise from Rubbish Collection

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

Noise from all other Activity

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

For a development located within a zone that promotes a combination of residential and commercial uses, the following external goal noise levels apply to;

- residences within the Residential or Residential Character Zone:
 - An average (L_{eq}) noise level of 50 dB(A) during the daytime (7am to 10pm);
 - An average (L_{eq}) noise level of 43 dB(A) at night (10pm to 7am); and,
 - a maximum instantaneous (L_{Amax}) noise level of 60 dB(A) at night (10:00pm to 7:00am).
- residences within the Mixed Use Zone:
 - An average (L_{eq}) noise level of 52 dB(A) during the daytime (7am to 10pm); and,
 - An average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation

of the noise source. The characteristic must be considered dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location and time of day.

Existing Acoustic Environment

In order to assess the existing acoustic environment, the background noise level has been measured on the subject site, adjacent the noise sensitive location to the immediate north (residential component). The results provided in Appendix B show that noise levels are high during the day, however during the night periods there is limited activity.

Therefore, noise from delivery vehicles during the night (when background noise levels have been measured to be low) would attract a penalty for modulating noise character effectively reducing the goal noise level during the night by 5 dB(A). A penalty is not considered to be warranted during the day given the higher background noise levels.

Criteria Summary

Based on the above, the following become the effective goal noise levels to be achieved by the site;

- within the Residential or Residential Character Zone:
 - An average (L_{eq}) noise level of 50 dB(A) during the daytime (7am to 10pm);
 - An average (L_{eq}) noise level of 38 dB(A) at night (10pm to 7am); and,
 - a maximum instantaneous (L_{Amax}) noise level of 60 dB(A) at night (10:00pm to 7:00am).
- within the Mixed Use Zone:
 - An average (L_{eq}) noise level of 52 dB(A) during the daytime (7am to 10pm); and,
 - An average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am).

ASSESSMENT

The noise levels at nearby residences from the proposed Aldi development have been predicted based on a range of previous noise measurements of similar activity and manufacturer's data which includes:

- car park activity, such as;
 - people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and,
 - general vehicle movements on site.
- ALDI trucks for each of the following processes, conducted in accordance with the ALDI SA "Delivery & Loading Procedures" (refer Appendix D):
 - driving into a site;
 - reversing into a loading dock and stopping the engine;
 - unloading, and;
 - starting the engine, accelerating and driving out of the site.
- Mechanical plant serving the ALDI building.

The overall sound power level data for the above activities are summarised in Appendix E.

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

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

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

Rubbish Collection

To ensure there is not unreasonable interference from the noise associated with rubbish collection, it is recommended that the hours of this activity at the site be restricted to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

General Activity

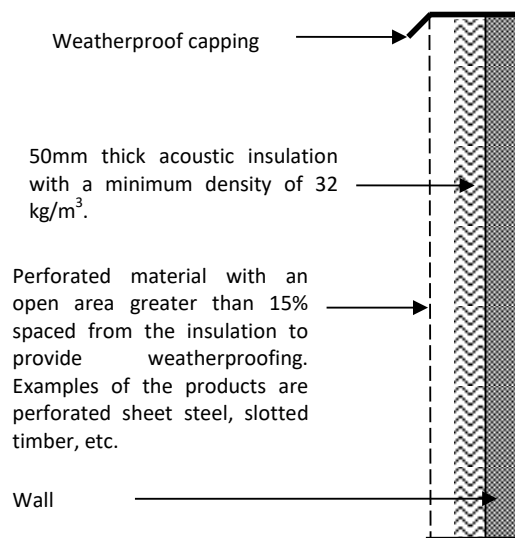
The predictions of noise from activity other than rubbish collection have been based on the following operational assumptions for use of the site in any 15-minute period:

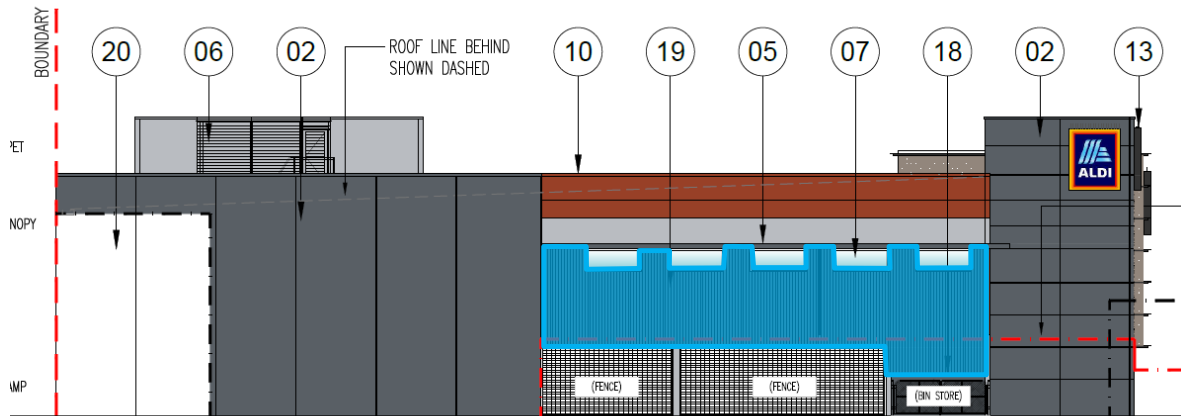
- During the day (7am to 10pm) period
 - Continuous operation of mechanical plant on the building roof;
 - A single delivery to the site by an Aldi truck, including the movement either into or out of the site.
 - 20 vehicle movements into and out of the carpark;
 - Car park activity associated with the above, including people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position.
- During the night (10pm to 7am)
 - Continuous operation of mechanical plant on the building roof;
 - A single delivery to the site by an Aldi truck, including the movement either into or out of the site.

Based on the above, the following acoustic treatment of the site is recommended to ensure the noise criteria are achieved;

- As documented, construct a barrier around the roof mounted mechanical plant to block line of sight between the equipment and the residences.
- Retain the existing 1.8m high northern boundary fence for the portion shown as **GREEN** below and ensure that all gaps are sealed airtight, including at the proposed 4.5m high precast concrete wall.
- As documented, modify the existing boundary fence to be a minimum of 2.7m high and constructed from a material such as 9mm thick fibre cement sheet for the extent shown below as **RED** below. The fence should be sealed airtight at all junctions, including at the ground and at the building walls.

- Install acoustic absorption material behind the perforated sheet steel cladding which is documented on the northern wall of the ALDI building, above the loading dock area. The insulation should be installed in accordance with the details shown below and for the extent shown as **BLUE**;





Combined Noise Levels

The noise level from activity at the facility as described above has been predicted and with the inclusion of the acoustic treatments detailed in this report will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* during the day and night.

The average noise level during the day time is predicted to be no more than 41 dB(A) at any location and during the night time, no more than 38 dB(A) within the Residential and Residential Character Zones and no more than 40 dB(A) within the Mixed Use Zone.

Additionally, the maximum instantaneous (L_{Amax}) noise level from ALDI deliveries during the night has been predicted to achieve the 60 dB(A) criterion of the Policy at the residences within the Residential and Residential Character Zones.

CONCLUSION

An environmental noise assessment has been made of the proposed ALDI supermarket at 601-603 ANZAC Highway, Glenelg North.

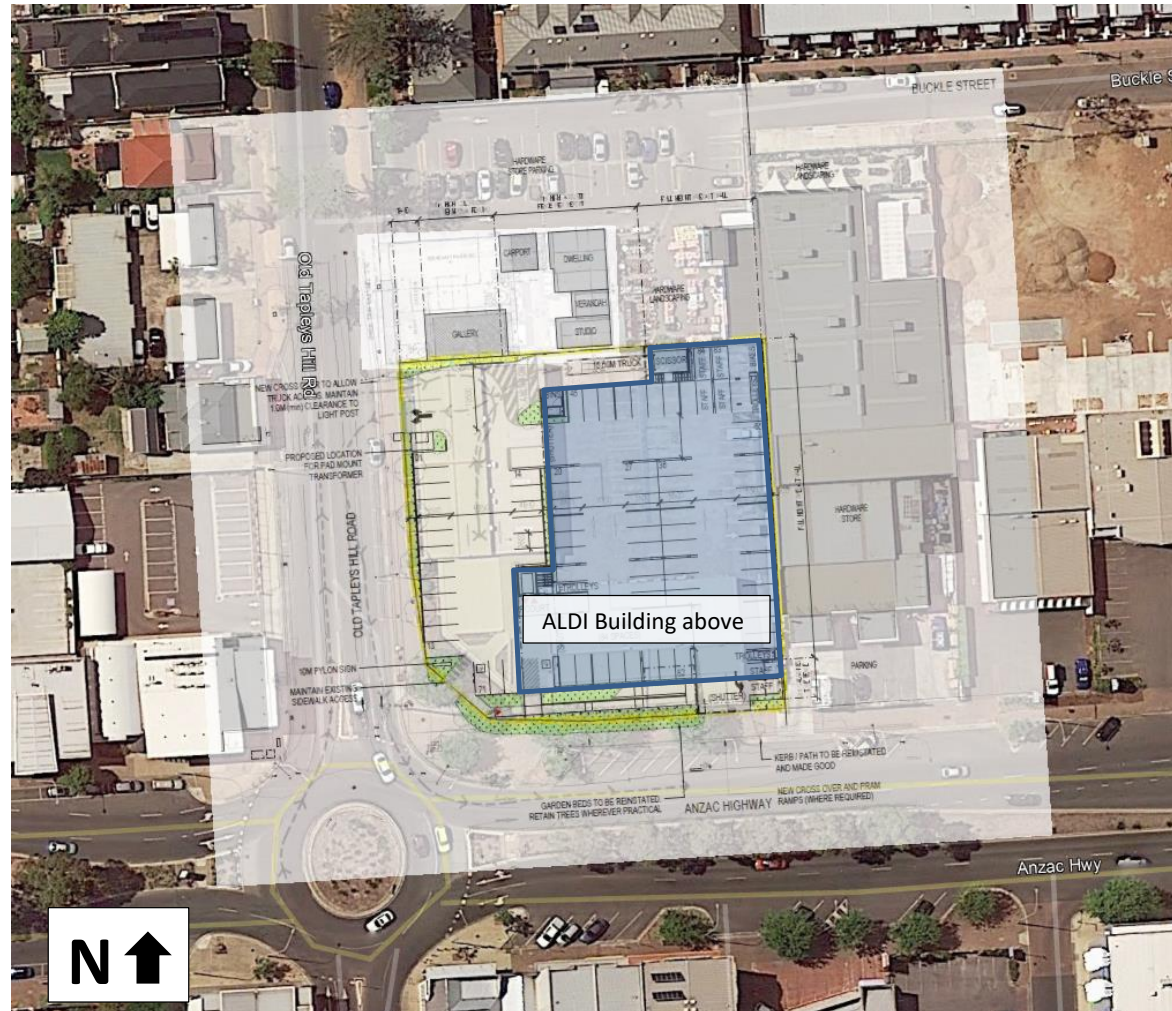
The assessment considers noise at nearby residences from car park activity, vehicle movements, delivery activity, mechanical plant, and rubbish collection within the context of the surrounding acoustic environment to ensure the proposal does not adversely impact on the amenity of the locality.

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

- Specific screening of mechanical plant;
- Specific fence heights and constructions;
- Installation of acoustic absorption material; and,
- Restricting the times for rubbish collection.

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

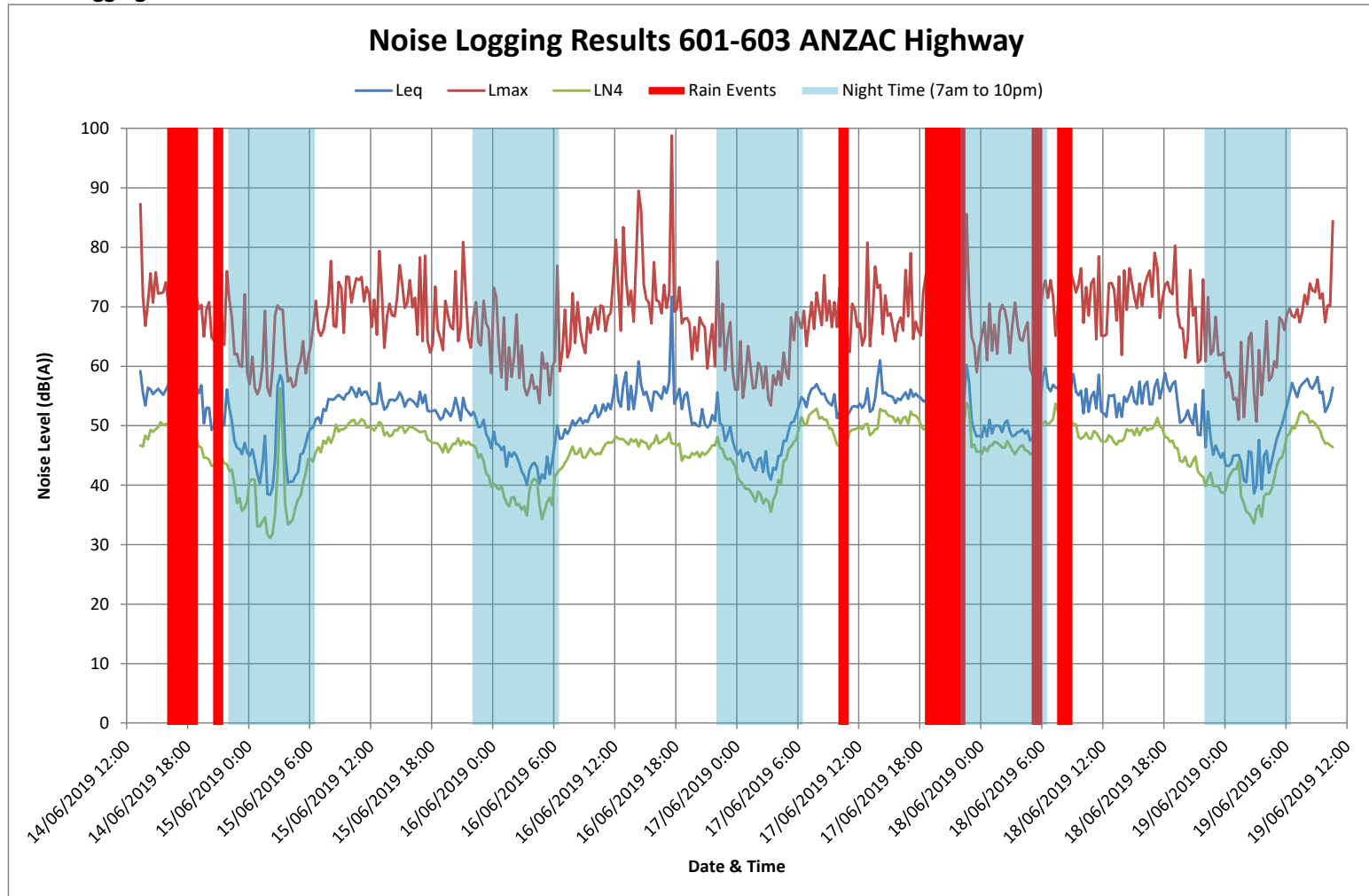
Appendix A: Site Plan & Residences



Appendix B: Residential / Commercial Land Use Mark-Up

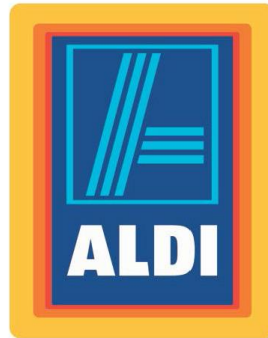


Appendix C: Noise Logging Results



APPENDIX D: ALDI Delivery & Loading Procedures

ALDI SOUTH AUSTRALIA



DELIVERY & LOADING PROCEDURES

ALDI DELIVERY & LOADING PROCEDURES

- ALDI own, operate and control all of its supply and logistics via its purpose built Distribution Centre. South Australia's Distribution Centre is under construction in Regency Park.
- ALDI's supply chain and logistics operates on a palletised system. All products are delivered to our Distribution Centre on pallets. The same product is then loaded onto delivery trucks, delivered to the store and in many cases the same pallet is then located on the retail floor. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors.
- With all ALDI supplies delivered directly to our Distribution Centre, ALDI then undertake consolidated store deliveries to each store via its own fleet of trucks/trailers and ALDI employed drivers.
- ALDI Stores do not undertake "night fill" or store replenishment outside retail trading hours therefore the stores close and staff leave very shortly after retail close. Deliveries are however enabled to be undertaken throughout a full 24 hour period to any store given the Distribution Centre operates 24/7 and our own truck and drivers are able to access and unload to a store without the store being open or trading.
- With the dedicated ALDI supply chain direct from our Distribution Centre to a store, only a maximum of two ALDI deliveries are undertaken within a 24 period to each store. The only exception is one bread delivery from a bakery supplier, which is undertaken in a small rigid truck, once per day.
- The ALDI truck movement, on any site, typically takes between 1 to 2 minutes, with the truck moving onto the site, stopping, reversing and engaging with the purpose built loading dock.
- The prime mover is always turned off during unloading.
- Given the palletised system and dedicated dock connection the total delivery period is on average 15 minutes from the moment the truck is docked. The unloading is undertaken by only one person being the ALDI truck driver.
- All products are unloaded from within the trailer directly inside the building using a manually operated pallet jack. (No forklifts are used and no external activity occurs outside the truck). The trailers are sealed and connected to the building via a dedicated dock leveller and dock curtain.
- The ALDI prime movers and trailers are purpose built to ALDI specifications.
 - All trailers are built with a reversing camera which is connected to a driver display in the cabin of the prime mover.
 - All trailers are also able to be controlled from within the cabin to turn-off the reversing beepers (if required) and the refrigeration units (if required).
- All ALDI loading docks are fitted with motion sensors and automatic lighting to ensure that night time deliveries benefit from appropriate surveillance including safe reversing manoeuvres without reversing beepers (where required).
- All drivers are briefed and aware of each site and any site specific circumstances or restrictions that are applicable for that store.
- If an acoustic assessment requires any specific noise management then either or both the refrigeration and reversing beepers can be turned off including any requirement to do so whilst transiting past any noise sensitive areas.
- As a result of the above, where other retailers cannot, ALDI consistently can comply with any prescribed operational or acoustic requirements of either the Environmental Protection Authority and any relevant local statutory requirements when performing night time deliveries.
- Coupled with the above where additional on-site acoustic mitigation measures are required/recommended ALDI will construct these to further alleviate and mitigate any potential noise interface issues i.e. Acoustic screens, fences and/or gates.

Appendix E: Noise Source Sound Power Level Data

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

ALDI 601-603 Anzac Highway, Glenelg North SA

Transport Impact Assessment

Prepared by: GTA Consultants (SA) Pty Ltd for ALDI Australia

on 7/08/19

Reference: S159990

Issue #: A

ALDI 601-603 Anzac Highway, Glenelg North SA

Transport Impact Assessment


Client: ALDI Australia

on 7/08/19

Reference: S159990

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. INTRODUCTION

1.1. Background

An ALDI Store is proposed on a site located on the north-eastern corner of Old Tapleys Hill Road, Gordon Street and Anzac Highway in Glenelg North. GTA Consultants were engaged by ALDI Australia to undertake a Transport Impact Assessment for the proposed development.

1.2. Purpose of this Report

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

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

1.3. References

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

- Holdfast Bay Council Development Plan (consolidated 2 June 2016)
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking For People With Disabilities AS/NZS 2890.6:2009
- Plans for the proposed development prepared by Nielsen Architects dated August 2019
- Traffic surveys undertaken adjacent the site on Saturday 15 June 2019 and Thursday 27 June 2019
- Various technical data as referenced in this report
- An inspection of the site and its surrounds
- Other documents as nominated.

2. EXISTING CONDITIONS

2.1. Subject Site

The subject site is located on the north-eastern corner of the intersection of Anzac Highway, Old Tapleys Hill Road and Gordon Street in Glenelg North. The subject site has an area of approximately 3,490 sqm has a frontage of approximately 50 metres to Anzac Highway and approximately 50 metres to Old Tapleys Hill Road. The existing site has an access point on Anzac Highway at the eastern end of the frontage. The site is located within a Mixed Use zone, with the surrounding land uses being a mix of residential and commercial properties.

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

Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

2.2. Road Network

2.2.1. Adjoining Roads

Anzac Highway

Anzac Highway (to the west of the Tapleys Hill Road/Brighton Road intersection) is a sub-arterial road managed and maintained by the Holdfast Bay Council. It comprises dual carriageways aligned in an east-west direction and configured with two lanes in each direction. The eastbound and westbound carriageway widths are 12.5 metres and 14.0 metres wide respectively, inclusive of the 45 degree on-street parking.

EXISTING CONDITIONS

The central median is 4.0 metres wide (approx.) adjacent the site. The road reserve is approximately 41.0 metres wide adjacent the site. Kerbside parking is provided on both side of Anzac Highway in the form of 45 degree angled parking, which is subject to 3 hour parking restrictions between 9:00am and 6:00pm on any day.

Anzac Highway has a posted speed limit of 60km/h and carries approximately 18,100 vehicles per day¹.

Anzac Highway intersects Old Tapleys Hill Road and Gordon Street as a four-way intersection which is controlled by a large dual lane roundabout.

Figure 2.2 considers Anzac Highway looking east.

Figure 2.2: Anzac Highway (adjacent subject site) – Looking east



Old Tapleys Hill Road

Old Tapleys Hill Road is a local road managed and maintained by the Holdfast Bay Council, and is aligned in a north-south direction. It is a single carriageway two-way road configured two lanes in each direction adjacent the site, but narrows to one lane in each direction to the north of the site. Adjacent the site, the carriageway width is 17.0 metres (approx.) and is set within a 24.0 metre wide road reserve. Kerbside parallel parking is permitted on both sides of the street, with the eastern side subject to 3 hour time restrictions between 9:00am – 6:00pm any day. Parking is unrestricted on the western side of the road.

Old Tapleys Hill Road has an urban default speed limit of 50km/h and carries approximately 7,500 vehicles per day.²

Figure 2.2 considers Anzac Highway looking east.

¹ Sourced from Location SA, which is based on DPTI counts undertaken for Anzac Highway in 2017.

² Based on the peak hour traffic counts undertaken by HDS on Thursday 27 June 2019 and assuming a peak-to-daily ratio of 10%.

Figure 2.3: Tapleys Hill Road (adjacent subject site) – Looking south



2.2.2. Surrounding Intersections

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

- Anzac Highway / Old Tapleys Hill Road (roundabout) as shown in Figure 2.4

Figure 2.4: Anzac Highway / Old Tapleys Hill Road Roundabout



2.2.3. Traffic Volumes

GTA commissioned turning movements surveys at the Anzac Highway/Old Tapleys Hill Road/Gordon Street roundabout during the following periods:

- Thursday (27 June 2019) : 3:00pm – 6:00pm
- Saturday (15 June 2019): 10:00am – 1:00pm

The Thursday PM peak hour occurred between 4:45pm and 5:45pm while the Saturday peak hour occurred between 11:45am and 12:45am. The traffic volumes are shown in Figure 2.5 and Figure 2.6, respectively.

EXISTING CONDITIONS

Figure 2.5: Existing Thursday PM Peak Hour Traffic Volumes

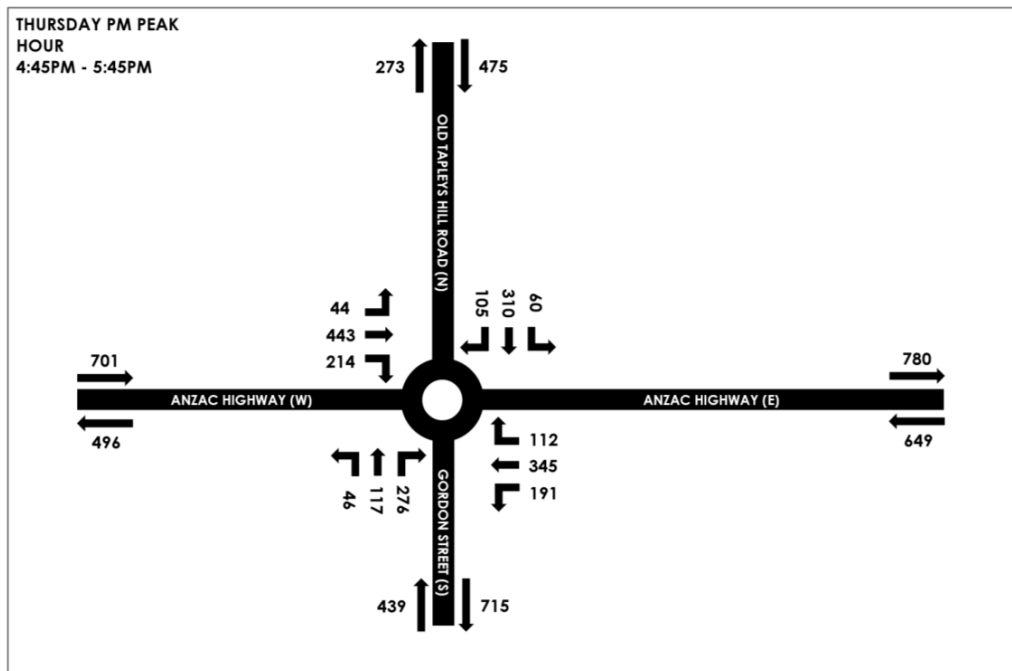
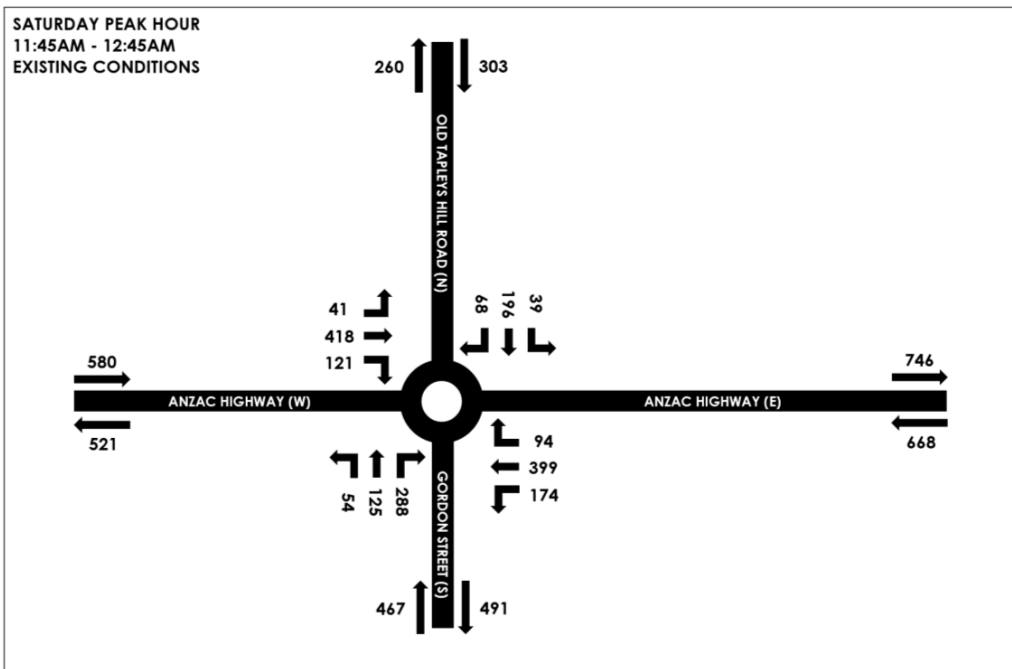


Figure 2.6: Existing Saturday Peak Hour Traffic Volumes



2.2.4. Intersection Operation

The operation of the Anzac Highway/Old Tapleys Hill Road roundabout has been assessed using SIDRA INTERSECTION³, a computer based modelling package which calculates intersection performance.

The commonly used measure of intersection performance is referred to as the *Degree of Saturation (DOS)*. The DOS represents the flow-to-capacity ratio for the most critical movement on each leg of the intersection. For signalised intersections, a DOS of around 0.95 has been typically considered the ‘ideal’ limit, beyond which queues and delays increase disproportionately⁴.

Table 2.1 presents a summary of the existing operation of the intersection during the Thursday PM Peak Hour. The results during the Saturday PM Peak Hour are displayed in Table 2.2.

Table 2.1: Anzac Highway/Tapleys Hill Road roundabout – Thursday PM Peak Hour – Existing Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Gordon Street (S)											
1	L2	48	0.0	0.226	8.2	LOS A	1.0	6.9	0.58	0.71	45.0
2	T1	123	0.0	0.432	7.5	LOS A	2.4	17.0	0.59	0.76	45.6
3	R2	291	0.4	0.432	11.0	LOS B	2.4	17.0	0.62	0.82	45.1
3u	U	1	0.0	0.432	12.8	LOS B	2.4	17.0	0.62	0.82	45.8
Approach		463	0.2	0.432	9.8	LOS A	2.4	17.0	0.61	0.79	45.2
East: Anzac Highway (W)											
4	L2	201	5.8	0.464	8.3	LOS A	2.9	21.2	0.67	0.79	45.0
5	T1	363	1.7	0.464	7.9	LOS A	2.9	21.2	0.67	0.81	45.7
6	R2	118	0.0	0.464	12.2	LOS B	2.9	20.6	0.67	0.82	45.4
6u	U	1	100.0	0.464	18.4	LOS B	2.9	20.6	0.67	0.82	45.7
Approach		683	2.8	0.464	8.8	LOS A	2.9	21.2	0.67	0.81	45.4
North: Old Tapleys Hill Rd (N)											
7	L2	63	1.7	0.167	9.8	LOS A	0.7	4.9	0.68	0.82	44.1
8	T1	326	1.0	0.592	9.7	LOS A	4.5	31.8	0.83	1.00	44.7
9	R2	111	0.0	0.592	14.0	LOS B	4.5	31.8	0.83	1.01	44.8
9u	U	1	0.0	0.592	15.8	LOS B	4.5	31.8	0.83	1.01	45.6
Approach		501	0.8	0.592	10.7	LOS B	4.5	31.8	0.81	0.98	44.6
West: Anzac Highway (W)											
10	L2	46	0.0	0.415	5.9	LOS A	2.1	15.3	0.54	0.64	46.1
11	T1	466	4.7	0.415	5.7	LOS A	2.1	15.3	0.54	0.67	46.8
12	R2	225	1.9	0.415	10.0	LOS A	2.1	15.1	0.54	0.73	46.0
12u	U	1	0.0	0.415	11.7	LOS B	2.1	15.1	0.54	0.73	46.8
Approach		739	3.6	0.415	7.0	LOS A	2.1	15.3	0.54	0.68	46.5
All Vehicles		2386	2.1	0.592	8.8	LOS A	4.5	31.8	0.65	0.80	45.5

DOS – Degree of saturation, # - Intersection DOS

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

⁴ SIDRA INTERSECTION adopts the following criteria for Level of Service assessment:

		Intersection Degree of Saturation (X)	
		Unsignalised Intersection	Signalised Intersection
A	Excellent	<=0.50	<=0.60
B	Very Good	0.50-0.70	0.60-0.75
C	Good	0.70-0.80	0.75-0.90
D	Acceptable	0.80-0.90	0.90-0.95
E	Poor	0.90-1.00	0.95-1.00
F	Very Poor	>=1.0	>=1.0

EXISTING CONDITIONS

Based on the above:

- The intersection operates at a Level of Service (LOS) of A with a Degree of Saturation (DOS) of 0.592, which is below the DPTI operational capacity of 0.85. This indicates the intersection operates with minimal delays and has spare capacity for additional traffic volumes.
- The 95th percentile queue length for the intersection was 4.5 vehicles on the Old Tapleys Hill Road approaches, with a 2-3 vehicle queue length on the other approaches.
- The average delay for the intersection was 8.8 seconds.

Table 2.2: Anzac Highway/Tapleys Hill Road roundabout – Saturday Peak Hour – Existing Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Gordon Street (S)											
1	L2	57	3.7	0.234	8.3	LOS A	1.0	7.2	0.57	0.71	45.0
2	T1	132	0.0	0.447	7.4	LOS A	2.6	17.9	0.59	0.76	45.5
3	R2	303	0.0	0.447	11.0	LOS B	2.6	17.9	0.61	0.81	45.1
3u	U	1	0.0	0.447	12.8	LOS B	2.6	17.9	0.61	0.81	45.9
Approach		493	0.4	0.447	9.7	LOS A	2.6	17.9	0.60	0.79	45.2
East: Anzac Highway (W)											
4	L2	183	2.9	0.373	5.7	LOS A	2.0	14.1	0.51	0.61	46.2
5	T1	420	0.8	0.373	5.3	LOS A	2.0	14.1	0.51	0.63	47.0
6	R2	99	0.0	0.373	9.6	LOS A	2.0	14.0	0.51	0.64	46.8
6u	U	1	100.0	0.373	14.3	LOS B	2.0	14.0	0.51	0.64	47.1
Approach		703	1.3	0.373	6.0	LOS A	2.0	14.1	0.51	0.62	46.8
North: Old Tapleys Hill Rd (N)											
7	L2	41	2.6	0.100	9.1	LOS A	0.4	2.9	0.64	0.78	44.4
8	T1	206	0.0	0.353	6.5	LOS A	1.9	13.4	0.70	0.78	46.2
9	R2	72	1.5	0.353	10.9	LOS B	1.9	13.4	0.70	0.78	46.3
9u	U	1	0.0	0.353	12.6	LOS B	1.9	13.4	0.70	0.78	47.1
Approach		320	0.7	0.353	7.9	LOS A	1.9	13.4	0.69	0.78	46.0
West: Anzac Highway (W)											
10	L2	43	2.4	0.342	5.8	LOS A	1.7	12.0	0.52	0.62	46.1
11	T1	440	2.6	0.342	5.5	LOS A	1.7	12.0	0.52	0.65	47.0
12	R2	127	0.8	0.342	9.8	LOS A	1.7	11.8	0.52	0.69	46.5
12u	U	1	0.0	0.342	11.6	LOS B	1.7	11.8	0.52	0.69	47.4
Approach		612	2.2	0.342	6.4	LOS A	1.7	12.0	0.52	0.65	46.8
All Vehicles		2127	1.3	0.447	7.3	LOS A	2.6	17.9	0.56	0.69	46.3

Based on the above:

- The intersection operates at a Level of Service (LOS) of A with a Degree of Saturation (DOS) of 0.447, which is within the DPTI operational capacity of 0.85. This indicates the intersection operates with minimal delays and has spare capacity for additional traffic volumes.
- The 95th percentile queue length for the intersection was less than three (3) vehicles on all approaches which isn't significant.
- The average delay for the intersection was 7.3 seconds.

2.2.5. Crash History

A review of the reported accident casualty history for the roads and intersections adjoining the subject site has been sourced from DPTI between 2013 and 2017. A summary of the road crashes for the last available five-year period is presented in Table 2.3.

EXISTING CONDITIONS

Table 2.3: Crash History 2013-2017 at the roundabout

No. of Crashes	Type of Crash	Property Damage Only (PDO)	Injury (Minor)	Injury (Serious)	Fatal
32	3 x Rear end 1 x Hit fixed object 11 x Side swipe 15 x right angle 1 x hit pedestrian 1 x roll over	21	10 in total 1 x Hit Pedestrian 1x Roll Over 8x Right Angle	1 in total 1 x Hit Fixed Object	0

Source: Data.gov.au crash history database

Based on the above, the most common types of crashes occurred at the roundabout was 'side swipe' and 'right angle' crashes. One 'Hit Fixed Object' crash in the last available five-year period resulted in a serious injury, in which the driver hit a tree. The driver at the time on the incident was under the influence of alcohol. Ten crashes resulted in minor injuries, including one 'hit pedestrian' crash, one 'roll over' crash and eight 'right angle' crashes.

2.3. Sustainable Transport Infrastructure

2.3.1. Public Transport

Figure 2.7 shows the subject site in relation to existing public transport routes within its vicinity whilst Table 2.4 summarises the road based routes and major destinations that can be reached using these services.

Figure 2.7: Public Transport Map



Source: AdelaideMetro

Table 2.4: Public Transport Provision

Route No's	Route Description	Distance to nearest stops
167,168	Glenelg Interchange to city	70m
265, N262	Marion Centre Interchange, Brighton & Glenelg Interchange to City	70m
300	Suburban connector loops to Arndale Centre Interchange	70m
H20	Glenelg Interchange to Paradise Interchange	70m
J2	Greenwith to Adelaide Airport & Harbour Town	70m
J1	Elizabeth Interchange to Adelaide Airport and Glenelg	200m
Tram	Glenelg to Royal Adelaide Hospital	480m

2.3.2. Pedestrian Infrastructure

There are sealed footpaths located on both sides of Anzac Highway and Old Tapleys Hill Road. There are also pedestrian crossing facilities on each roundabout approach in the form of kerb ramps and refuge areas in the median islands.

2.3.3. Cycle Infrastructure

There are no bicycle lanes on either Anzac Highway or Old Tapleys Hill Road.

3. DEVELOPMENT PROPOSAL

3.1. Land Uses

The proposed development includes:

- ALDI Supermarket of approximately 1,843 sq. m gross leasable floor area (GLFA)
- 84 off-street car parking spaces in a part undercroft/open-air car park
- Two access points
 - Access via Old Tapleys Hill Road with un-restricted turning movements for both trucks and light vehicles
 - Access via Anzac Highway with left in and left out only for light vehicles.
- Loading facilities accommodating up to a 15.5 metre Semi Trailer.
- Pedestrian connectivity from Anzac Highway/Old Tapleys Hill Road corner to the main entrance.

Figure 3.1 and Figure 3.2 considers the ground level and first floor layout.

Figure 3.1: Development Proposal – Ground Level

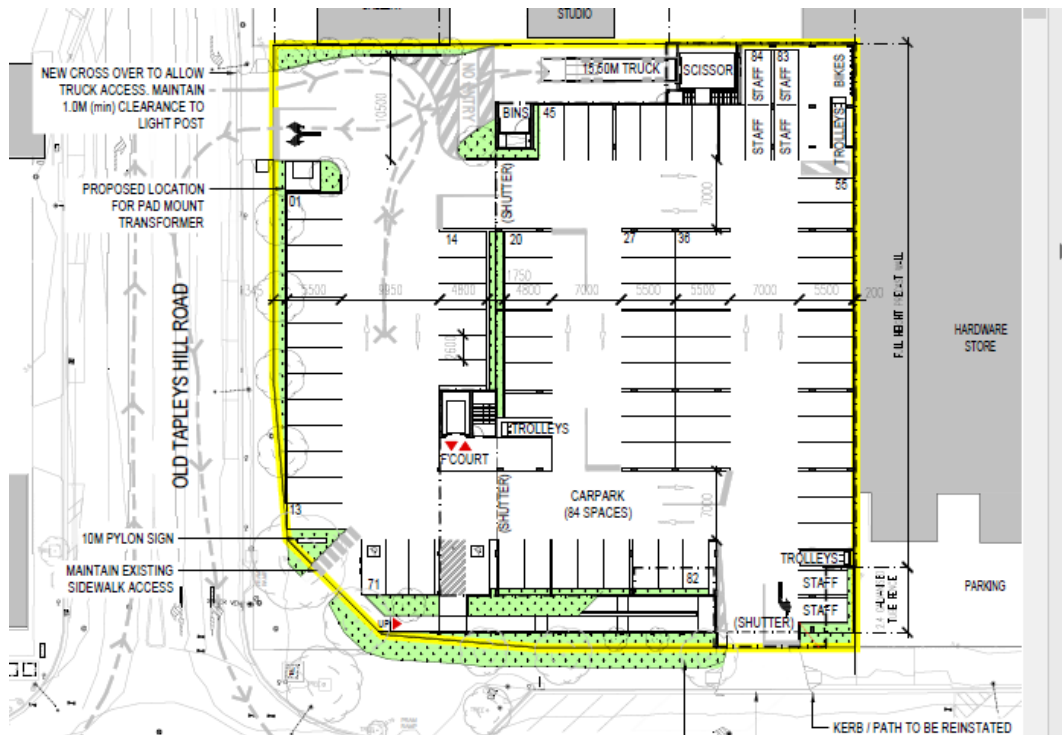
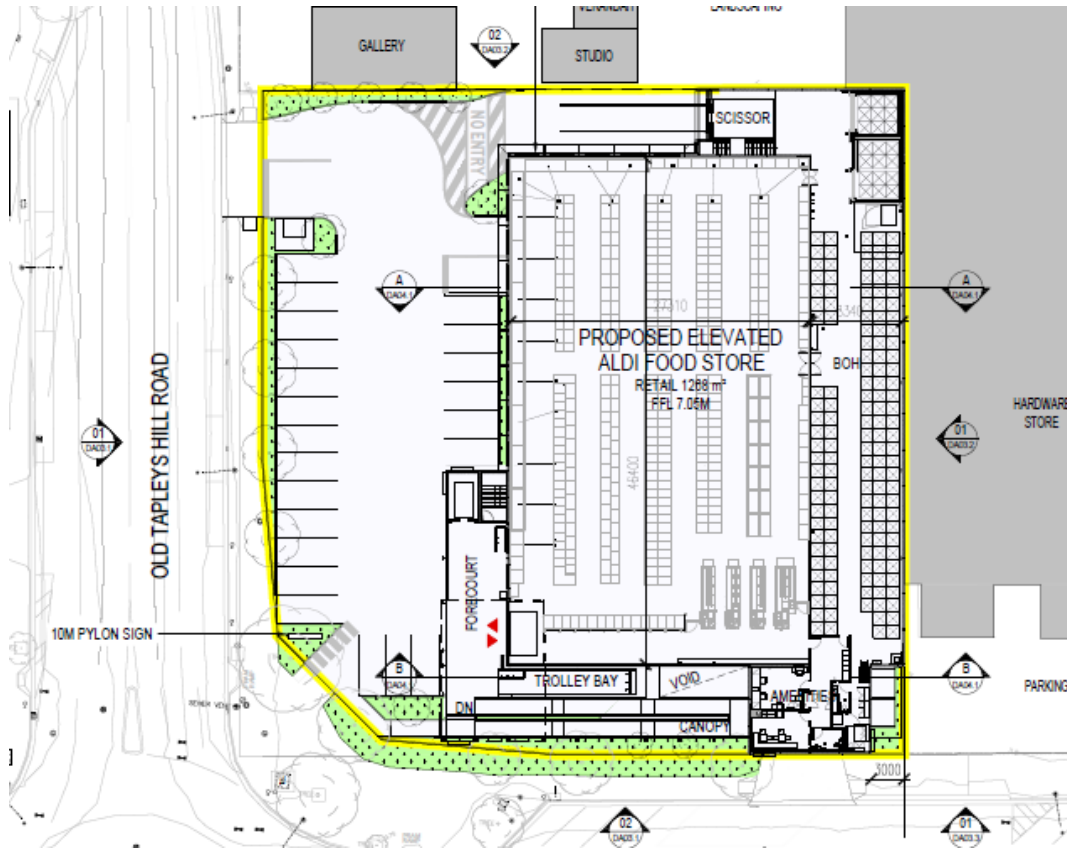


Figure 3.2: Development Proposal – Level 01



4. CAR PARKING

4.1. Development Plan Car Parking Rates

Car parking rates for the proposed development have been sourced from Table HoB/1 of the Holdfast Bay Council Development Plan. The most applicable rate within the development plan is a shop, with a development plan parking provision as follows:

Shop *1 space per 15 sq. m gross leasable floor area*

Based on a GLFA of 1,843 sq. m, this equates to development plan parking provision of 123 car parking spaces.

Given the site is located within a Mixed Use zone, the proposed development also warrants an assessment as a Designated Area, with the criterion outlined in Table HoB/1A of the Development Plan. A designated area requires as a minimum bus services to operate at 15 minute frequencies during the weekday and 30 minute frequency during weekends.

- The site is located approximately 70 metres from Stop 21 Anzac Highway. Bus routes 167 and 168 operate at the required frequencies to be considered a Designated Area.
- The site is located approximately 480 metres from the nearest tram stop (Stop 16 Jetty Road), which is more than the required 400 metres required for a Designated Area.

Based on the above, it is evident that the requirements of a Designated Area is met.

The rates applicable to a designated area have been provided below.

All Designated Areas:

Minimum number of vehicles parking spaces *3 spaces per 100 sq. m GLFA*

Maximum number of vehicle parking spaces *6 spaces per 100 sq. m GLFA*

Based on the above, the proposed ALDI Store of 1,843 sq. m would generate a parking requirement between 55 and 111 car parking spaces.

4.2. Empirical Assessment

Parking demand surveys were undertaken by GTA Consultants at stand-alone ALDI Stores including surveys at the same sites on more than one occasion. Table 4.1 presents the results of the parking demand surveys for the most recent dates for each site.

Table 4.1: Parking Demand Surveys (Weekends) – ALDI Stores

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

Table 4.1 demonstrates that an ALDI store generates an average peak parking demand of 4.1 car parking spaces per 100 sq. m GLFA.

On this basis, the proposed ALDI Store of 1,843 sq. m would generate a peak parking demand of 76 car parking spaces.

4.3. Adequacy of Parking Supply

The proposed parking supply of 84 car parking spaces will exceed the anticipated parking demands for an ALDI Store, and also exceed the minimum Development Plan requirements for a Designated Area.

5. PARKING LAYOUT AND ACCESS

5.1. Vehicle Access

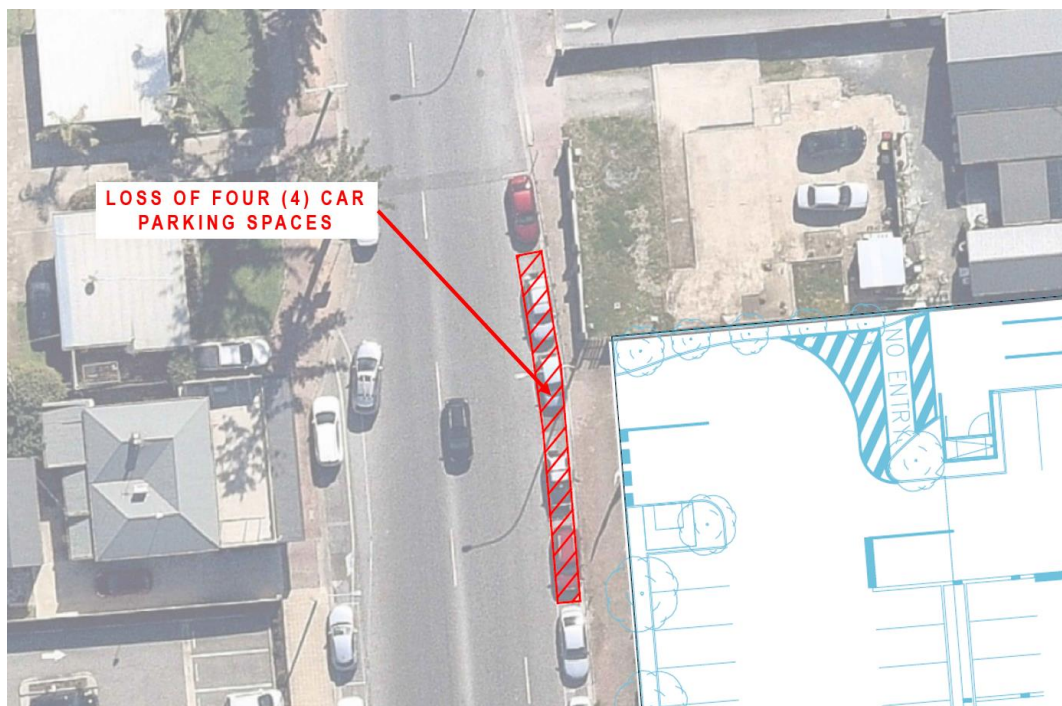
5.1.1. Old Tapleys Hill Road Access

A newly built crossover is proposed along Old Tapleys Hill Road at the northern extremity of the site, which will cater for unrestricted turning movements, while maintaining 1.0 metres clearance from an existing lighting column.

The existing carriageway for northbound traffic on Old Tapleys Hill Road does provide two lanes for traffic use but becomes a merge area where the proposed access point will be located. Right turns into the proposed ALDI site can use the centre lane and still allow through traffic to pass safely and efficiently.

Three (3) on-street parking spaces will be impacted by the new access point, while one (1) space further north will be removed to improve sight lines for exiting vehicles onto Old Tapleys Hill Road. The extent of removal is shown in Figure 5.1.

Figure 5.1: Loss of four (4) on-street spaces adjacent Old Tapleys Hill Road Access



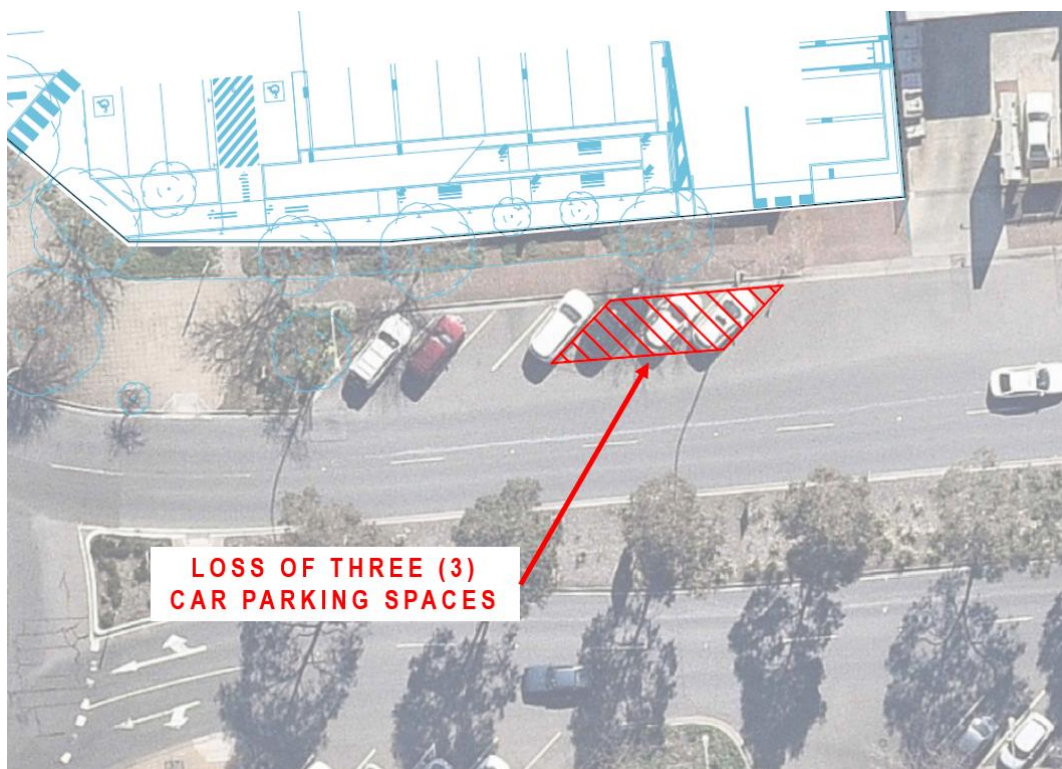
5.1.2. Anzac Highway Access

The Anzac Highway access will be located at the eastern end of the site, with a 6 metre offset from the eastern property boundary enabling adequate pedestrian sight line splays. Three on-street angled car parking spaces will be needed to be removed to enable appropriate entry and exit movements.

The proposed access point will be located further away from the existing Mitre 10 access point to the east (the existing access points are located adjacent each other). This will improve safety of the access points with clear separation between each for two-way movements from the proposed ALDI access point (the Mitre 10 access point is entry only).

Three (3) on-street parking spaces as shown in Figure 5.2 will be impacted by the new access point and will need to be removed.

Figure 5.2: Loss of three (3) on-street spaces adjacent Anzac Highway Access



5.2. Car Parking Layout

The car parking bays shall be designed in accordance with AS/NZS2890.1:2004 & AS/NZS2890.6:2009 as follows:

- The car parking spaces are 2.6 metres wide x 5.4 metres long and is set within a minimum 7.0 metre aisle width, which exceeds the User Class 3A requirements for short term, high turnover parking.
- Columns within the undercroft car park are located outside the vehicle design envelope in accordance with the standard;
- In locations where aisles are adjacent walls or columns, an additional 300 mm clearance is provided;
- A 2.0 metres x 2.5 metre pedestrian sight splay is provided for the Anzac Highway driveway; and
- Two (2) disabled car parking spaces will be located adjacent the lift with an associated shared space.

5.2.1. General Parking Layout Requirements

Further to the above, the grades within the parking area must confirm to the following requirements (as per AS/NZS2890.1:2004, AS/NZS2890.6:2009 and AS2890.2:2018):

- Maximum grade of 1 in 20 (5%) across nature strip
- Maximum grade of 1 in 40 (2.5%) across any footpath
- Maximum grade of 1 in 20 (5%) for 10 metres into the site (where commercial vehicles use the driveway)
- A maximum grade of 1 in 6.5 (15.4%) along commercial vehicles circulation roads, the maximum grade shall be 1 in 8 (12.5%) where reverse manoeuvres are required
- A maximum grade of 1 in 20 (5%) measured parallel to the angle of parking
- A maximum grade of 1 in 16 (6.25%) measured in any other direction to the angle of parking.

6. SUSTAINABLE TRANSPORT INFRASTRUCTURE

6.1. Bicycle End of Trip Facilities

Bicycle parking rates for development are not specified within the Holdfast Bay Development Plan.

Observations of other ALDI stores indicates that the provision of 2 bicycle parking spaces would adequately cater for anticipated bicycle parking demands.

6.2. Walking and Cycling Network

A pedestrian connection will be provided between the footpath on Anzac Highway and the proposed ALDI lifts and pedestrian ramp up to the store level. The connection will be located on the south-western corner of the site adjacent the intersection. This will provide convenient and safe access for people from all directions given the crossing facilities at the existing intersection and footpath network around the site. Pedestrians will not be required to use vehicle access points for access to the site.

6.3. Public Transport

The site is accessible to public transport for both buses and tram services with Stop 21 Anzac Highway within 100 metres of the site (bus) and Tram Stop 16 Jetty Road within 500 metres of the site.

7. LOADING FACILITIES

7.1. Development Plan Requirements

Principle of Development Control (PDC) 14 in the 'Transportation and Access' section of the Holdfast Bay Council Development Plan sets out the requirements for loading applicable to the proposed development. PDC 14 is as follows:

14 "Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated."

7.2. Heavy Vehicle Demands

ALDI Stores typically generate the following heavy vehicle demands:

Deliveries	15.5 metre semi-trailer	2 per day
Waste Collection	Medium to Large Truck (Heavy Rigid Vehicle)	1 per week
Cardboard Bailer Collection	Medium Truck (Medium Rigid Vehicle)	1 per week
Bread Deliveries	Small Truck (Small Rigid Vehicle)	1 per day

ALDI utilises its own fleet vehicles for deliveries from its distribution centre in Regency Park. This enables ALDI to manage delivery times and sizes of vehicles as required for each store.

7.3. Proposed Loading Arrangements

A loading area is proposed to be located at the northern end of the site.

As discussed in Section 3 of this report, the site will facilitate loading for a Semi Trailer up to 15.5 metres long which would occur on average 2 times per day.

Entry for the 15.5 m Semi-trailer will occur via a right turn from Anzac Highway onto Old Tapleys Hill Road via the roundabout followed by a right turn into the site as shown in Figure 7.1.

Exit will occur via a left turn from the site onto Old Tapleys Hill Road followed by a left turn onto Anzac Highway via the existing roundabout as per Figure 7.2.

The semi-trailers will be able to turn at the existing roundabout with no modifications to the roundabout required.

The loading dock will be designed in accordance with ALDI's standard detail. A bin store and bailer will also be located in the loading dock area.

It should be noted that the manoeuvring of the semi-trailer will enable following vehicles to pass the truck prior to commencing its reverse manoeuvre with a bypass aisle available in the undercroft car park.

The proposed access point will also enable light vehicles to enter even with a truck waiting to exit the site, which will do so by a left turn to Tapleys Hill Road. It is not expected that the truck won't be delayed for any significant time when exiting the site given the relatively low volume of traffic on Old Tapleys Hill Road.

Furthermore, this type of delivery operation is not dissimilar to other ALDI Stores in metropolitan Adelaide and around Australia, including similar reversing manoeuvres at long standing stores in Bendigo (Strathdale), Benalla and Wangaratta where trucks manoeuvre close to the main entrance of the store. ALDI has advised that there have been no issues arising from these stores and has not required changes to delivery procedures regarding heavy vehicles in the car park.

LOADING FACILITIES

ALDI places a high level of safety for truck manoeuvres in the car park with trucks equipped with reversing cameras and reversing alarms, which would alert drivers and pedestrians within the vicinity, as well as wide angle mirrors on each side of the cabin. This facilitates safe deliveries for ALDI at each store as part of standard operating procedures. It is further noted that the site would only expect up to 2 semi-trailer deliveries per day.

Figure 7.1: 15.5m Semi Trailer – Entry - ALDI

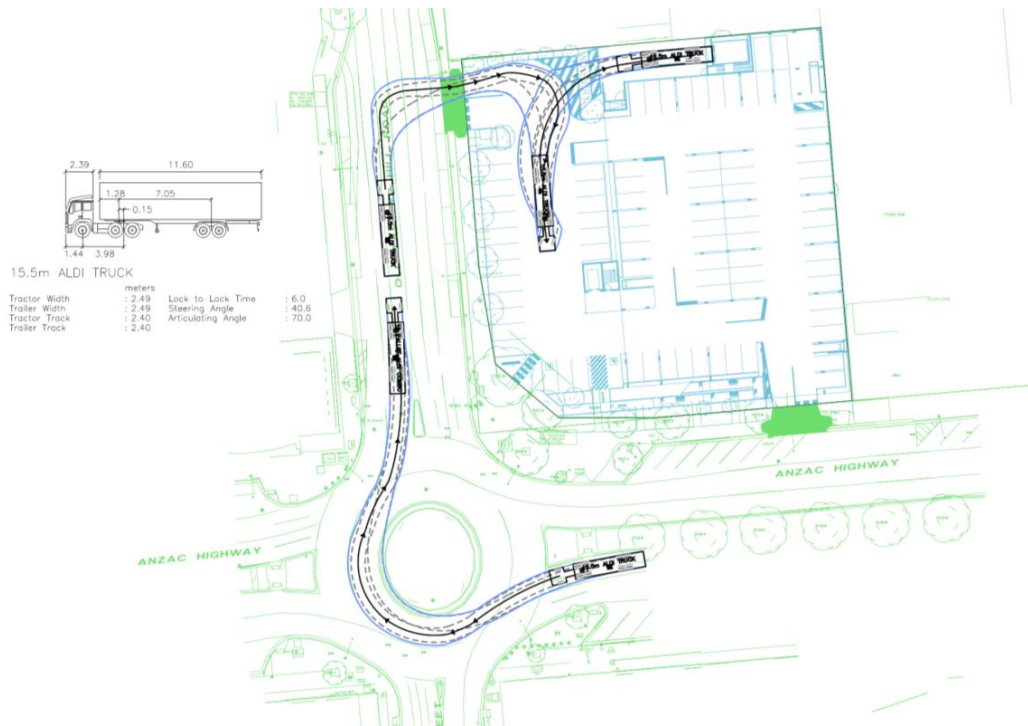
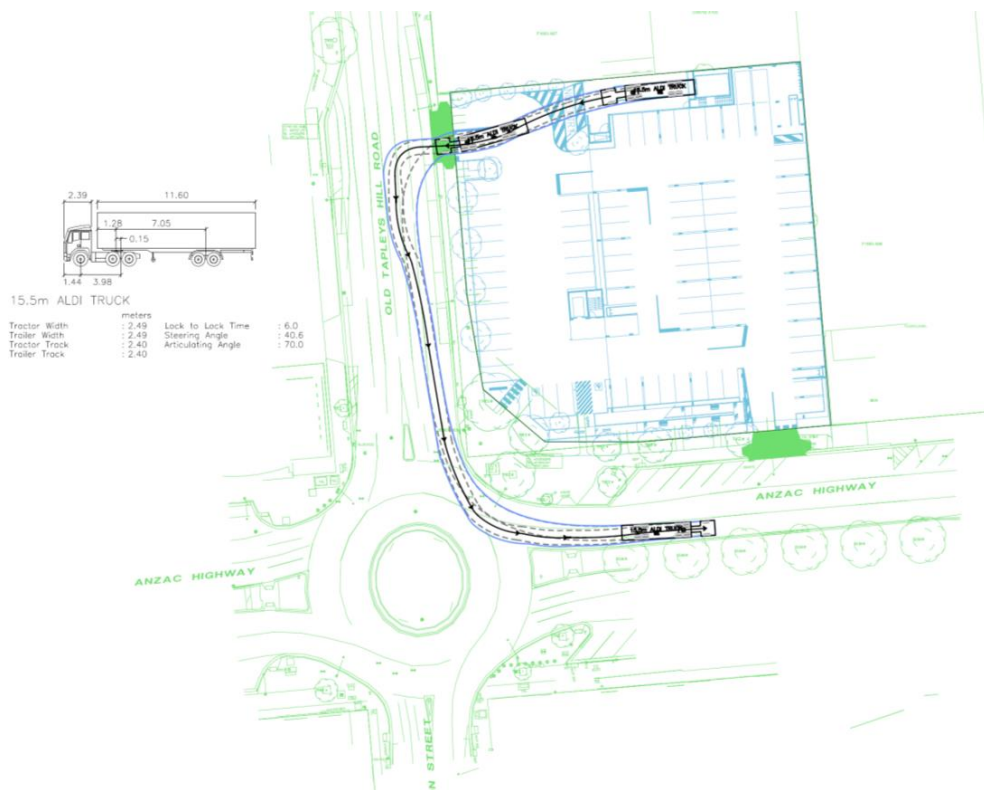


Figure 7.2: 15.5m Semi Trailer – Exit - ALDI



7.4. Refuse/Bailer Collection

Refuse and bailed cardboard vehicles will access the site in medium rigid vehicles. These vehicles will undertake manoeuvres similar to that performed by 15.5 metre Semi Trailers. As the loading dock has been designed to accommodate a 15.5 metre Semi Trailer, the bailer and refuse collection vehicles will be smaller, with a more flexible turning manoeuvre.

8. TRAFFIC IMPACT ASSESSMENT

8.1. Traffic Generation

8.1.1. Empirical Design Rates

The proposed ALDI Store will comprise a Gross Leasable Floor Area (GLFA) of 1,843 sq. m. Based on empirical traffic data for other ALDI Stores in Australia, the weekday PM Peak traffic generation is 15.3 trips per 100 sq. m. Notwithstanding, more recent survey data has been collected for the ALDI Store in Hawthorn, SA, indicating a peak rate of 10.7 trips per 100 sq. m during the Thursday PM Peak. Albeit, the rate of 15.3 trips per 100 sq. m was used for this assessment as a conservative measure, which equates to 282 peak hour trips.

Based on traffic data obtained at the ALDI Hawthorn Store on a Saturday, the trip generation during the road network peak was recorded at 15.3 trips between 10:00am and 1:00pm. This rate was used to assess the Saturday impact, which also equates to an additional 282 peak hour trips on the road network.

While passing trade is usually a key component for ALDI Stores, as a conservative assessment, no passing trade discount has been applied in this model.

8.1.2. Distribution and Assignment

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

1. Configuration of the arterial road network in the immediate vicinity of the site
2. Existing operation of intersections providing access between the local and arterial road network
3. Distribution of households in the vicinity of the site
4. Likely distribution of employee's residences in relation to the site
5. Configuration of access points to the site.

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

- Anzac Highway (West) – 10 %
- Gordon Street (South) – 10 %
- Anzac Highway (East) – 60 %
- Old Tapleys Hill Road (North) – 20%.

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

Figure 8.1 has been prepared to show the directional split for the site, while Figure 8.2 and Figure 8.3 have been prepared to show the estimated increase in turning movements in the vicinity of the subject property following full site development.

Figure 8.1: Directional Split to/from ALDI Store

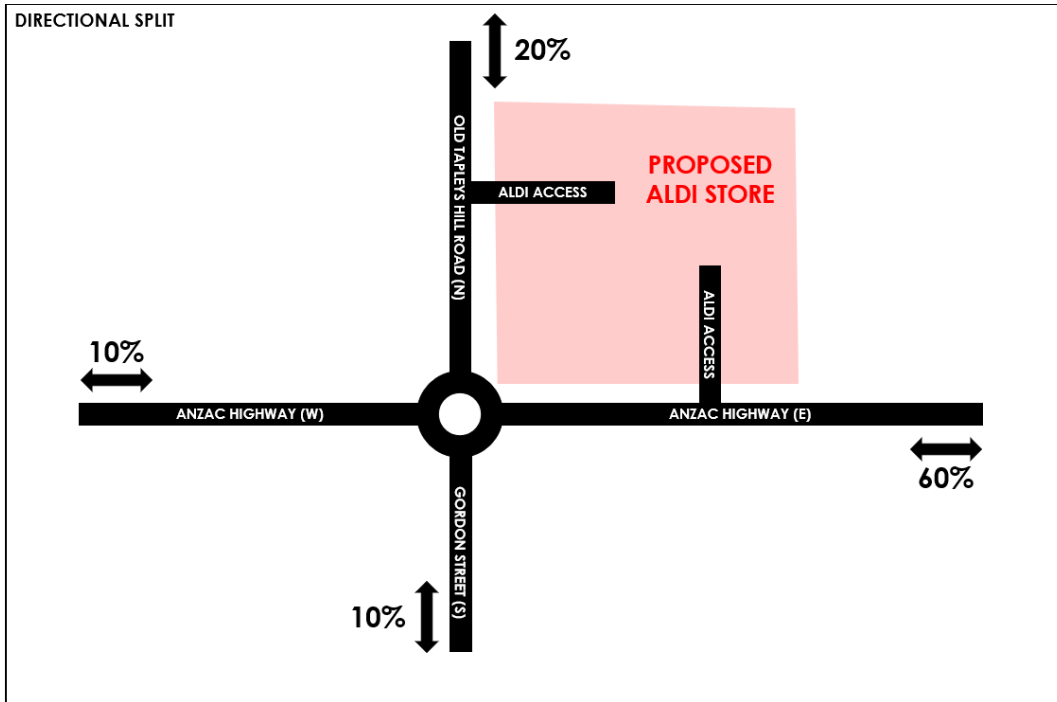


Figure 8.2: Thursday PM Peak Hour Site Generated Traffic Volumes

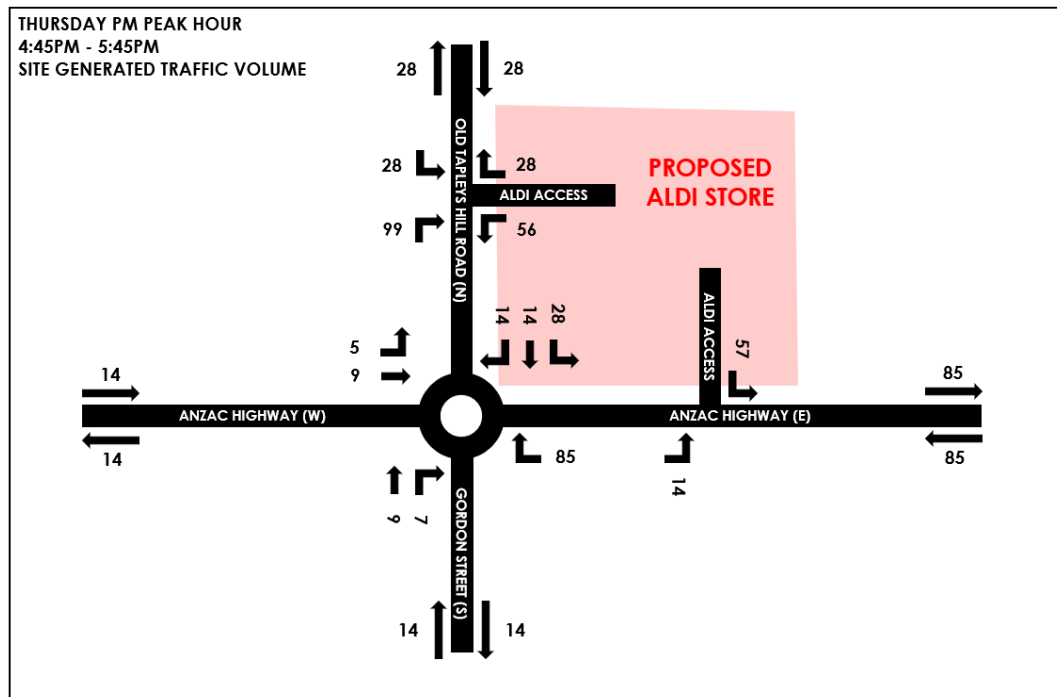


Table 8.1: Anzac Highway/Tapleys Hill Road roundabout – Thursday PM Peak Hour – Post Development

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Gordon Street (S)												
1	L2	48	0.0	0.257	9.1	LOS A	1.1	7.8	0.64	0.77	44.5	
2	T1	133	0.0	0.490	8.5	LOS A	3.0	21.0	0.65	0.83	45.0	
3	R2	298	0.4	0.490	12.2	LOS B	3.0	21.0	0.67	0.90	44.5	
3u	U	1	0.0	0.490	14.0	LOS B	3.0	21.0	0.67	0.90	45.2	
Approach		480	0.2	0.490	10.9	LOS B	3.0	21.0	0.66	0.87	44.6	
East: Anzac Highway (W)												
4	L2	201	5.8	0.559	10.4	LOS B	4.3	30.9	0.74	0.89	43.8	
5	T1	363	1.7	0.559	10.0	LOS B	4.3	30.9	0.74	0.91	44.4	
6	R2	207	0.0	0.559	14.4	LOS B	4.2	29.8	0.74	0.93	43.9	
6u	U	1	100.0	0.559	21.1	LOS C	4.2	29.8	0.74	0.93	44.1	
Approach		773	2.5	0.559	11.3	LOS B	4.3	30.9	0.74	0.91	44.1	
North: Old Tapleys Hill Rd (N)												
7	L2	93	1.1	0.237	10.2	LOS B	1.0	7.2	0.71	0.83	43.9	
8	T1	341	0.9	0.653	10.8	LOS B	5.4	38.2	0.86	1.06	44.1	
9	R2	125	0.0	0.653	15.1	LOS B	5.4	38.2	0.86	1.06	44.2	
9u	U	1	0.0	0.653	16.9	LOS B	5.4	38.2	0.86	1.06	44.9	
Approach		560	0.8	0.653	11.7	LOS B	5.4	38.2	0.84	1.02	44.0	
West: Anzac Highway (W)												
10	L2	52	0.0	0.456	6.9	LOS A	2.5	18.4	0.59	0.72	45.8	
11	T1	476	4.6	0.456	6.7	LOS A	2.5	18.4	0.60	0.75	46.5	
12	R2	225	1.9	0.456	11.0	LOS B	2.5	18.1	0.60	0.81	45.5	
12u	U	1	0.0	0.456	12.8	LOS B	2.5	18.1	0.60	0.81	46.4	
Approach		754	3.5	0.456	8.0	LOS A	2.5	18.4	0.60	0.76	46.1	
All Vehicles		2566	2.0	0.653	10.3	LOS B	5.4	38.2	0.70	0.88	44.8	

Based on the above:

- The intersection would operate at a LOS of B, with a marginal increase to the DOS from 0.592 to 0.653, which is still within the DPTI operational capacity of 0.85.
- There would be a minor increase to the 95th percentile queue length, with an increase of 1 vehicle on the Tapleys Hill north and Anzac Highway east approaches, while there would be an increase in the 95th percentile queue lengths by 0.5 vehicles on the other approaches.
- The increase in the average delay is 2 seconds for the intersection.

Table 8.2: Anzac Highway/Tapleys Hill Road roundabout – Saturday Peak Hour – Post Development

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Gordon Street (S)											
1	L2	57	3.7	0.261	9.3	LOS A	1.1	8.1	0.62	0.76	44.5
2	T1	141	0.0	0.499	8.4	LOS A	3.1	21.6	0.64	0.83	45.0
3	R2	308	0.0	0.499	12.1	LOS B	3.1	21.6	0.66	0.89	44.5
3u	U	1	0.0	0.499	14.0	LOS B	3.1	21.6	0.66	0.89	45.3
Approach		507	0.4	0.499	10.8	LOS B	3.1	21.6	0.65	0.86	44.7
East: Anzac Highway (W)											
4	L2	183	2.9	0.436	6.1	LOS A	2.5	17.7	0.56	0.64	46.0
5	T1	420	0.8	0.436	5.8	LOS A	2.5	17.7	0.56	0.67	46.7
6	R2	188	0.0	0.436	10.0	LOS B	2.5	17.5	0.56	0.70	46.2
6u	U	1	100.0	0.436	15.1	LOS B	2.5	17.5	0.56	0.70	46.5
Approach		793	1.2	0.436	6.9	LOS A	2.5	17.7	0.56	0.67	46.4
North: Old Tapleys Hill Rd (N)											
7	L2	71	1.5	0.168	9.4	LOS A	0.7	4.9	0.67	0.81	44.3
8	T1	221	0.0	0.400	7.0	LOS A	2.3	16.2	0.72	0.84	46.0
9	R2	86	1.2	0.400	11.3	LOS B	2.3	16.2	0.72	0.84	46.1
9u	U	1	0.0	0.400	13.1	LOS B	2.3	16.2	0.72	0.84	46.9
Approach		379	0.6	0.400	8.4	LOS A	2.3	16.2	0.71	0.83	45.7
West: Anzac Highway (W)											
10	L2	48	2.2	0.376	6.4	LOS A	1.9	13.6	0.57	0.67	45.9
11	T1	449	2.6	0.376	6.1	LOS A	1.9	13.6	0.57	0.70	46.7
12	R2	127	0.8	0.376	10.4	LOS B	1.9	13.4	0.57	0.73	46.2
12u	U	1	0.0	0.376	12.2	LOS B	1.9	13.4	0.57	0.73	47.1
Approach		626	2.2	0.376	7.0	LOS A	1.9	13.6	0.57	0.70	46.6
All Vehicles		2305	1.2	0.499	8.0	LOS A	3.1	21.6	0.61	0.75	45.9

Based on the above:

- The intersection would continue to operate at a LOS of A, with a marginal increase to the DOS from 0.447 to 0.499, which is still within the DPTI operational capacity of 0.85.
- There would be a minor increase to the 95th percentile queue length, with an increase of up to one (1) vehicle on each approach, which isn't significant.
- The increase in the average delay is less than 1 second for the intersection.

8.2.2. Old Tapleys Hill Road/Proposed ALDI Access Point

The site access with Old Tapleys Hill Road has also been modelled for the Thursday PM Peak Hour and the Saturday Peak Hour in Table 8.3 and Table 8.4 respectively.

Table 8.3: Old Tapleys Hill Road/Proposed ALDI Access – Thursday PM Peak – Post Development

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Old Tapleys Hill Rd (S)											
2	T1	317	5.0	0.250	1.5	LOS A	1.3	9.6	0.31	0.17	57.1
3	R2	104	0.0	0.250	9.1	LOS A	1.3	9.6	0.44	0.25	54.2
Approach		421	3.8	0.250	3.4	NA	1.3	9.6	0.34	0.19	56.3
East: ALDI Access (E)											
4	L2	59	0.0	0.274	7.3	LOS A	1.1	7.6	0.57	0.77	48.0
6	R2	59	0.0	0.274	19.9	LOS C	1.1	7.6	0.57	0.77	47.8
Approach		118	0.0	0.274	13.6	LOS B	1.1	7.6	0.57	0.77	47.9
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.148	5.6	LOS A	0.0	0.0	0.00	0.06	57.8
8	T1	529	5.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.03	59.7
Approach		559	4.7	0.148	0.3	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		1098	3.9	0.274	2.9	NA	1.3	9.6	0.19	0.17	56.8

Table 8.4: Old Tapleys Hill Road/Proposed ALDI Access – Saturday Peak – Post Development

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Old Tapleys Hill Rd (S)											
2	T1	303	5.0	0.223	0.8	LOS A	1.0	7.5	0.25	0.16	57.7
3	R2	104	0.0	0.223	7.6	LOS A	1.0	7.5	0.34	0.22	55.1
Approach		407	3.7	0.223	2.6	NA	1.0	7.5	0.27	0.18	57.0
East: ALDI Access (E)											
4	L2	59	0.0	0.212	6.2	LOS A	0.8	5.6	0.43	0.68	50.0
6	R2	59	0.0	0.212	14.8	LOS B	0.8	5.6	0.43	0.68	49.8
Approach		118	0.0	0.212	10.5	LOS B	0.8	5.6	0.43	0.68	49.9
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.100	5.6	LOS A	0.0	0.0	0.00	0.09	57.5
8	T1	348	5.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		378	4.6	0.100	0.4	NA	0.0	0.0	0.00	0.05	59.4
All Vehicles		903	3.6	0.223	2.7	NA	1.0	7.5	0.18	0.19	56.9

Based on the above, the proposed ALDI access/Old Tapleys Hill Road Intersection will operate with a LOS of B or better, with a DOS of 0.274 on Thursday and 0.223 on Saturday. This is within the DPTI Operational Capacity of 0.8. The 95th percentile queue lengths and average delay during both peak periods is anticipated to be marginal. In particular, the 95th percentile queue length for the right turn lane into the ALDI Store would not exceed 1.3 vehicles.

8.2.3. Anzac Highway/Proposed ALDI Access Point

The site access intersection with Anzac Highway has also been modelled for the Thursday PM Peak Hour and the Saturday Peak Hour in Table 8.5 and Table 8.6 respectively.

Table 8.5: Anzac Highway/Proposed ALDI Access – Thursday PM Peak – Post Development

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Anzac Highway											
5	T1	773	2.5	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		773	2.5	0.199	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: ALDI Access											
7	L2	60	0.0	0.070	2.2	LOS A	0.3	1.9	0.46	0.35	27.8
Approach		60	0.0	0.070	2.2	LOS A	0.3	1.9	0.46	0.35	27.8
West: Anzac Highway											
10	L2	15	0.0	0.239	4.6	LOS A	0.0	0.0	0.00	0.02	49.4
11	T1	911	2.8	0.239	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		925	2.7	0.239	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1758	2.5	0.239	0.1	NA	0.3	1.9	0.02	0.02	48.6

Table 8.6: Anzac Highway/Proposed ALDI Access – Saturday Peak – Post Development

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Anzac Highway											
5	T1	793	1.1	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		793	1.1	0.203	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: ALDI Access											
7	L2	60	0.0	0.068	2.0	LOS A	0.3	1.8	0.44	0.34	27.8
Approach		60	0.0	0.068	2.0	LOS A	0.3	1.8	0.44	0.34	27.8
West: Anzac Highway											
10	L2	15	0.0	0.228	4.6	LOS A	0.0	0.0	0.00	0.02	49.4
11	T1	875	1.6	0.228	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		889	1.5	0.228	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1742	1.3	0.228	0.1	NA	0.3	1.8	0.02	0.02	48.6

Based on the above, the proposed ALDI access/Anzac Highway Intersection will operate with a LOS of A, with a DOS of 0.239 on Thursday and 0.228 on Saturday. This is well within the DPTI Operational Capacity of 0.8. The 95th percentile queue lengths and average delay during both peak periods is anticipated to be marginal.

8.3. Traffic Impact

The addition of the ALDI Store traffic volumes at the existing roundabout has found only a minor impact on the operation of the roundabout even with no discounts for passing trade and assuming a high proportion of traffic will pass through the roundabout (except that from the north on Old Tapleys Hill Road).

The analysis on this basis results in maintenance of Level of Service A for both Thursday and Saturday peak periods. Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network.

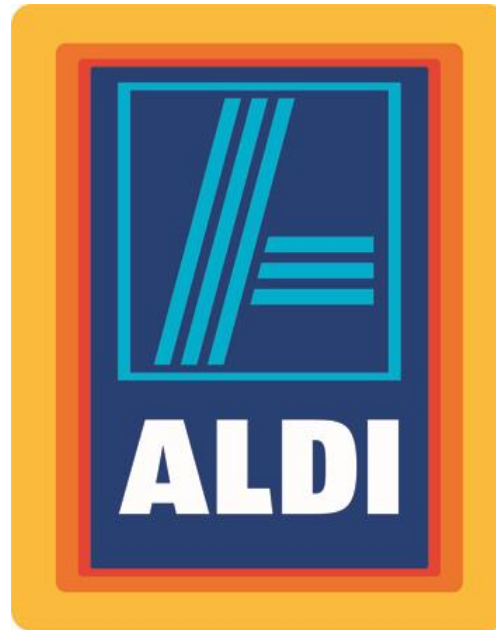
The proposed access point on Old Tapleys Hill road will be located in a section of road with two lane width for north-bound traffic as part of the merge zone from the roundabout. This additional width will enable vehicles following any vehicles waiting to turn right into the proposed access point to pass safely in the left side of the wide lane. Whilst this area is within a merge for northbound traffic on Old Tapleys Hill Road, there is clear sight distance and appropriate width for vehicles to observe and pass, and will be in a lower speed environment from the roundabout and 50km/h speed limit area. The SIDRA analysis for the right turn into the site indicates very low delays and queues (generally less than 2 vehicles) which indicates the need for formalising with a right turn lane not considered necessary.

9. CONCLUSIONS

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

1. The proposed development will generate a Development Plan Parking Requirement between 55 and 111 car parking spaces.
2. The proposed supply of 84 car parking spaces (4.6 spaces per 100 sq. m) exceeds the minimum requirement set out in the Development Plan and also exceeds the empirical rate for ALDI Stores (4.1 spaces per 100 sq. m).
3. The proposed car parking layout is consistent with the dimensional requirements set out in the Australian/New Zealand Standard for Off-Street Car Parking (AS/NZS2890.1:2004) and the Australian Standard for Parking for People with Disabilities (AS2890.6:2009).
4. GTA considers the provision of two (2) bicycle parking spaces suitable in meeting anticipated demand, given no guidance is provided in the Development Plan.
5. Two (2) new access points are proposed, including an access on Old Tapleys Hill Road facilitating un-restricted movements and an access on Anzac Highway enabling left in/left out movements.
6. Existing on-street parking will be impacted by the new access points with 3 spaces on Anzac Highway and 4 spaces on Old Tapleys Hill Road to be removed.
7. The loading facility for the ALDI Store will accommodate truck access up to a 15.5 metre Semi Trailer. Access for recycling and waste collection vehicles will also be suitable.
8. The proposed development is predicted to generate up to 282 two-way vehicle movements during the Thursday PM Peak and Saturday Peak Hour. It is expected that volumes will be lower on the Thursday, notwithstanding, the higher rate was used as a conservative assessment.
9. An analysis of the additional traffic by the proposed development during peak periods indicates there will be low impact on the adjacent roundabout with a Level of Service B or better maintained during both Thursday and Saturday peak periods.
10. There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

ALDI SOUTH AUSTRALIA



DELIVERY & LOADING PROCEDURES

ALDI DELIVERY & LOADING PROCEDURES

- ALDI own, operate and control all of its supply and logistics via its purpose built Distribution Centre. South Australia's Distribution Centre has been constructed in Regency Park.
- ALDI's supply chain and logistics operates on a palletised system. All products are delivered to our Distribution Centre on pallets. The same product is then loaded onto delivery trucks; delivered to the store and in many cases the same pallet is then located on the retail floor. This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors.
- With all ALDI supplies delivered directly to our Distribution Centre, ALDI then undertake consolidated store deliveries to each store via its own fleet of trucks/trailers and ALDI employed drivers.
- Deliveries can be undertaken throughout a full 24 hour period to any store given the Distribution Centre operates 24/7 and our own truck and drivers are able to access and unload to a store without the store being open or trading.
- With the dedicated ALDI supply chain direct from our Distribution Centre to a store, only a maximum of two ALDI deliveries are undertaken within a 24 period to each store. The only exception is one bread delivery from a bakery supplier, which is undertaken in a small rigid truck, once per day.
- The ALDI truck movement, on any site, typically takes between 1 to 2 minutes, with the truck moving onto the site, stopping, reversing and engaging with the purpose built loading dock.
- The prime mover is always turned off during unloading.
- Given the palletised system and dedicated dock connection the total delivery period is on average 30 minutes from the moment the truck is docked. The unloading is undertaken by only one person being the ALDI truck driver.
- All products are unloaded from within the trailer directly inside the building using a manually operated pallet jack. (No forklifts are used and no external activity occurs outside the truck). The trailers are sealed and connected to the building via a dedicated dock leveller and dock curtain.
- The ALDI prime movers and trailers are purpose built to ALDI specifications.
 - All trailers are built with a reversing camera which is connected to a driver display in the cabin of the prime mover.
 - All trailers are also able to be controlled from within the cabin to turn-off the reversing beepers (if required) and the refrigeration units (if required).
- All ALDI loading docks are fitted with motion sensors and automatic lighting to ensure that night time deliveries benefit from appropriate surveillance including safe reversing manoeuvres without reversing beepers (where required).
- All drivers are briefed and aware of each site and any site specific circumstances or restrictions that are applicable for that store.
- If an acoustic assessment requires any specific noise management then either or both the refrigeration and reversing beepers can be turned off including any requirement to do so whilst transiting past any noise sensitive areas.
- As a result of the above, where other retailers cannot, ALDI consistently can comply with any prescribed operational or acoustic requirements of either the Environmental Protection Authority and any relevant local statutory requirements when performing night time deliveries.
- Coupled with the above where additional on-site acoustic mitigation measures are required/recommended ALDI will construct these to further alleviate and mitigate any potential noise interface issues i.e. Acoustic screens, fences and/or gates.

ALDI DELIVERY & LOADING PROCEDURES



ALDI DELIVERY & LOADING PROCEDURES












ALDI DELIVERY & LOADING PROCEDURES



ALDI DELIVERY & LOADING PROCEDURES



LEGEND

-  EXISTING TREES TO BE REMOVED
-  PROTECTED & RETAINED EXISTING TREES
-  PROPOSED TREE
Pyrus calleryana 'Chanticleer'
-  PROPOSED TREE
Pyrus calleryana 'Capital'
-  LOW - MEDIUM SHRUBS
-  LARGE SHRUBS
-  PEBBLE MULCH BED
-  INDICATIVE IRRIGATION CONDUIT LOCATIONS
-  PROPERTY BOUNDARY

PLANT PALETTE

TREES



Fraxinus angustifolia 'Raywoodii'
Claret Ash
Height: 15m
Width: 8m



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



Pyrus calleryana 'Chanticleer'
Chanticleer Callery Pear
Height: 11m
Width: 6m

SHRUBS



Abelia x grandiflora
Slissy Abelia
Height: 1.5m
Width: 1.5m



Anigozanthos flavidus
Kangaroo Paw
Height: 1.2m
Width: 1.2m



Correa backhouseana 'Dusky Bells'
Australian Fuschia
Height: 0.8m
Width: 1.5m



Correa alba
White Correa
Height: 2m
Width: 2m



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



Lomandra longifolia 'Tanika'
Tanika Mat Rush
Height: 0.6m
Width: 0.6m



Rosmarinus officinalis
Rosemary
Height: 1.5m
Width: 1.5m



Westringia fruticosa 'Zena'
Westringia Zena
Height: 0.9m
Width: 0.9m

SHADE-TOLERANT SPECIES



Agapanthus africanus
African Lily
Height: 0.7m
Width: 0.7m



Clivia miniata
Natal Lily
Height: 0.6m
Width: 0.6m



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



Linopse muscari
Blue Lily Turf
Height: 0.5m
Width: 0.3m



Rhipidolepis indica
Cosmic White Indian Hawthorn
Height: 1.5m
Width: 1.5m



WGA

WALLBRIDGE GILBERT
AZTEC

Nielsen Architects Pty Ltd

Aldi Glenelg North

**STORMWATER MANAGEMENT
REPORT**

Project No. 190788

Doc No. WGA190788-RP-CV-0001

Rev. B

26 July 2019

WGA

Revision History

Rev	Date	Issue	Originator	Checker	Approver
A	04/07/2019	For Information	WRS	WRS	WRS
B	26/07/2019	For Information	WRS	WRS	WRS

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Appendices

Appendix A Site Aerial Photograph

Appendix B Engineering Survey

Appendix C Architectural Plans

Appendix D Site Photographs

Appendix E Flood Mapping & Stormwater Infrastructure Plan

Appendix F Council Stormwater Information

Appendix G Site Civil Concept



1

INTRODUCTION

1.1 BACKGROUND

Wallbridge Gilbert Aztec (WGA) has been engaged to prepare a Stormwater Management Plan and Concept for an ALDI supermarket and multi-level residential complex at 601-603 Anzac Highway in Glenelg North.

This report is intended to conceptually outline the stormwater management design for the proposed development and to detail the stormwater management methodology intended for the site. Consideration is given to possible site levels and adjacent developments. The final detailed design must be carried out to provide construction documentation, to incorporate the stormwater design principles outlined in this report, and to ensure level and grade compliances are assured. The final documentation is considered to be beyond the scope of this report.

1.2 SCOPE OF THE ASSESSMENT

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

- Site visit
- Liaise with the City of Holdfast Bay (Council) staff to determine appropriate and relevant stormwater requirements for the specific site
- Prepare a Stormwater Management Plan report detailing the proposed method of collection and the disposal of site-generated stormwater runoff
- Prepare preliminary sketch Concept Plans, showing likely site drainage infrastructure, discharge points and effective and compliant site grading
- Provide supporting stormwater calculations as required to match the intent of the concept plans

1.2.1 Documentation

The client has provided preliminary Architectural Plans for the proposed developments and structures.



2 DETAILED REPORT

2.1 DEVELOPMENT DESCRIPTION

The proposed development is to be located on the corner of Anzac Highway and Old Tapleys Hill Road, on the north-eastern portion of land adjacent the intersection. The proposed ALDI store would sit at an upper level, perched above and over on-grade, ground-level car parking which comprises of 84 carparks in total. Some of these carparks are not undercover but instead lie along the site's western fringe, whilst compliant pedestrian ramping is proposed at the building's southern elevation.

Refer to Appendix A for an Aerial Photograph of the subject site with an overlay of the intended precincts.

2.2 CATCHMENT DESCRIPTION

With a total site area of 3490m², the subject site is currently occupied by an existing, single-level group of shops and offices, approximating an L-shape and stretched across both street frontages. Behind the building(s), the remainder is nearly completely sealed by a concrete carpark pavement, which extends to the wall of the adjacent Hardware Store on the eastern boundary. The existing site is fully developed to total impermeability. Some collected stormwater from the site is currently piped out below ground, and some discharged onto the adjacent road surfaces and channels via a system of box drains.

The site land falls very gently to the west, with both the existing buildings and their rear carpark being well above the surrounding street kerb levels.

A copy of the current engineering survey is attached in Appendix B.

Copies of the proposed architectural plans may be found attached within Appendix C. The drawings outline the proposal and subsequent roof and carpark catchments.

2.3 EXISTING STORMWATER DRAINAGE

Front pitches of the existing roof(s) are generally discharged to the street water table via galvanised steel box drains, particularly across the Old Tapleys Hill Road frontage. This stormwater run-off must then be recollected by Council's infrastructure before being conveyed towards the coast in the below-ground stormwater mains.

To the rear of the buildings, and within the 'dished' carpark, stormwater run-off is collected and drops into a shallow, below-ground stormwater pipe system which drains in the direction of the Anzac Highway in-ground stormwater main. Site photographs are to be found within Appendix D

The City of Holdfast Bay has provided some detail of the expected flooding risk, as well as existing underground drainage systems in the nearby streets. Refer to Appendix E for Council Flood Mapping information, as well as the known locations of Council stormwater infrastructure.

Flood Mapping indicates rare, slight inundation of the current site at its front boundaries, but with no impact on the rear carpark or current on-ground building floor levels. No impact is expected based on the proposed architectural plan.

The City of Holdfast Bay advises that their main stormwater pipe across the site's Anzac Highway frontage is a 600mm diameter concrete pipe laid at 'standard' depth. It is understood to lie to the north of the kerb line, below the Council footpath area.

2.4 COUNCIL REQUIREMENTS

Council have confirmed the following stormwater requirements with respect to the site:

- Post-Development stormwater discharge rates are not to exceed the ongoing, pre-development rates. If the proposed site development is deemed 'more impermeable' than the current situation, corresponding stormwater detention (or temporary storage and controlled outflow) is required
- Building levels are to be a minimum 100mm above the 100-year ARI flood level provided
- Site levels are to be set to provide a clear overland flow path for the 1 in 100 year flows where possible
- Stormwater quality improvement measures (such as GPTs) are encouraged to treat the quality of the stormwater runoff from any trafficable areas (outdoors car parks etc).

Further Council Stormwater Information or relevant guidelines may be found within Appendix F

2.5 STORMWATER MANAGEMENT METHODOLOGY

Based on the information received from Council representatives, the following stormwater management methodology is proposed.

The proposed Finished Floor Level of the Aldi Store is FFL 7.05, placing it 3.7m above the lowest adjacent 'top of kerb' heights. With the Aldi store set at the upper level, rainfall will be collected high upon the roof catchment (with considerable head height) or upon the on-grade, external carparks to the west. Wind-blown rain or 'drip' run-off is all that will contribute to the undercover carpark, although the full undercover area will be graded sufficiently to capture and discharge any incoming moisture.

Stormwater runoff will be captured from both roof and carpark surfaces and almost exclusively directed in a controlled manner, to the 600mm diameter, Council stormwater pipe main running alongside Anzac Highway to the south. There is no increase in the 'impermeability' of the site and as such *no* detention of stormwater is needed. No increase in stormwater flows to the Council system will occur. Indeed, the quality of run-off is expected to improve marginally following development, due to the undercover car parking.

We propose to better control the run-off by directing almost all captured directly to the below-ground infrastructure when capable, which will be in most storm events. Only a minimal portion will be directed to street water tables, meaning less ponding to be re-captured by Council's gutters and pits. The absolute maximum outflow rate for stormwater in the most critical (10 minute), '1 in 10 year' ARI event will be 65 L/sec, whilst the worst-case or critical '1 in 1 year' ARI event would shed just 29L/sec total.

In major storm or flood situations such as the 100-year ARI event, surcharge or run-off similar at the surface will convey some flow out to the roadway gutters, as per the graded design of the surface.

The use will be made of a proprietary "Oil and Grease Arrestor / GPT" such as the Rocla 'First Defense' model to clean up carpark run-off. These products are effective in pollution control but do (all) rely upon a typical below-ground pipe system and discharge connection.

Refer to Appendix G for the relevant Stormwater and Level Concept Plan, including proposed site levels, capture points and drainage layouts.

2.6 SUMMARY

The preliminary Concept Plans and details contained within this report have been prepared to demonstrate the philosophy behind the proposed treatment of the stormwater runoff the proposed development. Consideration has been given to the surface levels and interfaces, flood paths and stormwater discharge issues. The information provided is preliminary and will be subject to the final detailed design and documentation necessary.

APPENDIX A

SITE AERIAL PHOTOGRAPH

CORNER OF ANZAC HIGHWAY & OLD TAPLEYS HILL ROAD
GLENELG NORTH, S.A.



APPENDIX B

ENGINEERING SURVEY



1



2



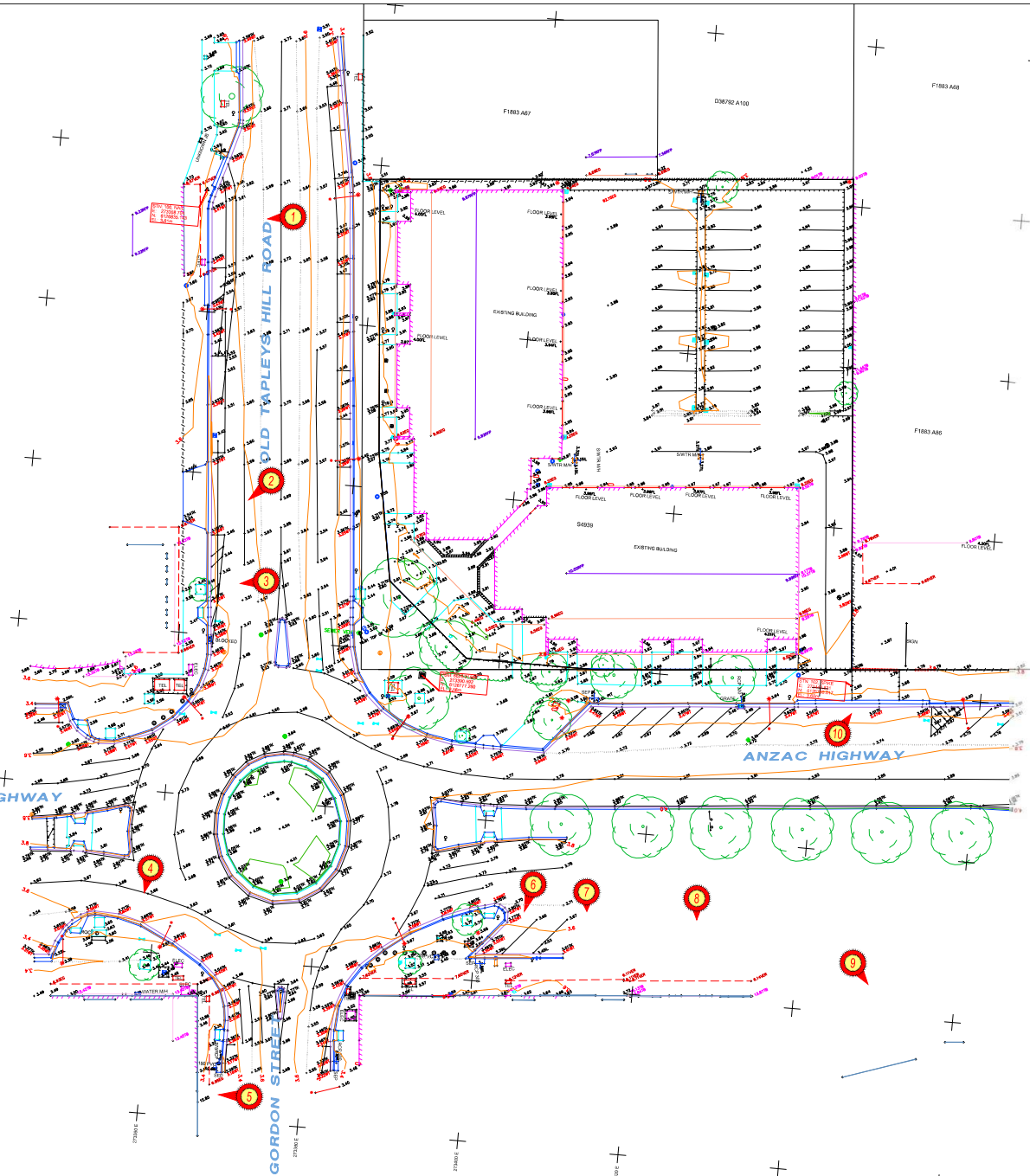
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4



5



10



9



8



7



6

NO	DATE	DESCRIPTION	DATE FOR ARCHITECT'S AND APPROVAL	SCALE	FILE NO

LEGEND

<ul style="list-style-type: none"> EXISTING BUILDING EXISTING DRIVE EXISTING FOOTPATH EXISTING FENCE EXISTING FLOOR LEVEL EXISTING GROUND LEVEL EXISTING LANDSCAPE EXISTING LIGHTING EXISTING SIGNAGE EXISTING SURVEY POINT EXISTING UTILITY EXISTING WALL EXISTING WINDOW EXISTING DOOR EXISTING ROOF EXISTING TERRACE EXISTING BALCONY EXISTING STAIR EXISTING ELEVATOR EXISTING MECHANICAL EXISTING ELECTRICAL EXISTING PLUMBING EXISTING HVAC EXISTING FIRE EXISTING SECURITY EXISTING ACCESS EXISTING PARKING EXISTING DRIVEWAY EXISTING GARAGE EXISTING PORCH EXISTING PATIO EXISTING DECK EXISTING FENCE EXISTING GATE EXISTING SIGN EXISTING LIGHT EXISTING POINT EXISTING UTILITY EXISTING WALL EXISTING WINDOW EXISTING DOOR EXISTING ROOF EXISTING TERRACE EXISTING BALCONY EXISTING STAIR EXISTING ELEVATOR EXISTING MECHANICAL EXISTING ELECTRICAL EXISTING PLUMBING EXISTING HVAC EXISTING FIRE EXISTING SECURITY EXISTING ACCESS EXISTING PARKING EXISTING DRIVEWAY EXISTING GARAGE EXISTING PORCH EXISTING PATIO EXISTING DECK 	<ul style="list-style-type: none"> PROPOSED BUILDING PROPOSED DRIVE PROPOSED FOOTPATH PROPOSED FENCE PROPOSED FLOOR LEVEL PROPOSED GROUND LEVEL PROPOSED LANDSCAPE PROPOSED LIGHTING PROPOSED SIGNAGE PROPOSED SURVEY POINT PROPOSED UTILITY PROPOSED WALL PROPOSED WINDOW PROPOSED DOOR PROPOSED ROOF PROPOSED TERRACE PROPOSED BALCONY PROPOSED STAIR PROPOSED ELEVATOR PROPOSED MECHANICAL PROPOSED ELECTRICAL PROPOSED PLUMBING PROPOSED HVAC PROPOSED FIRE PROPOSED SECURITY PROPOSED ACCESS PROPOSED PARKING PROPOSED DRIVEWAY PROPOSED GARAGE PROPOSED PORCH PROPOSED PATIO PROPOSED DECK
---	--

COORDINATE SYSTEM

ADAPTED STATION & AUTHORITY

PROJ: 2100000000

DATE: 21/03/2021

BY: [Signature]

SCALE: 1:200

0 2 4 8 12 16 20 24 28 32 36

1:200

GENERAL SHEET NO: 20

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DETAIL AND LEVEL SURVEY
601 ANZAC HIGHWAY
GLENELG NORTH

FORWARD NO. A055410_DETAIL_01(20P)

SHEET 1 OF 1

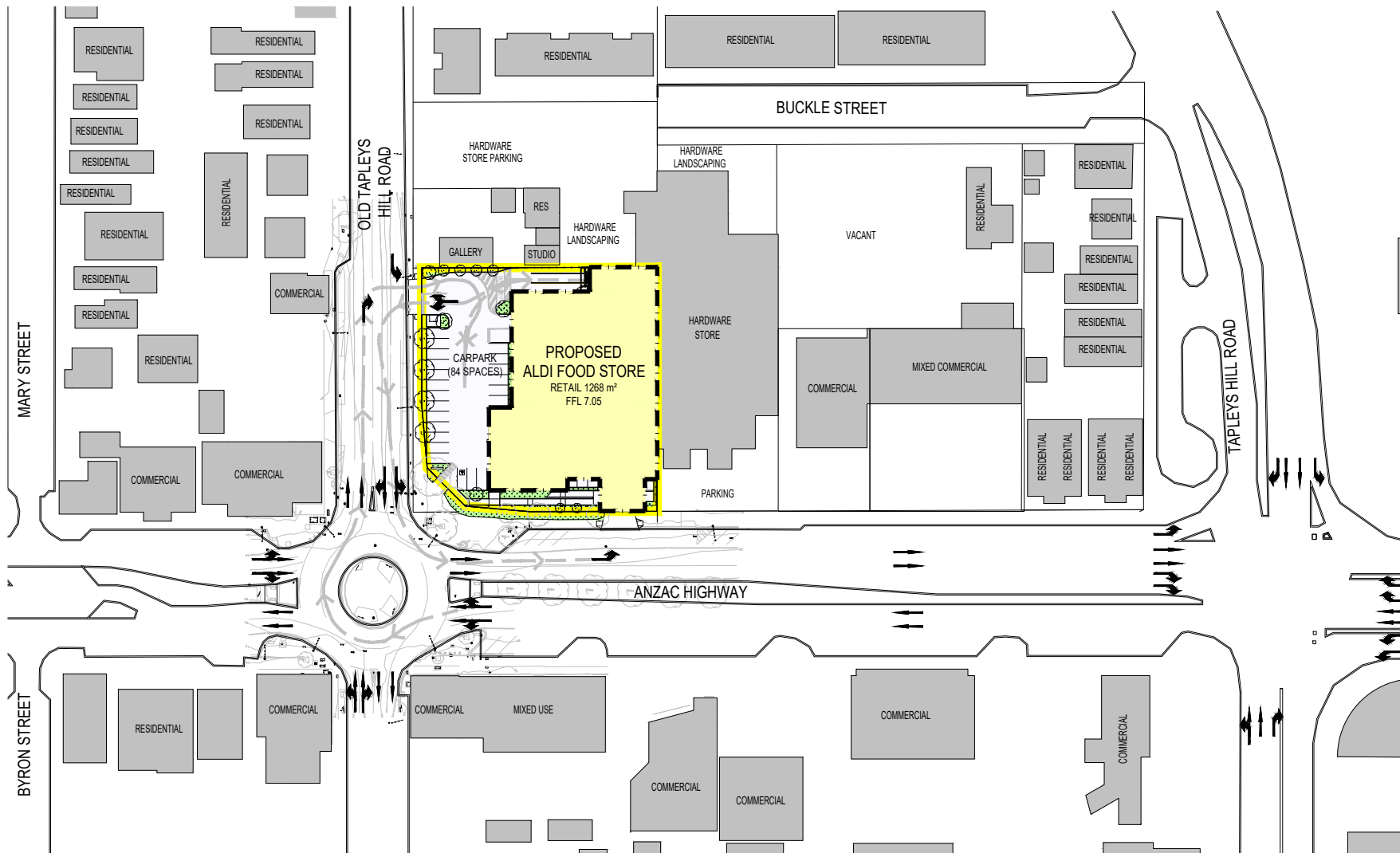
REVISION 0

APPENDIX C

ARCHITECTURAL PLANS

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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 LOCALITY PLAN
1:1000 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
LOCALITY PLAN

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

SCALE	DATE	DRAWN	CHECKED
1:1000	JUL 2019	LT	TB
PROJECT No	DRAWING No	STATUS	REV
2296	DA01.1	DA	-



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-	-	-	-	-



01 EXISTING SITE PLAN
1:500 EXISTING

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
EXISTING SITE PLAN

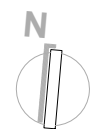
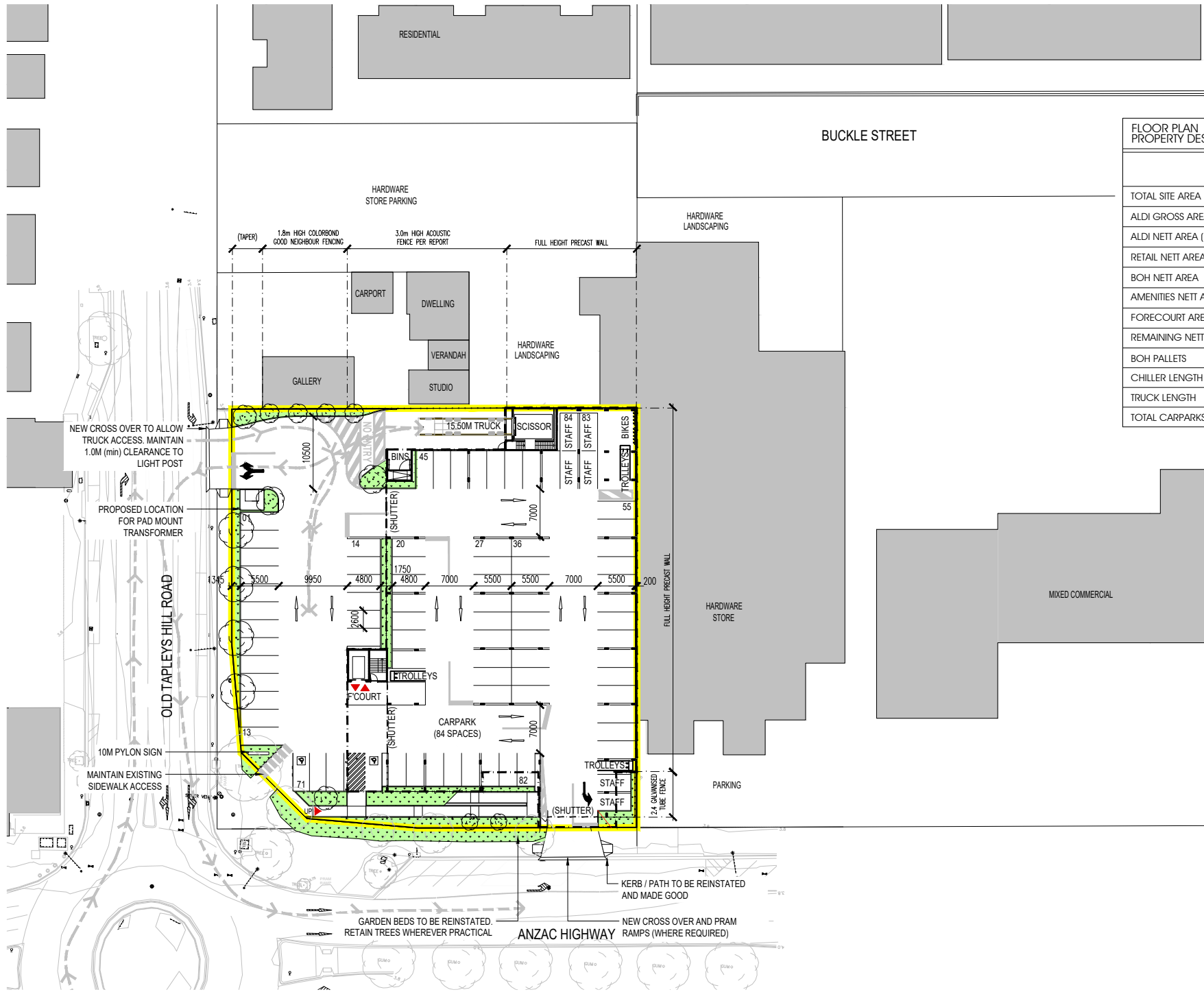
 **NIELSEN ARCHITECTS**
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f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
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www.nielsenarchitects.com.au

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PROJECT No	DRAWING No	STATUS	REV
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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

FLOOR PLAN PROPERTY DESCRIPTION	PROPOSED	
		GENERIC (5-AISLE SS-EL)
TOTAL SITE AREA	3490m ²	-
ALDI GROSS AREA	2068m ²	1740m ²
ALDI NETT AREA (INC. F.C.)	2001m ²	1678m ²
RETAIL NETT AREA	1268m ²	1186m ²
BOH NETT AREA	499m ²	412m ²
AMENITIES NETT AREA	76m ²	80m ²
FORECOURT AREA (UPPER)	158m ²	-
REMAINING NETT AREA (INC. F.C.)	733m ²	492m ²
BOH PALLETS	143	118
CHILLER LENGTH	43.75	43.75
TRUCK LENGTH	15.5M	-
TOTAL CARPARKS	84	-



01 LOWER SITE PLAN
1:500 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
LOWER SITE PLAN

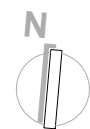
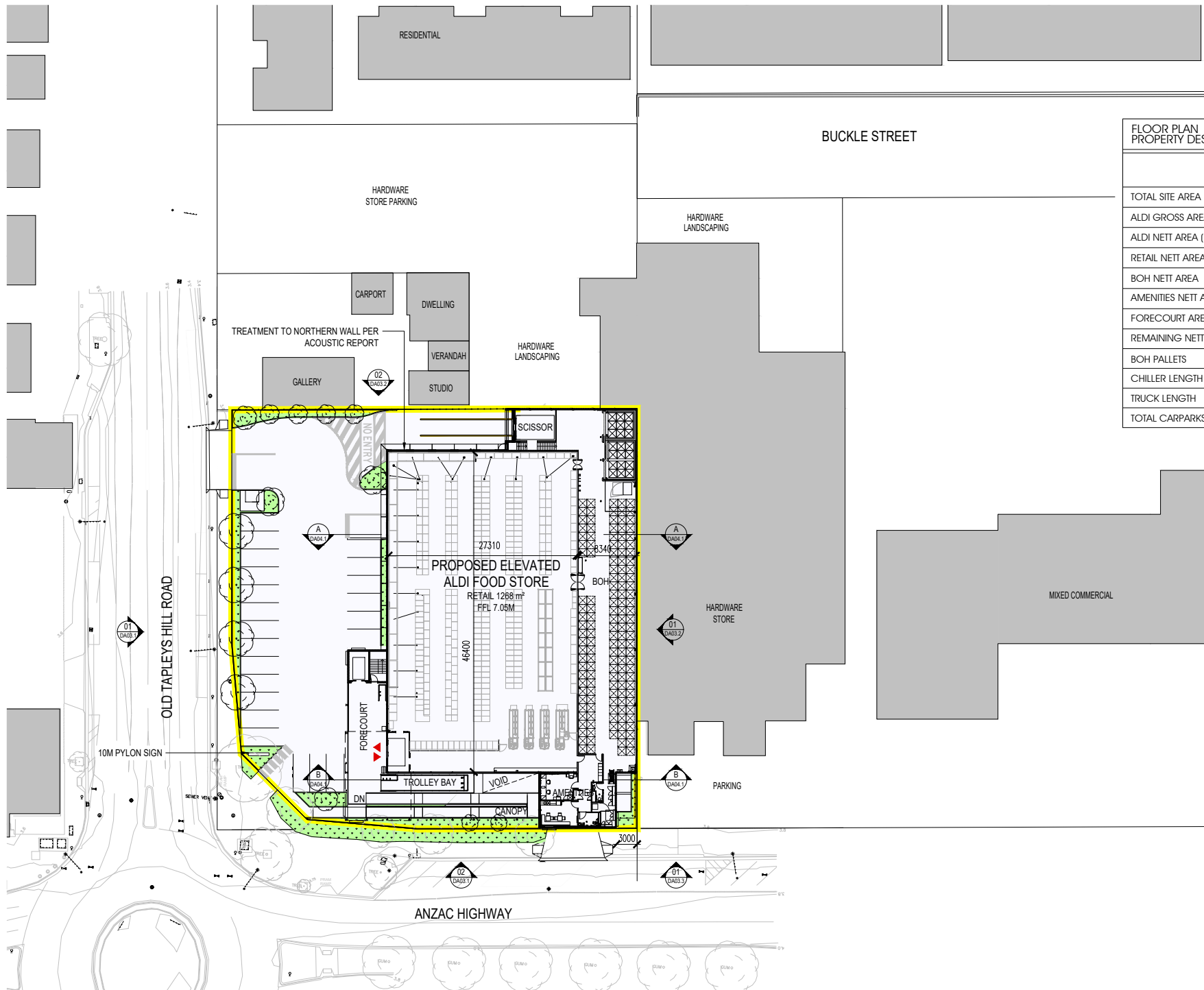
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-	-	-	-	-

FLOOR PLAN PROPERTY DESCRIPTION	PROPOSED	
	PROPOSED	GENERIC (5-AISLE SS-EL)
TOTAL SITE AREA	3490m ²	-
ALDI GROSS AREA	2068m ²	1740m ²
ALDI NETT AREA (INC. F.C.)	2001m ²	1678m ²
RETAIL NETT AREA	1268m ²	1186m ²
BOH NETT AREA	499m ²	412m ²
AMENITIES NETT AREA	76m ²	80m ²
FORECOURT AREA (UPPER)	158m ²	-
REMAINING NETT AREA (INC. F.C.)	733m ²	492m ²
BOH PALLETS	143	118
CHILLER LENGTH	43.75	43.75
TRUCK LENGTH	15.5M	-
TOTAL CARPARKS	84	-



01 UPPER SITE PLAN
1:500 PROPOSED

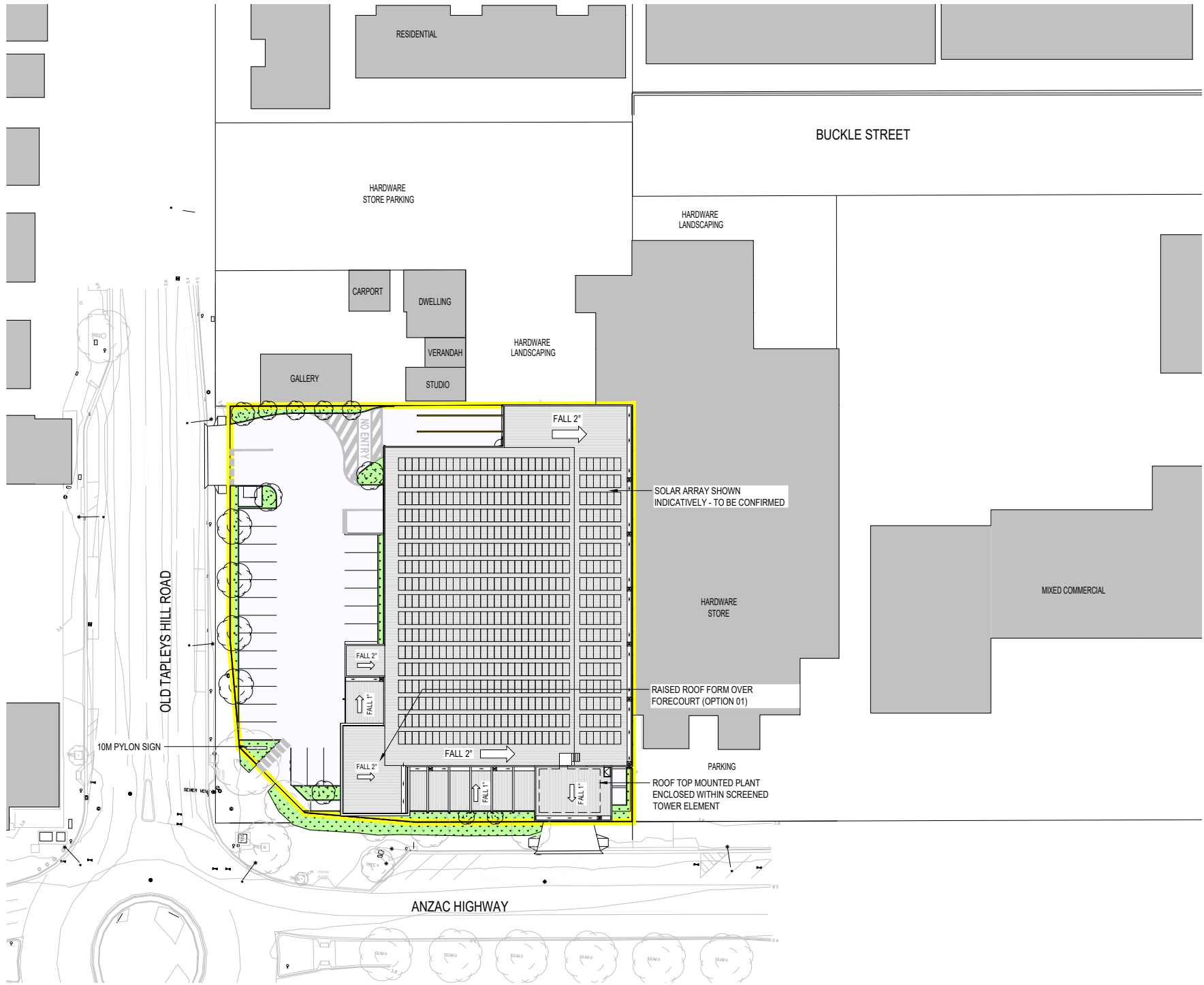
CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
UPPER SITE PLAN

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108 Mt Barker Road Stirling
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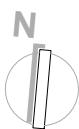
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PROJECT No	DRAWING No	STATUS	REV
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REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-



01 ROOF DRAINAGE
1:500 PROPOSED

CLIENT
ALDI STORES 

PROJECT
ALDI GLENELG NORTH
No. 601-603 ANZAC HIGHWAY
GLENELG NORTH

DRAWING
ROOF DRAINAGE PLAN

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www.nielsenarchitects.com.au

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PROJECT No	DRAWING No	STATUS	REV
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APPENDIX D

SITE PHOTOGRAPHS





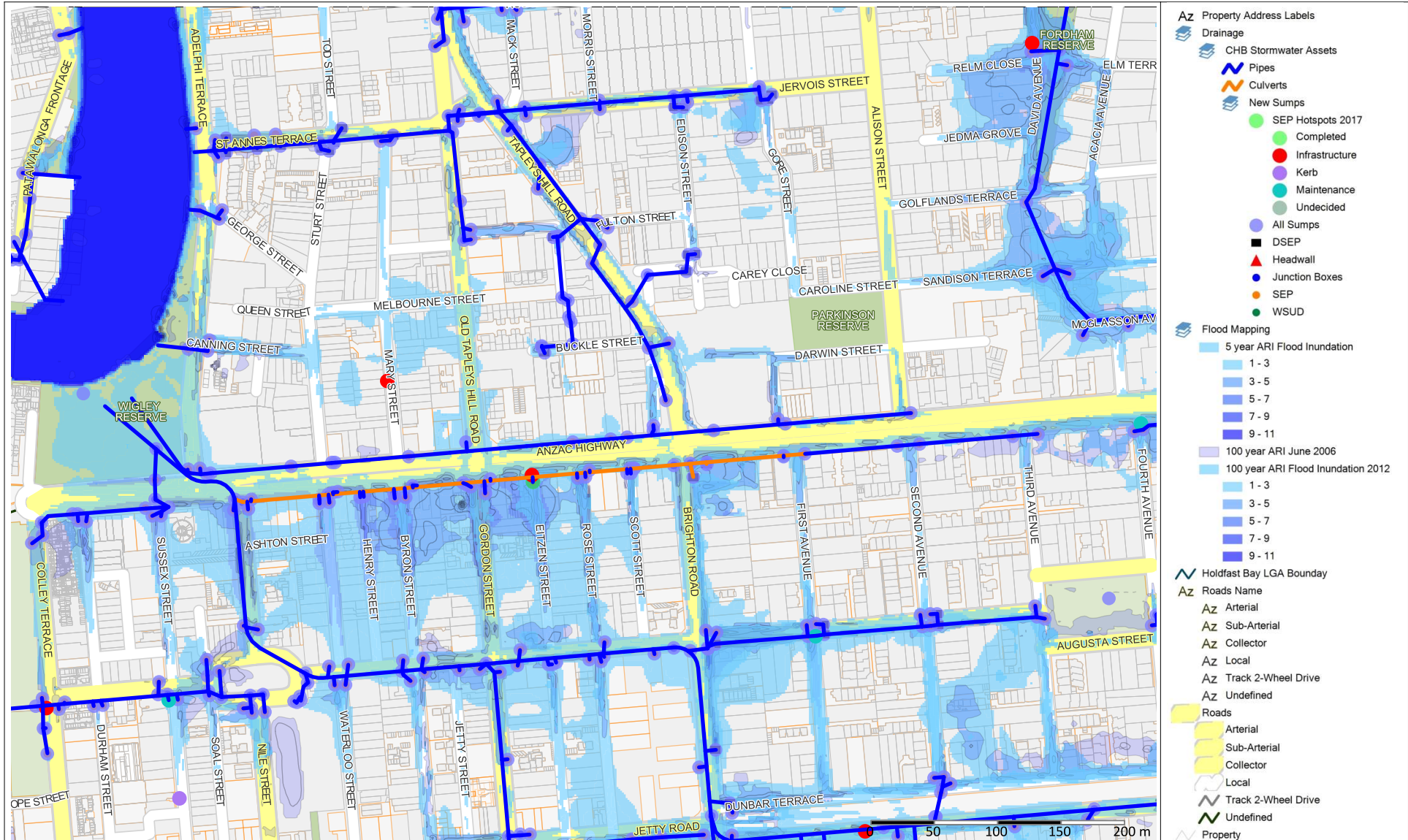






APPENDIX E

FLOOD MAPPING & STORMWATER INFRASTRUCTURE PLAN



This map has been created for the purpose of showing basic locality information and is a representation of the data currently held by The City of Holdfast Bay. This information is provided for private use only. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Property Boundary line network data is supplied by State Government.

25/06/2019

1:4007



APPENDIX F

COUNCIL STORMWATER INFORMATION

Warren Smith

From: Rajiv Mouveri <RMouveri@holdfast.sa.gov.au>
Sent: 26 June 2019 12:03 PM
To: Warren Smith
Subject: RE: Corner of Anzac Highway & Old Tapleys Hill Road

Hi Warren

The following points might be of help:

- All developments/building works within the Holdfast Bay Council area shall incorporate stormwater drainage facilities to collect and convey stormwater runoff to Council's system, minimising adverse impact on the proposed property as well as surrounding environment.
- For stormwater pipe installations for existing buildings, property owners or contractors should apply for a permit to be issued by Council.
- Stormwater that is allowed to be discharged into Council's drainage system shall be installed at the developer's expense in accordance with Council specification for stormwater pipe construction in or under pavements.
- Builders and developers must ensure buildings are constructed to an adequate height to enable stormwater to drain freely into Council's drainage systems. Information on desirable ground Finished Floor Levels can be obtained by reference to Council's 100 year Average Recurrence Interval flood maps. Developers may need to undertake Hydrology & Hydraulic assessments.
- Building floor levels need to be set above surrounding ground levels with an adequate freeboard to surface runoff flows or ponding levels. Where re-contouring of the site is proposed, the existing ground levels at the boundaries are to be retained with maximum 1 in 4 finished ground level slopes. Retaining walls are not to be constructed closer than 0.9m to the boundary unless approved by Council. Existing ground surface levels are to be retained within 0.9m of any property boundary.
- For average sized residential developments, the stormwater disposal system should be designed for a 5 year rainfall event, with discharge to the road not to exceed 10 litres per second. Any excess above this flow is to be detained on site.
- For multi-unit residential complexes or commercial developments, the stormwater disposal system should cater for a 10 year rainfall event, with post-development flows to the road not to exceed pre-development flows.
- Stormwater shall not be connected directly into underground drainage or side entry pits except where prior approval has been given.
- To fulfil the obligations of the EPA Water Quality Policy and ensure the pollutants do not move off site, all building or construction sites shall undertake erosion, sediment and drainage control management practices.
- Where deemed appropriate for larger developments, stormwater approval to discharge to the street shall be drained into an inspection pit constructed within the development adjacent to the Council property alignment and from which the stormwater can enter directly into Council's drainage system.

- Development activities must not cause an adverse impact on adjoining or any other properties. This includes preserving surface flow paths and not increasing water levels. For multi-unit residential complexes, or commercial developments, Site discharges will need to be restricted to pre development discharges using On-site Stormwater Detention. Protection is to be provided for all rainfall events through to 100 years ARI.
- Council will make available information on its drainage system where it is available, on the express understanding that Council is not liable for the accuracy of the information or the consequences of it being used. Results and information provided to Council by other parties may be released at the discretion of Council's Engineer subject to copyright and privacy restrictions, and on the understanding Council makes no guarantees as to its validity.
- Adequate provision be made for the disposal of stormwater to the reasonable satisfaction of Council. Where possible, stormwater should be retained on site by the use of natural drainage methods.
- Stormwater from each new dwelling in a residential development shall be collected and connected to a 1000 litre (minimum) rainwater tank with a sealed system over flow connection to the street water table. Final details of the location and size of the tank(s) shall be submitted to Council for approval prior to the issue of full Development Approval. Furthermore, all stormwater from the dwelling and the site shall be collected and disposed of in a manner that does not adversely affect any properties adjoining the site or the stability of any building on adjacent sites.
- Stormwater shall not be disposed of over a vehicle crossing place and any connection to the street water table, including remedial works to footpaths, verges or other Council infrastructure, is subject to any necessary approvals from Council and will be at the applicant's cost.
- All runoff and stormwater from development sites during the construction phase must be either contained on site or directed through a temporary sediment trap, prior to discharge to the stormwater system.

Regards
Rajiv Mouveri

From: Rajiv Mouveri
Sent: Tuesday, 25 June 2019 6:02 PM
To: Warren Smith <WSmith@wga.com.au>
Subject: RE: Corner of Anzac Highway & Old Tapleys Hill Road

Hi Warren

Please give me a call tomorrow some time.

In relation to your questions:

- Stormwater to not exceed pre-development, or detention (yes, that is the rule)
- 100 year Flood Levels or similar (prefer 100mm above the 100 year level)
- Where Council infrastructure is, and what plan copies are available for use (attached)
- Water Quality measures etc (normal)



RAJIV MOUVERI

Manager Assets & Facilities

City of Holdfast Bay

P 08 8229 9949

M 0477 003 800

E rmouveri@holdfast.sa.gov.au

Brighton Civic Centre

24 Jetty Road, Brighton SA 5048

www.holdfast.sa.gov.au

From: Warren Smith [<mailto:WSmith@wga.com.au>]
Sent: Tuesday, 25 June 2019 5:31 PM
To: Rajiv Mouveri <RMouveri@holdfast.sa.gov.au>
Subject: FW: Corner of Anzac Highway & Old Tapleys Hill Road

Hi Rajiv,

Are you a chance for a quick chat on this one on Wednesday some time ? I'm wrapping up a report of sorts at the end of the week. Many thanks

Regards

Warren Smith SENIOR CIVIL ENGINEER

BE, MIEAust



60 Wyatt Street, Adelaide SA 5000

PHONE 08 8223 7433

MOBILE 0403 177 915

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From: Warren Smith
Sent: 24 June 2019 5:10 PM
To: Rajiv Mouveri (Holdfast Bay) (rmouveri@holdfast.sa.gov.au) <rmouveri@holdfast.sa.gov.au>
Subject: Corner of Anzac Highway & Old Tapleys Hill Road

Hi Rajiv,

I'm just starting some work on a proposed commercial development where they are looking at the north-eastern block on the corner of Old Tapleys Hill Road and Anzac, in Glenelg. Don't know much about it yet, but have been asked to get some stormwater information together.

Please see attached the survey that's come in, and an indication of in-ground stormwater lines (Local Govt website).

I was hoping to drop in to discuss when possible by end of Wednesday, and to gain an understanding of Council's requirements for:

- Stormwater to not exceed pre-development, or detention
- 100 year Flood Levels or similar
- Where Council infrastructure is, and what plan copies are available for use
- Water Quality measures etc

Many thanks. Would Wednesday morning work, and do you have this sort of information on hand generally ?

Regards

Warren Smith SENIOR CIVIL ENGINEER

BE, MIEAust



60 Wyatt Street, Adelaide SA 5000

PHONE 08 8223 7433

MOBILE 0403 177 915

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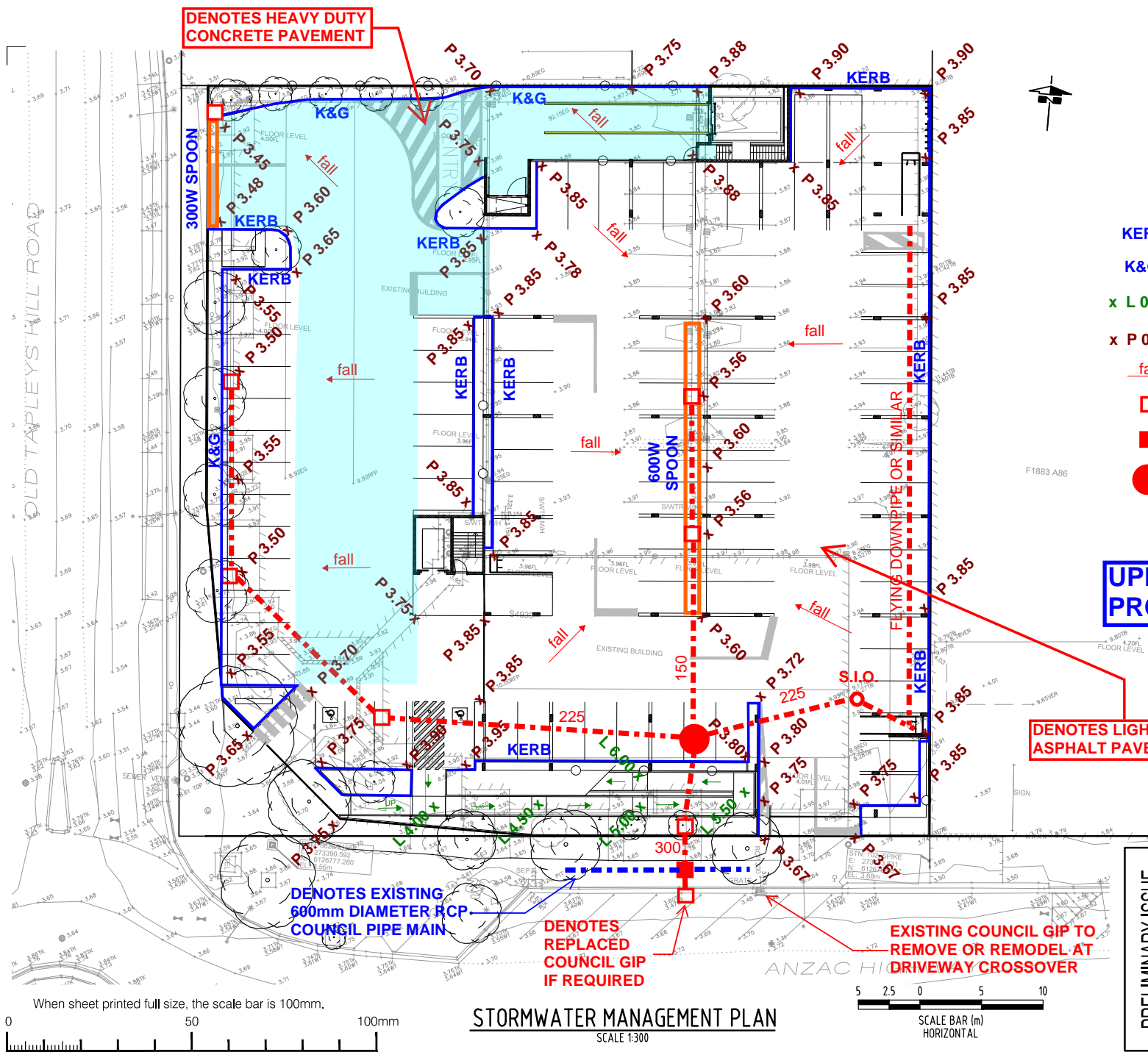
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APPENDIX G

SITE CIVIL CONCEPT



LEGEND

- KERB** 100H UPRIGHT KERB
- K&G** 100H KERB & GUTTER
- x L 00.00** DESIGN LEVEL (LANDING)
- x P 00.00** DESIGN LEVEL (PAVING)
- fall** DIRECTION OF FALL
- GRATED INLET PIT
- JUNCTION BOX
- ROCLA FIRST DEFENSE GPT OR SIMILAR APPROVED

**UPPER STORE
PROPOSED FFL = 7.05**

**DENOTES LIGHT DUTY
ASPHALT PAVEMENT**

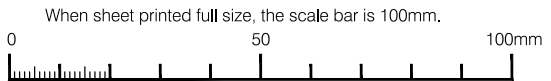
**DENOTES EXISTING
600mm DIAMETER RCP
COUNCIL PIPE MAIN**

**DENOTES REPLACED
COUNCIL GIP
IF REQUIRED**

**EXISTING COUNCIL GIP TO
REMOVE OR REMODEL AT
DRIVEWAY CROSSOVER**

**PRELIMINARY ISSUE
NOT FOR CONSTRUCTION**

B	26/07/19	PRELIMINARY ISSUE	WS
A	14/07/19	PRELIMINARY ISSUE	WS
REV.	DATE	DESCRIPTION	DRAFT ENG. CHKD
ALDI GLENELG NORTH 601 - 603 ANZAC HIGHWAY GLENELG NORTH STORMWATER MANAGEMENT PLAN			
A3	DOCUMENT NUMBER		Sheet No.
Design	Drawn	Project Number	Rev.
WRS	JPF	WGA190788-SK-CC-0001	B



STORMWATER MANAGEMENT PLAN
SCALE 1:300



WGA

WALLBRIDGE GILBERT
AZTEC

Warren Smith
SENIOR CIVIL ENGINEER

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Email: WSmith@wga.com.au

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60 Wyatt St

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Facsimile: 08 8232 0967

MELBOURNE

Level 2, 31 Market St

South Melbourne VIC 3205

Telephone: 03 9696 9522

PERTH

634 Murray St

West Perth WA 6005

Telephone: 08 9336 6528

DARWIN

Suite 7/9 Keith Ln

Fannie Bay NT 0820

Telephone: 08 8941 1678

Facsimile: 08 8941 5060

WHYALLA

1/15 Darling Tce

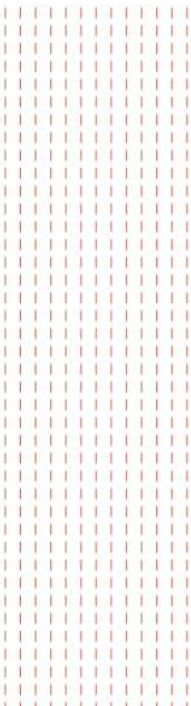
Whyalla SA 5600

Phone: 08 8644 0432

WALLBRIDGE GILBERT AZTEC

www.wga.com.au

adelaide@wga.com.au



ALDI Glenelg North Retail Demand & Impact report

Prepared for ALDI Stores Ltd
28 June 2019



Deep End Services

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

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F +61 3 9826 5331

deependservices.com.au

Enquiries about this report should be directed to:

Chris Abery

Director

chris.abery@deependservices.com.au

Document Name

ALDI Glenelg North Retail Report - 28 June 2019
28.06.19

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

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1

Introduction

In 2012, ALDI announced its intention to develop a network of 45-50 discount food stores in South Australia. Since the first stores opened in February 2016, the network has now grown to 32¹ stores including 24 in Greater Adelaide (refer Figure 1) and 8 in regional areas.

There are no ALDI stores in the City of Holdfast Bay, an affluent area of 37,000 people with major supermarkets at Glenelg and Brighton and smaller stores in neighbourhood centres through the beachside suburbs.

A site has been identified at 601-603 Anzac Highway, Glenelg North, located 400 metres north of the Jetty Road centre. The site falls within the Mixed Use Zone of the Holdfast Bay Development Plan where a shop in excess of 150 square metres is subject to consent.

Deep End Services has been engaged by ALDI Stores Ltd to prepare a retail demand and impact report for the proposed store.

As part of the investigations for this report, the subject site was inspected and detailed land use and occupancy surveys were carried out at all centres in the defined catchment.

¹ Includes ALDI Mildura which is serviced from the Adelaide warehouse.

Figure 1—ALDI stores (June 2019)

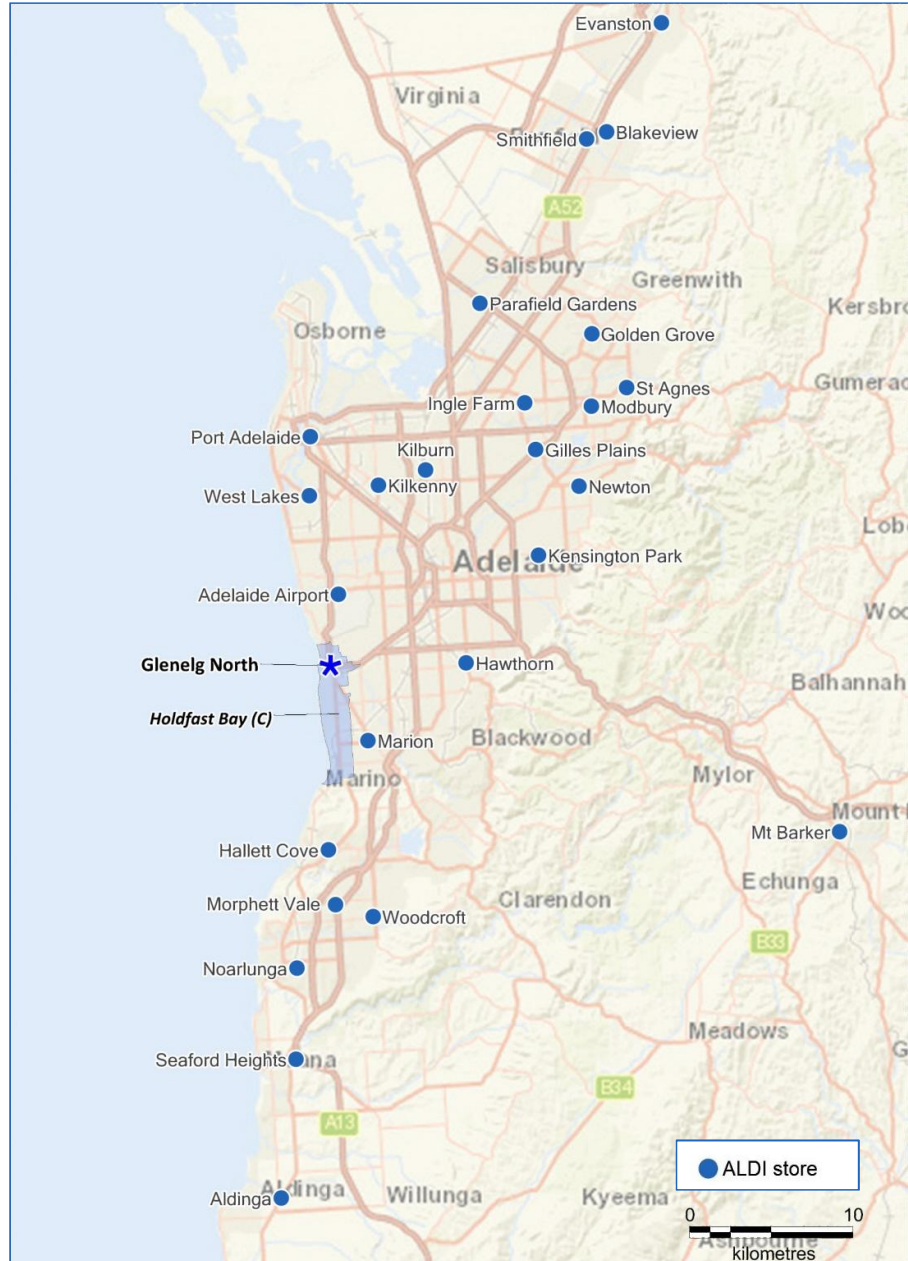
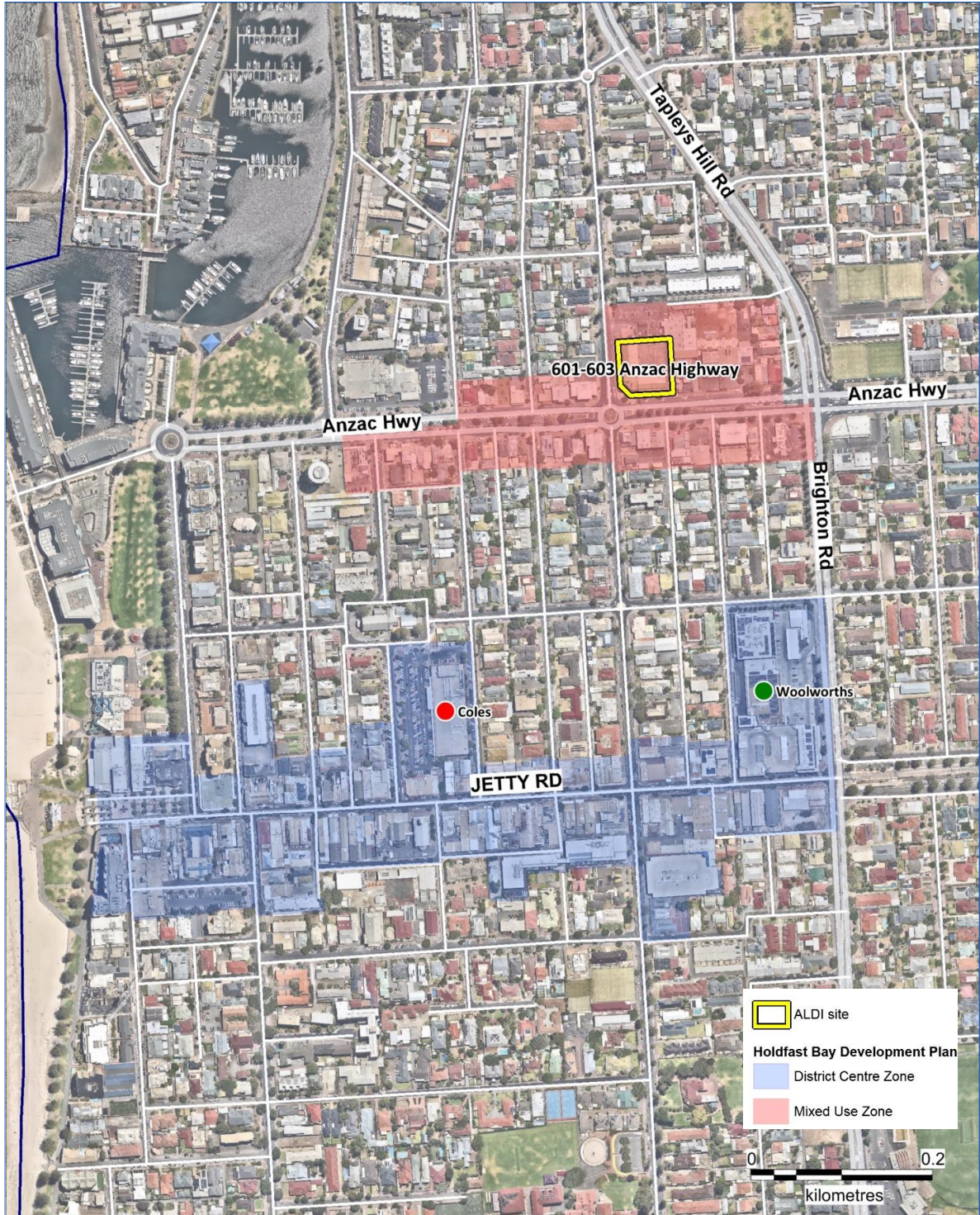


Figure 2—Site location



Source: Nearmap imagery (March 2019)

2

Glenelg North

2.1 Proposal

2.1.1 Location

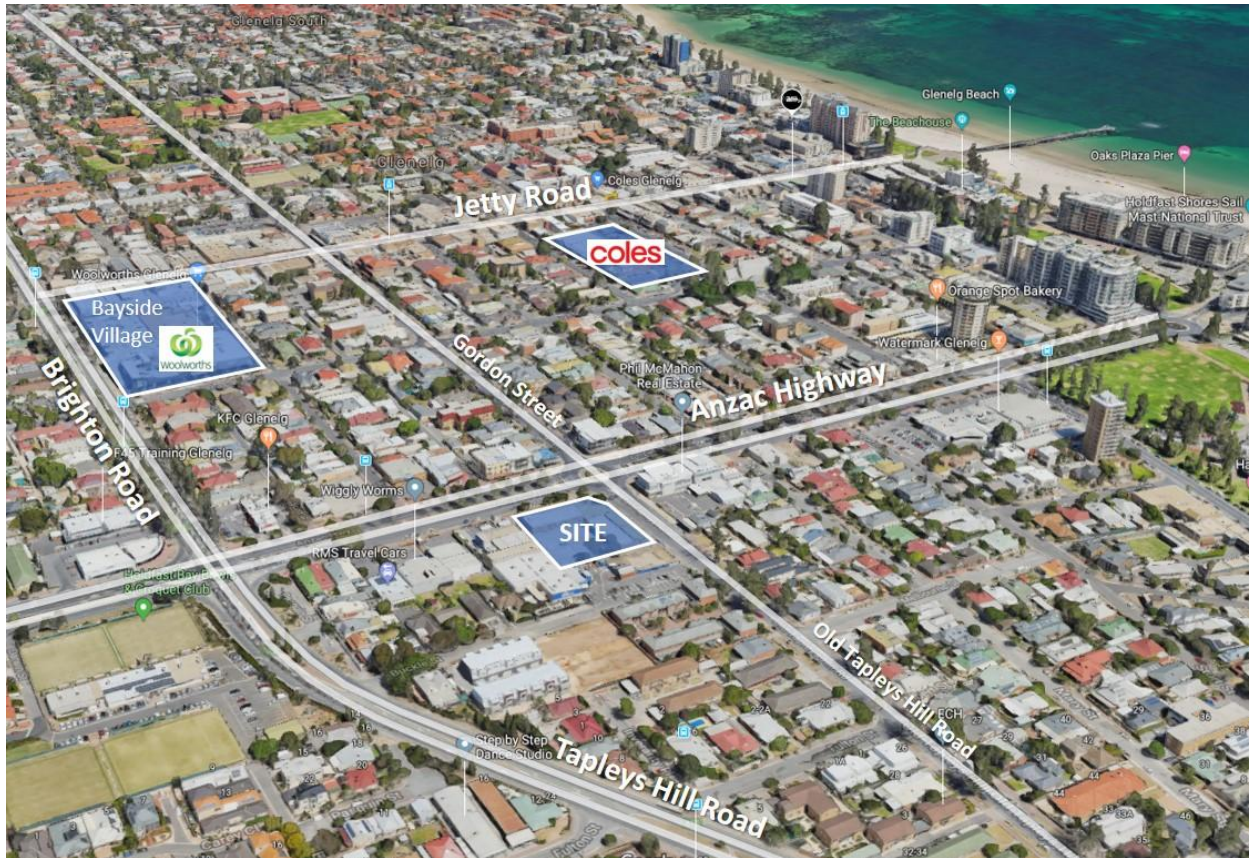
The square-shaped site of 3,490 sqm is on the north-east corner of Anzac Highway and Old Tapleys Road, approximately 400 metres north of the Jetty Road retail precinct (refer Figure 2).

The land is currently developed with 2-level offices with rear off-street parking. The low rise, brick building has 11 separate tenancies and probably dates back to the 1970's.

The prominent site has a similar 48-50 metre frontage to both Anzac Highway and Old Tapleys Hill Road with a splay to the corner. Anzac Highway is a four lane road with a wide central median with traffic slowing to the roundabout-controlled intersection.

Anzac Highway, west of Brighton Road, is an important access road to the marina, hotel and foreshore areas and allows other traffic to filter through to Jetty Road and the north-side car parks via the local street network. Where it passes the site, the 4-lane Anzac Highway comfortably carries 17,000 vpd – much less than Brighton Road (42,000 vpd), Tapleys Hill Road (34,000) and Anzac Highway east of Brighton Road (30,000 vpd). The slower traffic movements in Anzac Highway (west), the roundabout at Old Tapleys Hill Road and the wide median strip with parking and turning lanes allows traffic to easily approach and safely return along sections of the road.

Figure 3—Aerial view



Source: Google, Deep End Services

These attributes are important for a supermarket as traffic can easily enter and leave the site via the wide adjoining roads without conflicting with high volumes of other circulating or through traffic.

The Mixed Use Zone extending along both sides of Anzac Highway has a broad mix of retail, commercial and residential uses (refer Figure 4). The area is characterised by a range of building styles including:

- Showroom / bulky goods uses east of the site which includes a Mitre 10 hardware and building supplies store with three street frontages extending to showroom tenancies occupied by a vet clinic, billiard table sales, play centre and offices.
- New 2 and 3-level office and mixed use developments including those with retail and office tenancies at ground level and offices or residential above.
- Heritage homes converted to offices or medical and health related professional suites, mainly on the south side of Anzac Highway.
- Older style shop tenancies with awnings and verandas at the western end of the zone. A range of retail, service and restaurant / café premises have established

here, forming a small but important retail function for the zone along with the large Mitre 10 tenancy at the east end.

Figure 4—Anzac Highway Mixed Use Zone ground floor uses



Source: Nearthmap, Deep End Services

The area is predominantly an office precinct with 40 of the 70 ground level uses in the zone used for office purposes – either as a professional service, medical or health related practitioner or other small business function.

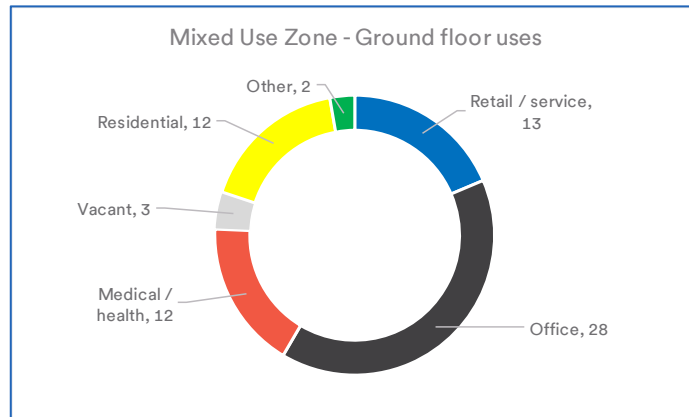
Shop, restaurant and retail service-type uses occupy 13 premises or almost 20% of all ground floor uses. In floorspace terms, retailing is a more dominant use than the tenancy count might suggest. The Mitre 10 site alone – the largest in the Mixed Use zone – is 4,476 sqm, with an internal sales and storage area of about 1,800 sqm.

In total, the shop and similar retail and retail service type uses in the Mixed Use zone occupy about 3,000 sqm. The development of a central site in the zone with a small supermarket use is not out of context with the broad mix of uses and the existing retail / shop profile of the zone.

The land use composition and diversity is further broadened by the presence of upper level residential and office uses in approximately 8 multi-level (2-5 level) buildings in the Mixed Use zone.

Figure 5—Anzac Highway Mixed Use Zone

Source/Notes/Desc



2.1.2 Proposed development

The proposal is a free-standing ALDI store with a total area dedicated to retail sales, points of sale, back of house (storage) and amenities of 1,831 sqm. Other built areas under the roof line result in a total gross area of 2,055 sqm.

The supermarket is raised above a ground level car park of 83 spaces, a conceptual layout similar to ALDI Hawthorn and another under construction at Blackwood.

The store is set back from Old Tapleys Hill Road with about 22 open air car spaces outside the upper level building line.

Customers from the car park or pedestrians from the street will reach the store via ramps on the Anzac Highway frontage. There is also a lift and stair from the lower car park to the forecourt and store entry.

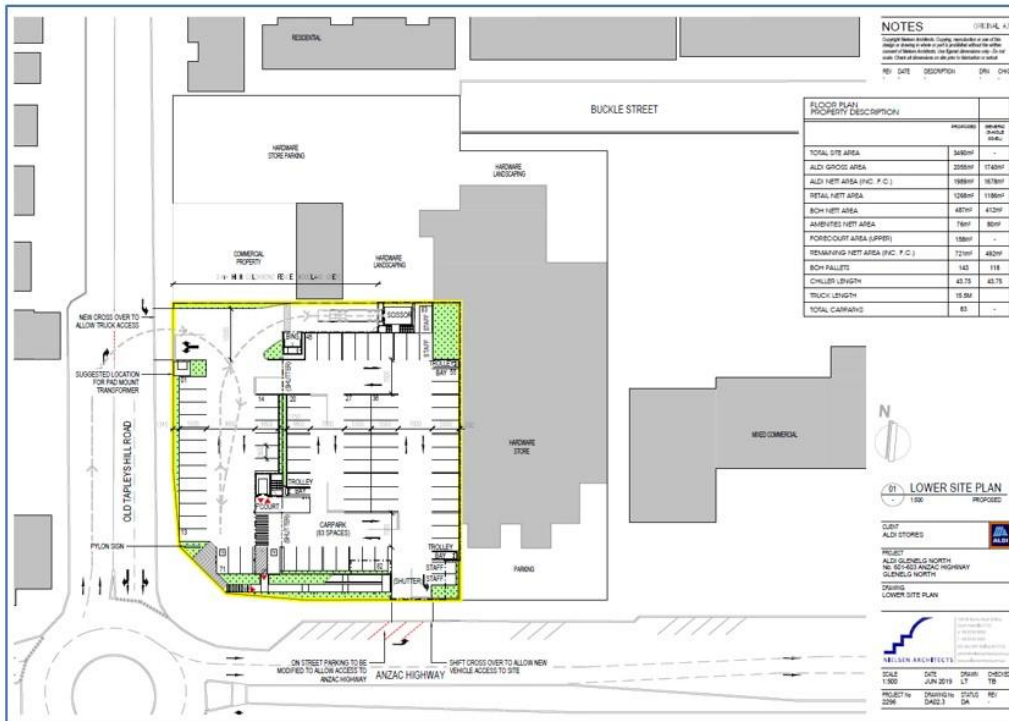
Vehicles can enter and leave the site via:

- A left-in and left-out driveway to Anzac Highway; and
- A driveway with all turning movements to Old Tapleys Hill Road.

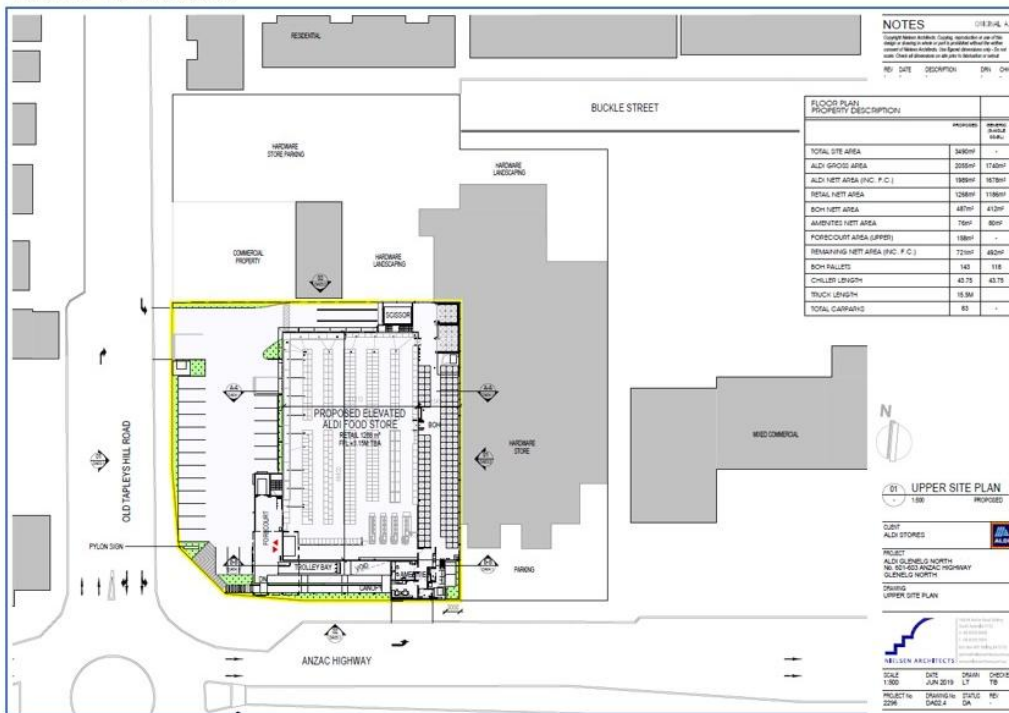
The elevations indicate strong urban design elements to the prominent corner with variations in materials, colours and textures in the built form to Anzac Highway and Tapleys Hill Road.

Figure 6—Site plans

Ground level car park



Level 1 – Raised store



Source: ALDI, Neilsen Architects

Figure 7—Elevations



Source: ALDI, Neilsen Architects

2.2 Planning context

2.2.1 Mixed Use zone

The Mixed Use Zone extends along Anzac Highway (west of Brighton Road) for 350 metres on the north side and 520 metres on the south side. For most of its length it covers only those properties on Anzac Highway except for a section which extends back to Buckle Street, between Old Tapleys Hill Road and Tapleys Hill Road.

The total area of the Mixed Use Zone (excluding streets) is approximately 3.55 hectares. Of this:

- About 17,200 sqm or 48% is within the large contiguous block on the north side bounded by Anzac Highway, Tapleys Hill Road, Buckle Street and Old Tapleys Hill Road. The ALDI site (3,490 sqm) and adjoining Mitre 10 (4,476 sqm) are key sites within the zone.
- The ALDI site represents a relatively small proportion, just under 10% of the developable land within the zone.

The 'Objectives' of the Mixed Use Zone include (amongst others):

- A functional diverse zone accommodating a mix of commercial, medium density residential land use in association with non-residential land use, office, facilities for tourists and small-scale shop land uses.
- Accommodation of a range of bulky goods outlets on the northern side of Anzac Highway.

The Desired Character statements reinforce the land use objectives and the need for development to complement the role and function of the nearby District Centre Zone.

Under 'Principles of Development Control (Land Use)', a shop or group of shops are envisaged in the zone, where the maximum gross leasable floor area is in the order of 150 square metres (other than bulky goods outlets north of Anzac Highway).

While the proposed floor area of the ALDI store exceeds the envisaged 150 square metre area for shops within the zone, the proposed area is neither a 'complying' or 'non-complying' form of development and is therefore assessed 'on-merit'.

On this basis, the retail need and impact report has been requested by ALDI through its planning consultants, Ekistics.

2.2.2 Centres hierarchy

The centres hierarchy is expressed through the application of Centre zones and policies.

Figure 8 shows the zoning and classification of centres in the City of Holdfast Bay and surrounding areas. In Holdfast Bay the hierarchy can be summarised as:

- District Centres at Glenelg and Brighton. Glenelg has a unique role in the municipality and the broader Adelaide region as both a centre for its local catchment and as a significant leisure and tourist destination for other metropolitan residents and visitors to Adelaide. The District Centre on Brighton Road (Brighton) is 4km south of Glenelg and while smaller in retail floor area than Jetty Road is dispersed over a longer road section.
- Two neighbourhood centre at Hove and Somerton Park. Hove is effectively a continuation of the Brighton Road commercial strip north of the rail line. The small Somerton Park neighbourhood centre on Oaklands Road straddles the municipal boundary between the City of Holdfast Bay and City of Marion.
- Two local centres at Glenelg South and a third at Glenelg East based on small independent supermarkets. The Local Centre zone is also applied to small groups of shops on Brighton Road at Brighton North and on Tapleys Hill Road at Glenelg North.

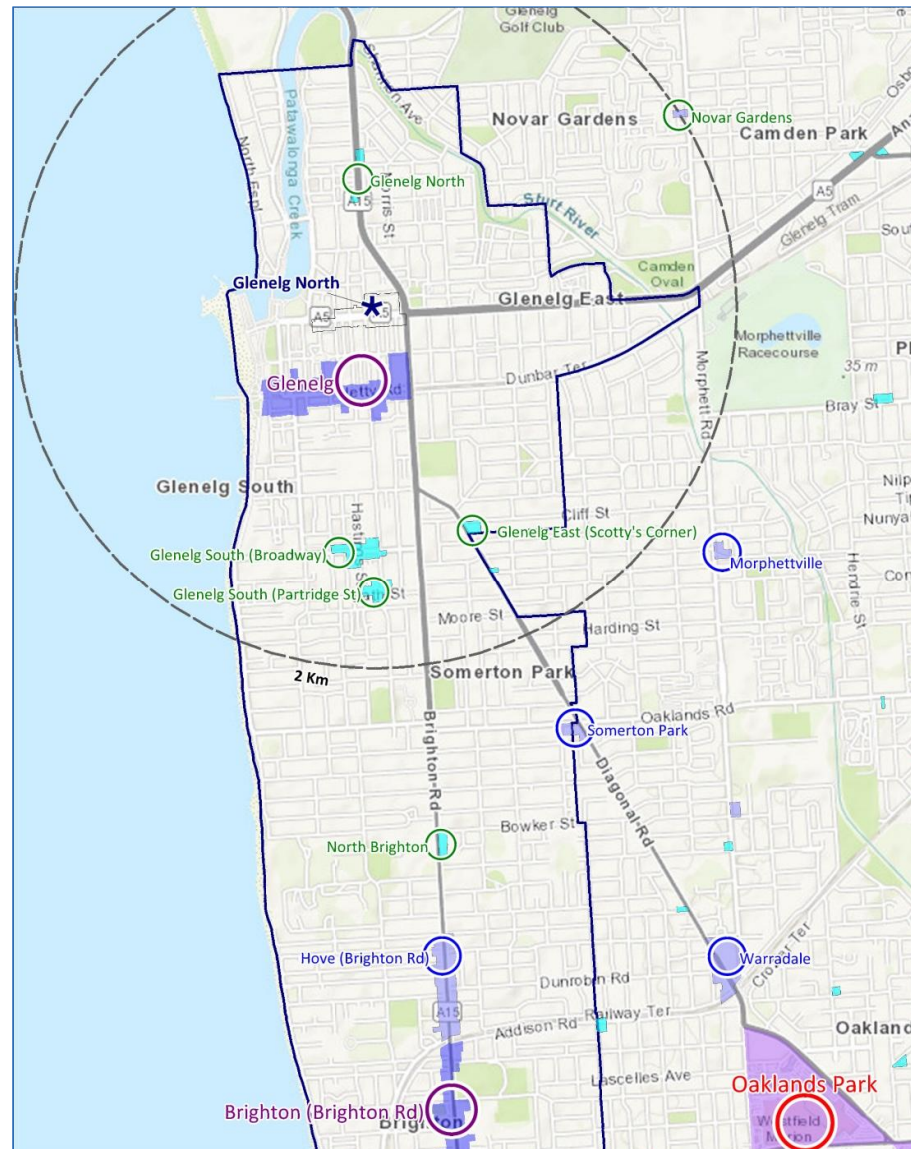
The form and pattern of centres in Holdfast Bay reflects the historical development of shops in tourist destinations, along main roads and public transport routes and in some cases, local streets.

The centres provide a good range of weekly food and service based needs however higher order shopping and more discretionary needs are most likely directed to centres such as Marion, Adelaide Airport DFO and the CBD.

The centres hierarchy is heavily oriented to major traffic routes and popular tourist destinations. At times, heavy traffic conditions present conflicts for residents accessing basic services or accessing convenient parking.

Figure 8—Centres hierarchy

Source/Notes/Desc



2.2.3 Centres policy

The Holdfast Bay Council Development Plan (Development Plan) supports the centres hierarchy through Objectives and Principles for “Centres and Retail Development”. Relevant objectives are:

1. Shopping, administration, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
5. Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
8. Vibrant multi-purpose centres at Glenelg and Brighton.

9. Retention and re-enforcement of the Glenelg and Brighton District Centres as the principal foci of retail and civic administration.

Under 'Principles of Development Control', two clauses are relevant to the ALDI application and the need for a retail demand and impact report.

10. A shop or group of shops with a gross leasable area of greater than 250 square metres should be located within a centre zone.

12. A shop or group of shops located outside of zones that allow for retail development should:

(a) be of a size and type that will not hinder the development, function or viability of any centre zone.

(b) not demonstrably lead to the physical deterioration of any designated centre.

(c) be developed taking into consideration its effect on adjacent development

Having regard to the provisions of the Mixed Use Zone and the general policy controls, this report assesses the trading and other effects of the ALDI development on the Glenelg District Centre and other centres in the area.

3

Activity centres

3.1 Glenelg (Jetty Road) District Centre

The Glenelg District Centre (hereafter referred to as Jetty Road) is the primary centre where potential impacts and benefits from the proposed ALDI store are assessed.

3.1.1 Role & structure

Jetty Road, Glenelg is one of Adelaide's premier strip shopping centres and a major tourist destination. It performs these dual roles, as a shopping and community centre for the affluent beachside suburbs and as a focal point for visitors to cafes, restaurants, bars and hotels close to Glenelg's iconic beach front and accommodation areas.

Glenelg's hospitality and leisure attractions are supported by seasonal festivals and events including concerts, evening markets, fashion and arts festivals, Christmas pageants and lifesaving and other sporting events. The Glenelg foreshore is home to major residential hotels and serviced or holiday apartment complexes providing visitor accommodation and a large and growing market for Jetty Road's shops and cafes. Year-round attractions along Jetty Road and its foreshore include the Beachouse entertainment complex, Bay Discovery Centre in the historic Glenelg Town Hall, historic hotels, the six-screen GU Film House, the Glenelg Tram Line and Marina Pier.

The strip extends just over 800 metres, from Brighton Road to Moseley Square on the Glenelg foreshore. The main elements of Jetty Road are:

- Bayside Village Shopping Centre anchoring the eastern end on the corner of Jetty Road and Brighton Road. The centre was developed in 2010 around the existing Woolworths supermarket with 28 external (Jetty Road) and mall-based shops and upper level gym and offices. It is serviced by at-grade and roof-top parking accessed from Brighton Road and Augusta Street. The centre appears to be busy and trading well with a range of specialty food shops, cafes, a pharmacy, newsagent and other services.
- A large freestanding Coles supermarket on the north side and mid-section of the centre, behind Jetty Road shops. Coles has the largest open, off-street car park in Jetty Road which is used by all range of visitors to the centre and is often at, or close to, full capacity.
- Jetty Road itself has some generalised precincts which function for different customer segments. The central and eastern sections close to Coles and Bay Village tend to have everyday shops and services catering to the resident catchment including some fresh food shops, pharmacies, banks, hairdressers / beauticians and other services. Fashion stores are also clustered around the central section. The western section through to the foreshore and Moseley Square is dominated by cafes and restaurants, take-away food, specialty (gift) foods and leisure-based fashion retailers and services such as massage and beauticians, targeting the visitor market.

Jetty Road's customer base is clearly different in certain sections of the centre and on different days and times of the week. The centre has a strong after-hours economy at the beachside end while weekends bring tourists, day trippers and visitors from other parts of Adelaide.

3.1.2 Floorspace & occupancy

The multi-faceted nature of Glenelg's visitor market is reflected in the floorspace mix and changes over time. A shop occupancy survey was carried out in June 2019 recording and mapping tenants in ground-level shop-type tenancies in the District Centre Zone.

Floorspace was estimated using the last SA Retail Database (2007), other published information and measurements from latest aerial imagery for developments since 2007. The current tenant category and total floorspace of the Jetty Road Centre is shown in Table 1 along with other centres surveyed in the area. The distribution of Jetty Road's floorspace into major tenant / retail categories is summarised in percentage terms in Figure 9.

The findings are as follows:

- The District Centre has approximately **43,736 sqm** of ground floor retail or shop-type tenancies. Of this, Bayside Village comprises 6,353 sqm, Coles 3,560sqm and the Jetty Road strip has 33,823 sqm or 77% of the floorspace.
- Non-food retailers (apparel & clothing, newsagents, pharmacies, giftware, florists, homewares etc) are the largest group making up **23%** of Jetty Road's floorspace. This is closely followed by cafes, restaurants and take-away food retailers which occupy 9,514 sqm or **22%** of floorspace.

- Non retail uses (banks, real estate & travel agents, health & well-being services, hotel, cinema, gyms and government services) are a similar **20%** of floorspace.
- Retail services which are numerous but relatively small tenancies (hair & beauty, massage, nail bars, tattoo, keys & shoe repairs, laundry & optometrists) make up **7%** of the floorspace.
- The two supermarkets (Coles and Woolworths) have a combined 6,833 sqm or **15%** of Jetty Road's floorspace while small specialty food shops (baker, butcher, fruit & veg., liquor, health foods and supplements) are just **5%**. Therefore, the weekly food and grocery floorspace at Jetty Road is just **20%** of the entire centre. This small proportion underlines the multi-faceted character and broad role that Jetty Road has to a range of different markets / customer groups.
- The existing vacancy level is 2,907 sqm or about 6.6% of total floorspace. Of this, about 40% of the vacant space is in the restaurant / leisure precinct of Moseley Square and Holdfast Walk with another 20% due to the recent relocation of Chemist Warehouse to a nearby tenancy.

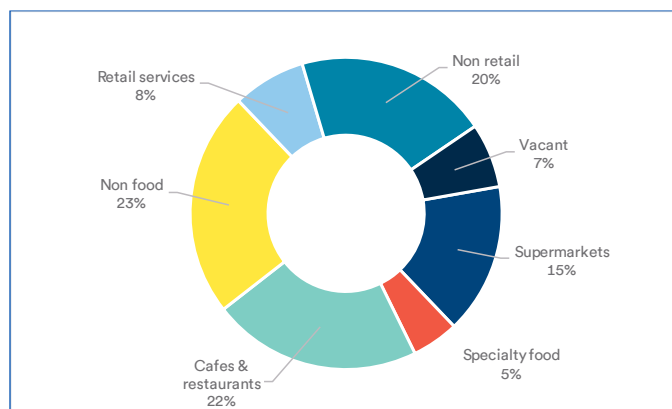
Table 1—Centres floorspace

Commercial area	Floorspace (sqm)											Vacant % of total	Major tenants
	Food			Total food & drink	Non-food	Retail services	Non-food & services	Total retail	Non-retail	Vacant	Total floorspace		
Smkts	Specialty food	Cafes/ Rest.											
Glenelg District Centre													
Bayside Village	3,273	650	360	4,283	760	350	1,110	5,393	960	0	6,353		Woolworths
Coles	3,560	0	0	3,560	0	0	0	3,560	0	0	3,560		Coles
Balance Glenelg	0	1,474	9,154	10,628	9,466	2,988	12,454	23,082	7,834	2,907	33,823		
Total Glenelg	6,833	2,124	9,514	18,471	10,226	3,338	13,564	32,035	8,794	2,907	43,736	6.6%	
Neighbourhood Centres													
Hove (Brighton Rd)	1,208	66	334	1,608	1,478	695	2,172	3,780	1,647	50	5,477	0.9%	Foodland
Morphettville	500	0	422	922	0	86	86	1,008	647	0	1,655	0.0%	IGA
Somerton Park	405	42	571	1,018	251	97	348	1,366	93	136	1,595	8.5%	IGA
Plympton	2,140	607	528	3,275	503	75	578	3,853	1,634	0	5,487	0.0%	Coles
Local Centres													
Glenelg South (Broadway)	330	387	582	1,299	954	585	1,539	2,838	773	119	3,729	3.2%	Independent
Glenelg South (Partridge St)	1,242	86	414	1,742	252	432	684	2,426	925	0	3,351	0.0%	Foodland
Glenelg East (Scotty's Corner)	483	75	154	712	250	127	377	1,089	0	0	1,089	0.0%	IGA
Novar Gardens	498	0	163	661	232	94	326	987	69	75	1,131	6.6%	IGA
Glenelg North (Tapleys Hill Rd)	0	196	215	411	0	126	126	537	55	52	644	8.1%	
Total	13,639	3,583	12,897	30,119	14,145	5,655	19,800	49,919	14,636	3,339	67,894	4.9%	

Source: Deep End Services, SA Retail Database

Figure 9—Glenelg District Centre distribution of floorspace

Source: Deep End Services



3.1.3 Supermarkets & food shops

The number, type and distribution of specialty food stores is shown in Figure 10.

In Jetty Road, there are two clusters of specialty food shops which have a strong dependency on the nearby supermarkets. Five fresh or specialty food tenants in Bayside Village, positioned in the mall are close to Woolworths. Central Jetty Road, close to Coles, has a similar number (five) and type of specialty food tenants.

Elsewhere, the chocolatier and sweet shop at the western end are probably more inclined towards the visitor market. A second chocolatier is located between Coles and Woolworths.

The pattern suggests that Coles and Woolworths are anchoring two local food precincts in Jetty Road, about 300 metres apart. Given the distance, common tenancies and their own dedicated parking areas, there is probably little interaction between the two nodes.

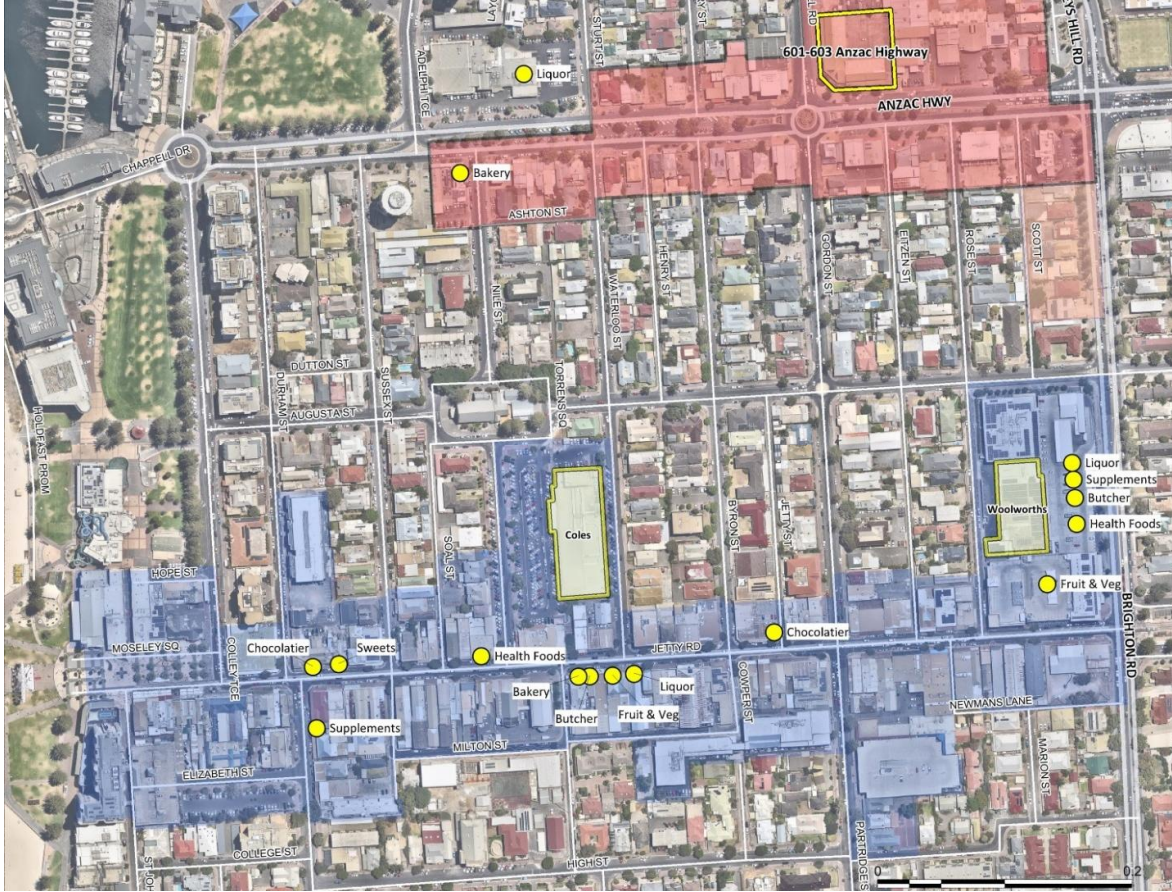
Coles and Woolworths at Glenelg are both thought to be strong-performing stores. Coles is full-line supermarket of 3,560 sqm which has operated from its large, open site since 1975. The store is well-positioned to the centre and has good, convenient parking other than on weekends when the parking supply is under more pressure from visitors to the area.

Bayside Village and Woolworths are more distant from the tourist / leisure areas of Jetty Road. Woolworths is convenient for passing traffic on Brighton Road and appears to support a strong mall of good quality specialty shops and services.

Coles and Woolworths face a more competitive market on the edge of their catchments from the redevelopment of Foodland and new Woolworths at Brighton in the last two years. Conversely, the closure of Woolworths at Adelaide Airport DFO (June 2019) could see some sales flow back to Glenelg. A freestanding ALDI store is approved at Plympton on the edge of Glenelg North's catchment.

While the market remains competitive, neither Coles nor Woolworths are at any risk of leaving Glenelg or coming under any sales pressure in their current locations.

Figure 10—Distribution of supermarkets and specialty food shops



Source: Nearmap, Deep End Services

Figure 11—Coles & Woolworths Glenelg



ALDI Glenelg North

Deep End Services

3.1.4 Changes since 2007

Comparing the SA Retail Database (2007) with the June 2019 survey of establishments provides insights into changes at Jetty Road over the last 10 years, or so.

Table 2 compares the number of small specialty shop tenants in detailed categories over the period. Although some developments have occurred in the 12 years such as Bayside Village, the cinema complex and other small redevelopments, the total number of specialty tenants in Jetty Road was 283 in 2007 compared to 274 in 2019. This suggests the data and surveys are well-aligned. It is possible that some mischaracterisation of businesses in 2007 (and now) into retail categories could skew some individual categories however the overall trends are what is important.

The main changes and other observations are as follows:

- Between 2007 and 2019 the number of specialty food shops has fallen from 23 to 14. The losses were two delicatessens, 2 butchers, 1 seafood and 5 bakeries / patisseries.
- Take-away food premises (21) were constant over the period however cafes and restaurants increased from 45 to 61 (+16) the largest increase of any category.
- Apparel, footwear and fashion accessories declined from 48 to 43 which appears a reasonable result given the Adelaide Airport DFO opened in 2008, just after the last 2007 Retail Database census.
- Other general retail categories have seen a reduction in tenants including music/video/ games (-4), books (-3), film processing / photography (-3) and giftware (-7).
- The centre has large number of pharmacies – 5 in 2007 increasing to 6 in 2019. This could reflect the affluent and retired population base, as could the increase in travel agents from 6 to 8.
- Banking & financial services are still well-represented over the period.
- Hairdressing / beauty (22 outlets) is the second largest tenant group (behind cafes) and were stable over the period. The number of massage / nail bars increased from 2 to 8. There was also growth in other professional services such as health therapies.
- The number of shop vacancies was 12 in 2007 compared to 25 in 2019.

The changes at Jetty Road over 10 years reflect both broader trends in the retail sector and some local influences.

The loss of specialty food shops is not uncommon and can be seen more broadly through suburban shopping centres, as small independent shops face increased competition from the major supermarket chains operating extended hours and catering to different, more complex shopping patterns. Jetty Road still maintains a small but important cluster of specialty food operators near the two major supermarkets. An affluent market like Glenelg will support good quality operators.

The decline in music, books and film is not unexpected due to changes in technology and the high penetration of on-line sales in these categories. Some losses here and

in the fashion / accessory category could be due to the Airport DFO and growth of Westfield Marion over many years and growth in on-line sales.

The decline in some categories has been offset by growth in others. Cafes and restaurants have clearly grown significantly in the last 10 years, in response to higher consumer spending and growth in South Australia's tourism market. This group has possibly grown too quickly and / or is more susceptible to periods of slow economic growth as many of the vacant shops are in the leisure and entertainment areas.

The broader trend of a growing personal / retail services sector is also evident at Jetty Road with more nail / massage bars, health therapists and travel agents.

The vacancy level at Glenelg could be of some concern however it again mirrors the experience in many other large strip shopping centres which have a high number of competing retailers in discretionary products. In this case, it also reflects the often high turnover of cafes and restaurants in many areas.

**Table 2—Glenelg
change in specialty
shop tenants 2007-
2019**

Source: Deep End
Services, SA Retail
Database

Tenancy Type	Tenant Count		Change 2007- 2019
	2007	2019	
Delicatessen	2	0	-2
Fruit & Vegetables	2	2	0
Butcher	4	2	-2
Poultry	0	0	0
Fresh Seafood	1	0	-1
Bakery/Cakes/Pastries	6	1	-5
Other Specialty Food	6	7	1
Liquor	2	2	0
Total Food & Liquor	23	14	-9
Takeaway Food	21	21	0
Café/Restaurant	45	61	16
Total Food Catering	66	82	16
Total Food Specialties	89	96	7
Apparel	34	31	-3
Footwear	7	7	0
Fashion Accessories	7	5	-2
Total Apparel	48	43	-5
Jewellery	6	4	-2
Sporting Goods	2	2	0
Music/Video/Games	4	0	-4
Books	4	1	-3
Newsagents & Stationery	5	4	-1
Film Processing/Photography	3	0	-3
Total Leisure	18	7	-11
Giftware	7	0	-7
Pharmacy	5	6	1
Cosmetics	0	0	0
Discount Variety	2	1	-1
Florists/Pets/Toys/Miscellaneous	4	4	0
Total General Retail	18	11	-7
Electrical/Sound/Computers	0	0	0
Furniture/Hardware	4	2	-2
Homewares	7	7	0
Total Homewares	11	9	-2
Phone & Mobile Communications	5	4	-1
Total Non-Food Specialties	106	78	-28
Key Cutting/Shoe Repairs/Watch Repairs	2	2	0
Optometrist	5	3	-2
Hairdressing/Beauty	23	22	-1
Massage & Nail Bars	2	8	6
Other Retail Services	10	6	-4
Total Retail Services	42	41	-1
Total Retail Specialties	237	215	-22
Non-retail			
Banks/Financial Institutions	7	7	0
Travel Agents	6	8	2
Post Office	2	1	-1
Medical	1	2	1
Cinema	1	1	0
Prof. Services & Suites (Shopfront)	2	7	5
Non-retail	15	8	-7
Total Non-retail	34	34	0
Vacant	12	25	13
Total specialties	283	274	-9

3.2 South Glenelg

Two centres at Glenelg South – one on Broadway and the other 200 metres south on Partridge Street – are small street-based centres catering to a local market between Brighton Road and the beach.

The Broadway centre has about 35 occupied retail and commercial tenancies including an independent supermarket (formerly IGA) of about 330 sqm and a butcher and liquor store. About half the centre's floorspace of 3,729 sqm is in cafes and restaurants and personal and professional services. The centre is 1.3 km from the ALDI site on Anzac Highway with the intervening Jetty Road half way between.

The similar-sized local centre on Partridge Street and Bath Street (3,531 sqm) to the south is anchored by a larger and better ranged Romeo's Foodland supermarket (1,242 sqm), located with a pharmacy, bakery, Australia Post, medical centre and dedicated off-street parking. About 24 local shops and services are spread around the intersection.



3.3 Hove Centre

Retailing at Hove, 3.6 km south of Anzac Highway, is spread along a 350 metre section of Brighton Road. The main element is the Foodland-based Hove Shopping Centre which is a recently modernised convenience centre on Brighton Road.

Foodland (1,200 sqm) shares an off-street car park with a chemist, bakery, Australia Post, accounting office and café. The commercial strip under the Neighbourhood Centre zone extending south to the railway line has approximately 5,500 sqm of retail and commercial uses.

The Hove Centre and particularly Foodland trades across the lower beachside suburbs of Holdfast Bay. It would feel stronger competitive effects from the redeveloped Foodland centre at Brighton (1.5 km south) which almost doubled in size in 2018 and from the more recent development of Woolworths (3,400 sqm) on Brighton Road, completed in March 2019.



3.4 Brighton East

The small local centre at Brighton East, also known as Scotty's Corner, is situated on Diagonal about 1.5 km by road from the ALDI site. It has a small IGA supermarket (approx. 500 sqm) and seven adjoining shops including a pharmacy, bakery, dry cleaner, newsagent, hairdresser and two take-away food outlets.

The centre would have a highly localised catchment east of Brighton Road catchment and be convenient for passing traffic on Diagonal Road.



3.5 Other centres

The centres listed above are the most relevant to the application site within the City of Holdfast Bay.

Others which could be potentially affected by small redistributions of sales to ALDI and appear in the secondary catchments on the trade area map (refer Figure 12) are:

- Novar Gardens. A small centre of just 1,131 sqm on Morphett Road, 2.8 km by road from the ALDI site. Novar Gardens has a small IGA supermarket (500 sqm) and seven shops and operates as a convenience centre for the population off Morphett Road, north of Anzac Highway.
- Morphettville. Located on Morphett Road, 3.1 km from the ALDI site, the main road-based centre has a small IGA (500 sqm) and seven shops.
- Somerton Park. Situated on the intersection of Oaklands Road and Diagonal Road, Somerton Park has a small and distant presence from the ALDI site and includes a small IGA (400 sqm) and 16 shops.

Beyond these centres and the defined catchment, ALDI will also draw sales to Glenelg North from other ALDI stores at Adelaide Airport (5.8 km north), Westfield Marion (5.3 km south-east) and a proposed store at Plympton (3.8 km east).

4

Glenelg North catchment area

4.1 Definition

The source of customers to an ALDI store on Anzac Highway will be a complex mix of geographic and market segments including:

- Residents of the local area (or primary catchment) that would normally use Glenelg for their supermarket shopping.
- Secondary catchments, further out, where residents will use other centres but occasionally drive to ALDI for less frequent purchases or simply shop the weekly specials.
- Residents of the primary or secondary catchments who travel outside the area to visit ALDI stores but will now switch to the closer store.
- More distant residents of Adelaide who visit Glenelg for social or leisure activities but may take the opportunity to visit ALDI.
- Tourists or visitors staying in commercial accommodation in and around Glenelg in self-catered accommodation.
- Part of the large local workforce of 4,300 people in and around Glenelg and Glenelg North who buy groceries at, or near, their place of work.

The catchment broadly covers the central and northern suburbs of Holdfast Bay and adjoining suburbs to the east (refer Figure 12). It comprises a Primary and two smaller secondary sectors as follows:

- A **primary sector** covering Glenelg, Glenelg North, Glenelg South and Glenelg East and parts of Novar Gardens, Glengowrie and Somerton Park. This is a tightly-defined local area up to 2km from Jetty Road or the Anzac Highway site.

Figure 12—Glenelg North catchment area



Source: Deep End Services; MapInfo

- A **Secondary east** extending to Nova Gardens, Camden Park and Morphettville. This sector is influenced by existing supermarkets at Plympton and Kurralta Park including an approved ALDI store at Plympton.
- A **Secondary south** sector extending to the lower areas of Glenelg East and Somerton Park and all of North Brighton. This sector stops at the Hove Shopping Centre where, to the south, new supermarkets at Brighton would be dominant and ALDI shoppers in this area have the option of travelling the shorter distance to ALDI Marion.

While these trade areas are important for assessing demographics, spending and other local demand and supply factors, it is important to recognise that ALDI, by virtue of the Glenelg North location and the unique nature of its retail model of low prices and weekly specials, will generate a significant level of custom from beyond the defined trade area sectors.

4.2 Population

The defined Glenelg North catchment area had a population of 38,639 people at the 2016 Census (refer Table 3). About 24,000 people or 62% of the catchment were within the City of Holdfast Bay.

The primary sector, where residents would undertake most of their grocery shopping in and around Glenelg, had 21,638 people at the 2016 Census.

Population projections are partly based on the latest Statistical Local Area projections produced by the South Australian Government, although these are due for revision based on more recent 2016 Census data.

The trade area population increased by an average of 174 people per annum between 2011 and 2016 or at 0.5% per annum. This rate is expected to be maintained and even increased over the next 10 years as more medium and high density housing is encouraged and developed through the beachside and other close areas.

**Table 3—
Catchment area
population**

Source: Deep End Services: ABS; SA Dept Planning, Environment and Infrastructure, Feb 2016 release

Catchment area sector	2011	2016	2019	2022	2025	2028
Population						
Primary	21,350	21,638	21,997	22,367	22,757	23,167
Secondary east	7,715	7,973	8,158	8,368	8,578	8,788
Secondary south	8,704	9,028	9,217	9,437	9,707	9,997
Total	37,769	38,639	39,372	40,172	41,042	41,952
Growth (No. per annum)						
Primary	-	58	120	123	130	137
Secondary east	-	52	62	70	70	70
Secondary south	-	65	63	73	90	97
Total	-	174	244	267	290	303
Growth (% per annum)						
Primary	-	0.3%	0.6%	0.6%	0.6%	0.6%
Secondary east	-	0.7%	0.8%	0.9%	0.8%	0.8%
Secondary south	-	0.7%	0.7%	0.8%	0.9%	1.0%
Total	-	0.5%	0.6%	0.7%	0.7%	0.7%

4.3 Demographic profile

The housing and demographic characteristics of the catchment are sourced from the 2016 Census and presented in Table 4.

The primary sector is characterised by affluent families in detached homes and both young and old singles and couples in townhouses and apartments. In particular:

- The dwelling stock influences the household composition with 29% semi-detached homes and 25% apartments.
- ‘Couples with children’ are just 23% of households compared to 30% across Adelaide. Lone person households are high at 36%.
- The average household size is small (2.13 persons).
- The age profile reflects the household composition with higher proportions in the 50-64 and 65+ age cohorts. The higher proportions of older people are offset by lower proportions of children and young adults.
- The proportion of adults in the 20-34 years age group is similar to Adelaide. Many will be in the 36% of dwellings that are rented (Adelaide 30%).
- Income levels are high. Average household incomes are 13% above the Adelaide average however the variation is affected by the small average household size and high number of lone persons. A more accurate indicator is average individual income levels which are 28% above the Adelaide average.
- Higher income levels are also a function of the high levels of tertiary education (27%) and white-collar workers (58%).
- The proportion of overseas-born residents (22%) is low compared to broader averages for Adelaide (28%).

The secondary east sector has a similar, small dwelling structure (although more townhouses than apartments) and similar age structure and household composition. Household income levels are the main differentiator being 11% below the Adelaide average while individual incomes are -5% lower.

The secondary south is a blend of different income areas east and west of Brighton Road. On average, the population is older than the primary sector, living in more detached homes and with similar high average household income levels (+14% above average).

In summary, the catchment has positive demographic features which are favourable to food and grocery retailers. There is a blend of affluent and middle income families and older residents, either retiring in their established homes or downsizing to apartments and townhouses.

There is anecdotal evidence that young families with high grocery bills (irrespective of income levels) and older retired couples on retirement or government payments are well disposed towards ALDI’s cheaper groceries and simple, convenient layouts.

**Table 4—
Catchment area
characteristics**

Source: Deep End
Services; ABS

Demographic characteristic (2016 Census)	Primary	Secondary east	Secondary south	Total catchment	Adelaide
Persons and dwellings					
Usual resident population	20,901	7,789	8,772	37,462	1,295,714
Total private dwellings	11,081	3,759	3,875	18,715	562,089
- % unoccupied	14%	9%	9%	12%	8%
Average household size ⁽⁵⁾⁽⁷⁾	2.13	2.12	2.25	2.15	2.46
Economic indicators					
Participation rate ⁽²⁾	62%	55%	55%	59%	59%
Unemployment rate ⁽²⁾	6.1%	7.3%	4.6%	6.0%	7.7%
White collar workers ⁽²⁾	58%	51%	57%	56%	49%
Bachelor degree or higher ⁽²⁾⁽³⁾	27%	21%	24%	25%	21%
Age group					
0-9	9%	9%	9%	9%	12%
10-19	9%	10%	12%	10%	12%
20-34	20%	22%	14%	19%	21%
35-49	19%	18%	18%	19%	20%
50-64	22%	18%	20%	21%	19%
65+	21%	23%	26%	23%	17%
Average age	43.5	43.0	45.6	43.9	39.8
Annual household income ⁽¹⁾⁽³⁾⁽⁵⁾					
<\$33,800	21%	28%	22%	22%	23%
\$33,800 - \$78,200	32%	36%	31%	33%	35%
\$78,200 - \$130,300	23%	21%	23%	22%	24%
\$130,300 - \$182,400	12%	9%	12%	12%	11%
>\$182,400	12%	6%	12%	11%	8%
Average household income	\$95,038	\$74,560	\$95,383	\$90,805	\$83,748
Variation from Adelaide average	13%	-11%	14%	8%	-
Average household loan repayment	\$25,004	\$22,057	\$24,684	\$24,345	\$20,580
Average household rent payment	\$16,911	\$12,830	\$17,799	\$15,974	\$14,979
Country of birth ⁽¹⁾					
Australia	78%	76%	81%	79%	72%
England	7%	4%	8%	7%	7%
India	1%	3%	1%	2%	2%
China	1%	2%	1%	1%	2%
Scotland	1%	1%	1%	1%	1%
New Zealand	1%	1%	1%	1%	1%
Other	10%	13%	8%	10%	16%
Occupied private dwelling tenure ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁶⁾					
Fully owned	35%	30%	43%	35%	32%
Being purchased	29%	29%	34%	30%	38%
Rented	36%	41%	23%	34%	30%
Dwelling type ⁽¹⁾⁽⁴⁾⁽⁷⁾					
Separate house	46%	50%	66%	51%	75%
Townhouse/semi-detached	29%	36%	27%	30%	17%
Apartment	25%	14%	7%	19%	8%
Household composition ⁽⁴⁾⁽⁵⁾					
Couples with children	23%	22%	27%	24%	30%
Couples without children	29%	26%	27%	28%	26%
One parent family	8%	10%	9%	9%	12%
Lone person	36%	38%	34%	36%	28%
Group	4%	4%	3%	4%	4%
Motor vehicles per dwelling ⁽¹⁾⁽⁵⁾					
None	10%	12%	9%	10%	8%
One	42%	44%	39%	42%	38%
Two	37%	32%	36%	36%	37%
Three or more	12%	12%	16%	13%	17%

Notes:

⁽¹⁾ Excludes not stated

⁽²⁾ 15 years and over and excludes not stated

⁽³⁾ Excludes inadequately described and/or partially stated

⁽⁴⁾ Excludes other

⁽⁵⁾ Occupied private dwellings

⁽⁶⁾ Includes visitor only households

⁽⁷⁾ Excludes visitor only households

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

4.4 Retail spending

The available spending market by catchment area residents is presented for the following categories:

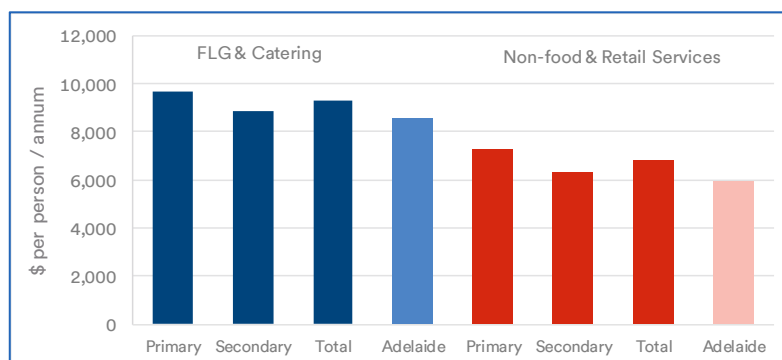
- Food, liquor, groceries & catering (FLG&C) – includes fresh and packaged food and non-food groceries including health and beauty, packaged liquor and catering being takeaway food and dining out.
- Non-food & retail services which is any non-food items generally not sold in a supermarket or food store and includes large household goods and appliances and retail services which is hairdressing, beauty and optical services and dry cleaning and clothing repairs.

A comparison of per capita spending levels for the Glenelg North catchment area against the Adelaide average is shown in Figure 13. The market of most relevance to an ALDI store is Food, Liquor, Groceries and Catering (FLG&C) where average per capita spending in the primary sector (\$9,655 per annum) is 12.7% above the Adelaide average. Spending in the secondary sectors is 3.3% above average.

Non-food spending is also relevant to ALDI's weekly specials range which constitutes a wide range of household goods and other non-food items. The higher average income levels in the primary sector generate average per capita spending levels on non-food products and services of \$7,262 per annum – a level 21.6% above the Adelaide average.

Figure 13—Per capita spending rate comparisons

Source: Deep End Services; ABS; Market Data Systems; Deloitte Access Economics



The available spending market, summarised in Table 5, is derived from existing and projected population levels applied to current and projected average per capita spending rates.

In 2019, the catchment generates a total retail spending market of \$635.9 million. The FLG&C category makes up 54% of all spending or \$366.3 million per annum.

Including inflation, the spending market is projected to grow by 3.0% per annum over the next three years and by a higher rate of 3.7% from 2022 to 2028.

In projected future dollars, the FLG&C spending market by catchment area residents will increase by \$130 million between 2019 and 2028 to almost \$500 million.

Table 5—Spending market estimates (\$ future)

Source: Deep End Services; ABS; Market Data Systems; Deloitte Access Economics

Spending category	Spending market (\$m)				Average change (%pa)		
	2019	2022	2025	2028	2019-22	2022-25	2025-28
<u>FLG & Catering</u>							
Primary	212.4	229.4	255.9	283.9	2.6%	3.7%	3.5%
Secondary east	71.3	77.9	87.4	97.7	3.0%	3.9%	3.8%
Secondary south	82.5	90.3	102.1	114.9	3.1%	4.2%	4.0%
Total	366.3	397.6	445.4	496.5	2.8%	3.9%	3.7%
<u>Non-Food & Retail Services</u>							
Primary	159.7	175.1	193.8	214.7	3.1%	3.4%	3.5%
Secondary east	47.1	52.0	58.0	64.6	3.4%	3.7%	3.7%
Secondary south	62.8	69.2	77.3	86.5	3.3%	3.8%	3.8%
Total	269.7	296.3	329.1	365.8	3.2%	3.6%	3.6%
<u>Total</u>							
Primary	372.1	404.5	449.7	498.5	2.8%	3.6%	3.5%
Secondary east	118.4	129.9	145.4	162.3	3.1%	3.8%	3.7%
Secondary south	145.4	159.5	179.5	201.5	3.1%	4.0%	3.9%
Total	635.9	693.9	774.5	862.3	3.0%	3.7%	3.6%

5

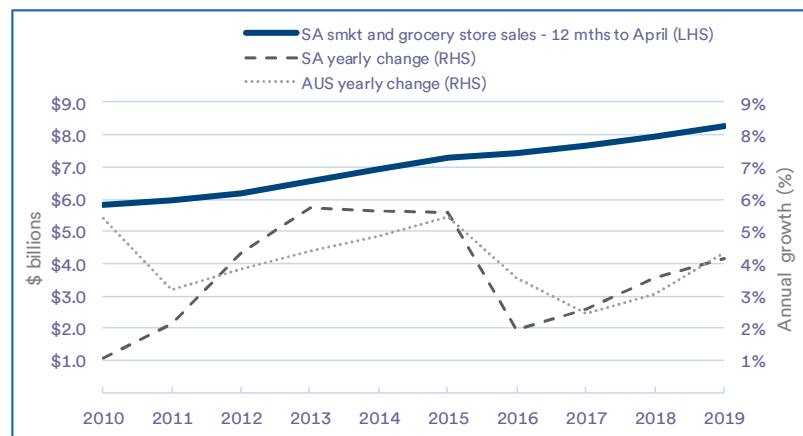
Demand assessment

5.1 State-based trends

Figure 14 shows the volume and trend in retail trade by supermarkets, grocery & convenience stores in South Australia from 2010 to 2019 (12 months ending April) and the state trend in annual growth rates compared to Australia.

Figure 14—SA supermarket & grocery store sales

Source: ABS



In the 12 months to April 2019, the estimated retail trade for supermarkets, grocery & convenience stores in South Australia was **\$8.246 billion** – or 7.4% of the national market of \$110.8 billion. This is slightly above South Australia’s national share of population at 7.1%.

Recent growth in supermarket and convenience store trade in South Australia has largely mirrored Australia-wide trends. Since April 2014, South Australia's average annual compound growth rate has been **3.6% per annum** compared to 3.8% nationally.

The \$8.2 billion food and grocery market in South Australia is divided between the major chains and banners as shown in Figure 15. Coles and Woolworths have a combined market share of approximately 62%. The independent sector (Foodland and IGA) has approximately 20% followed by a combined 13% for Costco and the convenience store operators, including non-fuel sales at petrol filling stations.

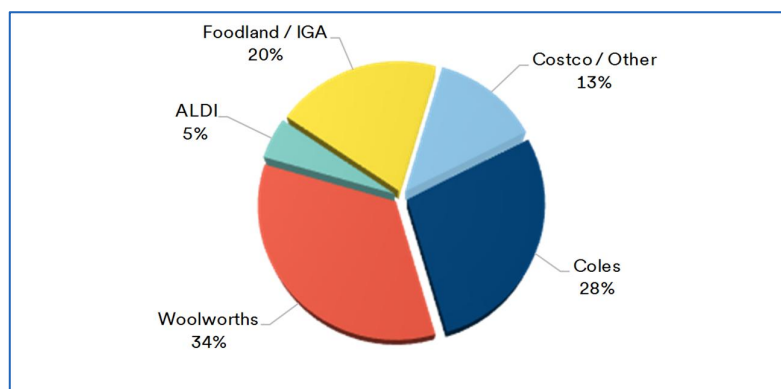
While ALDI has grown to 31 stores in South Australia, its market share is still relatively low at just 5% of all sales in the State.

The sales and market share data indicates that the supermarket sector is healthy with similar growth rates to national trends. The market is competitive with a choice of supermarket banners in many areas.

The ALDI proposal at Glenelg North introduce a new, third competitor to the market, similar to the same multi-brand competitive position at centres such as Munno Para, Golden Grove, Port Adelaide, Kilkenny (Arndale), Hawthorn, Marion, Hallett Cove and Noarlunga.

Figure 15—SA market share of supermarket & grocery store trade

Source: Nielsen, Deep End Services



5.2 Supermarket floorspace per capita

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

An analysis of the *SA Retail Data Base* indicates the average rate of supermarket floorspace provision in the Adelaide Statistical Division increased from 0.32 sqm per capita in 1999 to 0.36 sqm in 2007. Based on developments since then and others under construction, we estimate the current level is approximately **0.41 sqm per capita**.

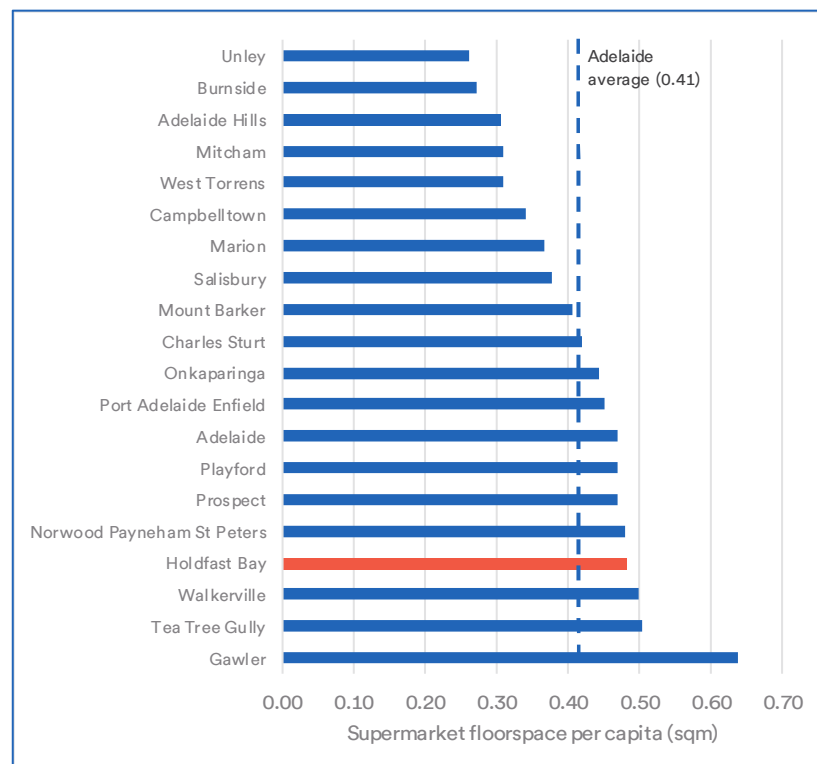
Figure 16 shows the average rates of supermarket floorspace provision by local government area in Adelaide in 2019 based on in-house data files of supermarket floor areas.

The average rate of provision in Holdfast Bay is 0.48 sqm per capita which is 17% above the Adelaide average (0.41 sqm). While this may seem a high rate, there are mitigating factors which explain and support the apparent high level of floorspace in Holdfast Bay. In particular:

- As shown in Figure 17, Holdfast Bay is a long, narrow coastal municipality where the major supermarkets are aligned in Jetty Road and on, or close to, the Brighton Road corridor, extending south. The supermarkets in Glenelg, Hove and Brighton would draw a significant share of their customers from beyond the City of Holdfast Bay, particularly east and south.
- Supermarkets in Glenelg are also partly supported by a large tourist and visitor population not included in the official ABS estimates of resident population.
- The higher income profile of Holdfast Bay generates higher levels of spending on food & groceries which, in turn, can support more supermarket and specialty food space. The analysis of the Glenelg North catchment shows average spending levels in and around Glenelg are 12.6% above the Adelaide average.

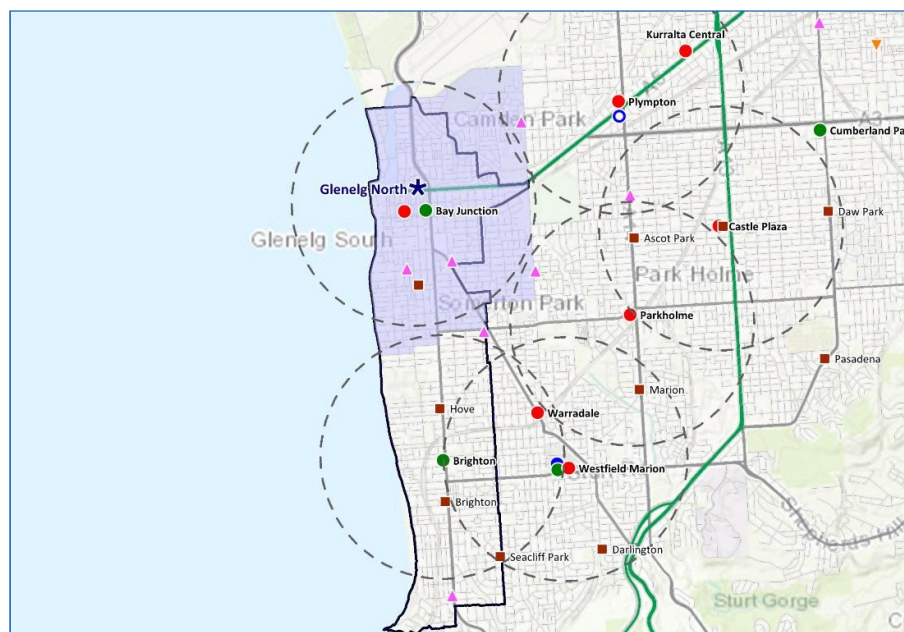
**Figure 16—
Supermarket
floorspace per
capita by LGA**

Source: Deep End
Services; ABS



**Figure 17—
Supermarket supply
& demand area**

Source: Deep End
Services



An alternative supply and demand analysis of supermarket floorspace provision is presented in Table 6 adopting the blue shaded area around Glenelg in Figure 17 as a more realistic core catchment. While this area is still an arbitrary boundary, it provides a better indication of the supply and demand around Glenelg, compared to the Holdfast Bay average. In this case, the area extends east of the municipal boundary and stops short of the supermarkets at Hove and Brighton.

The analysis shows that the two large and four small supermarkets in the area have an effective rate of provision of 0.33 sqm per capita – well below the Adelaide average of 0.41 sqm per capita.

Allowing for the proposed ALDI at Glenelg North (1,833 sqm) by 2023, (and assuming no other changes) the effective rate of provision increases to 0.38 sqm per capita – still below the Adelaide average of 0.41 sqm in 2019.

**Table 6—
Supermarket
floorspace provision**

Glenelg North supply & demand area	2019	2023
• Coles Glenelg	3,560	3,560
• Woolworths Glenelg	3,273	3,273
• Independent Glenelg South	330	330
• Foodland Glenelg South	1,242	1,242
• IGA Glenelg East	483	483
• IGA Nova Gardens	498	498
• ALDI Glenelg North	-	1,831
Total Supermarket floorspace	9,386	11,217
Supply / demand area population	28,110	29,000
Supermarket floorspace provision (sqm capita)	0.33	0.39
Adelaide Average (sqm capita)	0.42	

5.3 ALDI customer patterns

ALDI periodically collects data at its registers on the residential postcode of its customers. When postcode origin data is mapped, the results confirm that ALDI's low prices and unique weekly specials generate customers from a wider area than might normally be associated with a small supermarket. An efficient, well-located network of stores will limit the time, distance and cost that customers need to travel.

The frequency, length and cost of these trips is an expression of customer demand for ALDI in certain catchments.

Customer postcode data has been collected at the two nearest ALDI stores to Glenelg North, namely Adelaide Airport and Marion. There are 3 postcodes in and around Glenelg that fall within the defined primary and secondary catchments of the Glenelg North site (refer Figure 18).

The postcode data indicates that:

- ALDI Adelaide Airport generates about **52,350 customer visits** per annum from the three postcodes around Glenelg.
- ALDI Marion generates about **84,750 customer visits** per annum from the same postcodes.

Figure 18—
Customer trips to
ALDI stores from
catchment area
residents

Source: Deep End
Services; ALDI



If 100% of the visits to both ALDI store were return trips originating and returning to the centroid of each postcode, the combined travel distance by catchment area residents around Glenelg would be about 1.1 million km per annum.

While many visits will be single purpose trips from and back to home, a proportion of visits to ALDI at Adelaide Airport will be associated with other trips or dropping in via daily commutes. Similarly, trips to ALDI Marion would be sometimes made with trips taken to the regional shopping centre for other purposes.

Assuming (say) 75% of all trips to ALDI Adelaide Airport from the catchment originated and returned to a home address and 25% to ALDI Marion, the purpose-driven travel distances from the Glenelg catchment to these two stores alone would be approximately 655,000 km per year. At an average direct running cost (fuel, tyres & maintenance) of 20 cents per kilometre for a medium sized car, the cost to local residents of these trips is about \$130,000 per year.

While varying assumptions could be employed in this analysis, there is clearly a significant volume of shoppers from the Glenelg catchment travelling lengthy distances and expending time and private vehicle costs in accessing ALDI's low prices and unique products and in-store offering.

The high flow of customers from Glenelg and the surrounding suburbs underlines a strong latent demand for an ALDI store in the area.

This regular flow of customers outside the area has unintended negative effects in terms of:

- Increased travel and fuel expenses for residents. The savings at ALDI will be even greater for these shoppers without the additional travel time and fuel costs.
- Residents of Glenelg shopping outside the area for basic food necessities increases the chances of other expenditure flowing to other retailers outside Glenelg.

6

Impact assessment

6.1 Sales & trading impacts

Sales and trading impacts from the proposed ALDI store at Glenelg North are presented as a series of sequential steps including:

- Projected retail turnover for the proposed ALDI store in the assumed first full year of operation (2023);
- Projected sales redirected from competing centres are modelled and expressed in percentage and dollar terms; and
- New employment and other positive benefits from the proposed development.

Projected sales for ALDI are assessed at **\$16.0 million** in 2022 (future \$2022) or a trading level of \$8,750 per sqm.

Projected sales in the form of shares of available food and non-food spending by catchment area residents are presented in Table 7. The main considerations are:

- Approximately 80% of ALDI's sales will be in Food & Groceries while about 20% will be in General Merchandise lines reflecting the weekly special buys.
- The site is visible and accessible via good road connections. Residents and tourists / visitors on the beach side of Brighton Road – Tapleys Hill Road can filter through local street networks to safely reach the site. For a wider catchment, the site is a just 150 metres west of the main intersection where Anzac Highway, extending to the site, has lower traffic volumes and slower speeds approaching the roundabout.
- There is little or no prospect of ALDI assembling a viable site within the District Centre Zone. The Anzac Highway site is the next viable option which allows the store to trade within 400 metres of the prime retail area. The straight-line

distance from ALDI to Coles (330 metres) or Woolworths (260 metres) is similar to the 300 metres between Coles and Woolworths along Jetty Road.

- The development has ample parking which should be relatively free of use from adjoining land uses. ALDI customers will approach the site at most times assured of a close and convenient car park.
- The site is well removed from other ALDI stores and will provide a more convenient option for customers now shopping at Adelaide Airport or Marion.

The relatively small size of the development in the context of the spending capacity of the catchment is evident where only a 2.8% market share of FLG & Catering spending and 0.9% of non-food and services spending in the primary trade area needs to be captured at the site.

A relatively high 29% of sales is expected to come from beyond the trade area due to the general attractiveness of Glenelg as a multi-purpose retail and leisure destination for Adelaide residents, the year-round presence of tourists / visitors (not counted in the population and spending data) and the large employment base of the area.

Table 7— ALDI Glenelg North projected sales (2021)

Catchment area sector	Spending (\$m 2021/22)			Market share (%)			Turnover (\$m)		
	FLG & Catering	Non-food & Serv.	Total Retail	FLG & Catering	Non-food & Serv.	Total Retail	FLG & Catering	Non-food & Serv.	Total Retail
Primary	229.4	175.1	404.5	2.8%	0.9%	2.0%	6.4	1.6	8.0
Secondary									
Secondary east	77.9	52.0	129.9	1.5%	0.6%	1.1%	1.2	0.3	1.4
Secondary south	90.3	69.2	159.5	1.7%	0.6%	1.2%	1.5	0.4	1.9
Total Secondary	168.2	121.2	289.4	1.6%	0.6%	1.2%	2.7	0.7	3.4
Total catchment area	397.6	296.3	693.9	2.3%	0.8%	1.6%	9.1	2.3	11.4
Beyond catchment (29% sales)							3.7	0.9	4.6
Total							12.8	3.2	16.0

The estimated direct trading impacts are presented in Table 8.

Table 8—ALDI Stirling trading effects

Centre	Retail floorspace (sqm)		Retail sales (\$m)			ALDI Glenelg North	
	2019	2022	2019	2022 - no dev.	2022 - post dev.	(\$m)	(%)
ALDI Glenelg North	-	1,831	-	-	16.0	n/a	n/a
Impacted centres							
Glenelg District Centre							
Bayside Village	5,393	5,393	63.9	69.7	66.4	-3.3	-4.8%
Coles	3,560	3,560	46.0	50.2	47.7	-2.5	-5.0%
Balance Glenelg	23,082	23,082	167.9	183.2	182.5	-0.7	-0.4%
Total Glenelg	32,035	32,035	277.8	303.1	296.5	-6.6	-2.2%
Neighbourhood Centres							
Hove (Brighton Rd)	3,780	3,780	24.7	26.9	26.5	-0.4	-1.5%
Morphettville	1,008	1,008	8.4	9.1	9.1	-0.1	-1.0%
Somerton Park	1,366	1,366	10.1	11.0	10.9	-0.1	-1.0%
Plympton	3,853	5,653	38.8	52.8	50.1	-2.6	-5.0%
Local Centres							
Glenelg South (Broadway)	2,838	2,838	17.1	18.7	18.5	-0.2	-1.0%
Glenelg South (Partridge St)	2,426	2,426	22.2	24.2	23.9	-0.4	-1.5%
Glenelg East (Scotty's Corner)	1,089	1,089	12.1	13.2	13.0	-0.2	-1.8%
Novar Gardens	987	987	8.2	9.0	8.9	-0.1	-1.5%
Glenelg North (Tapleys Hill Rd)	537	537	3.5	3.8	3.8	0.0	0.0%
Total catchment	49,919	51,719	422.9	471.9	461.1	-10.8	-
Other centres/ ALDI stores	-	-	-	-	-	-5.3	-
Total	49,919	53,550	422.9	471.9	477.2	-16.0	-

The results and implications are as follows:

- The direct trading impact (before other benefits) is modelled at -2.2% on the Glenelg (Jetty Road) District Centre however Coles and Woolworths will bear most of the sales transfers. The two existing supermarkets are large, well-presented stores with good parking and in a strong position to withstand increased competition. Woolworths has good supporting shops while Coles trades on its higher level of convenience with surface parking and cross-flow of shoppers to the Jetty Road shops. The direct trading impacts on Coles and Woolworths will be in the order of -5%. This is a relatively small impact and much less than the sales transfers that would flow if a major supermarket entered the exclusive catchment of another store.
- Specialty food retailers in Bayside Village and on Jetty Road may incur small impacts, much less than the percentage effects on the large supermarkets. Our analysis shows that small specialty food retailers in Jetty Road have contracted over time however a critical mass of 5-6 food shops are located near both Coles and Woolworths, establishing different local shopping nodes within the broader centre. Good specialty food businesses tend to be well-supported in high income areas and are unlikely to be heavily affected by ALDI's more limited and generic range of bread, meat and deli items.
- ALDI is restricted from selling liquor in South Australia so no additional competition will arise for liquor stores in the area.
- Most other centres of any consequence in the primary and secondary catchment are neighbourhood or local centres anchored around small independent supermarkets. These centres continue to evolve towards cafes, restaurants and personal and professional services. Well-run supermarkets are still present and continue to provide a convenient and valuable service to their local catchments. Indeed, despite the strong competition brought by Coles and Woolworths over the last 20 years, local supermarkets at Glenelg South, Glenelg East, Hove and Nova Gardens are still operating. This underlines their role and following in localised catchments or on main roads for passing traffic. Direct trading effects on these centres will be less than -2%.
- Higher impacts are shown on the Plympton Centre (-5%) where ALDI has a development approval and expected to open ahead of Glenelg North.

The development of a new supermarket in any area inevitably results in sales shifting from a range of existing centres and retailers to the new location. This transfer occurs as consumers elect to change their normal shopping patterns, permanently or occasionally, as a result of:

- An improvement in the range and choice of supermarkets in a local area including better value and pricing;
- Improved accessibility and reduced travel time; and / or
- Perceptions of improved amenity, convenience, parking, design and layout.

The Anzac Highway site will provide an additional supermarket option for residents in the area but not result in significant trading impacts leading to the closure of

important or multiple retailers along Jetty Road or in other small centres. This conclusion is drawn for the following reasons:

- **Jetty Road's broad appeal and market segments.** Jetty Road is a multi-faceted centre with a retail and business mix serving a resident catchment and the tourist / day visitor. This dual customer base has served it well without relying too heavily on one or the other. The current blend of retailers caters to daily needs with others serving fashion, leisure and entertainment demands. Like many centres, it now has a growing presence of personal and professional services. An ageing but affluent demographic base will support this trend. Its supermarkets and specialist food shops are important and underpin key precincts within the centre however many businesses are not heavily dependent on the supermarket traffic and will be unaffected by small shifts in Coles' or Woolworths' footfall.
- **Supermarket floor space not oversupplied.** The analysis shows rates of supermarket floorspace provision in Jetty Road's core catchment are below the Adelaide average. The effect of ALDI is to improve the rate but to a level still below the metropolitan average.
- **Strong-performing supermarkets.** The Jetty Road supermarkets are well-located, well-presented and appear to be performing well. Small sales redistributions to ALDI will not affect their viability or operations. Trading impacts should be spread evenly between Coles and Woolworths so that neither store, nor any dependent specialty shops nearby, will be disproportionately affected.
- **A small increase in floorspace.** The proposed ALDI store at 1,832 sqm GLA amounts to a 13% increase in supermarket floorspace in the trade area and just a 4.2% increase in the ground floor retail and commercial floorspace of Jetty Road. The proposed store is just over half the size of the existing Coles and Woolworths stores on Jetty Road.
- **No specialty shops.** The proposal has no supporting specialty shops so that shoppers will continue to use Jetty Road and other centres for other retail and business needs.
- **ALDI's category mix.** ALDI's specials, rotated in weekly cycles each Wednesday and Saturday, make up about 20% of store sales. These constantly changing 'specials' includes electrical appliances, furniture, homewares & kitchenware, clothing, toys, small hardware items, garden supplies and many other categories that are rarely stocked in supermarkets or specialty food stores. Many of these products are ranged in hardware stores or bulky goods (large format) retailers tends to disperse ALDI's low trading effects over a wide geographic area and across a broad range of businesses.
- **Affluent market & strong centres.** The beach-side suburbs have high average personal income levels and above average spending levels on food and discretionary items. This additional spending capacity and the low provision of supermarket floorspace suggests there is clearly scope for an increase in food and grocery floorspace.

In overall terms, the projected sales and accompanying range of impacts are relatively small and proportional to the role and small incremental change in

supermarket floorspace. The sales re-allocations are within the tolerance levels of a normal competitive environment where retail turnover naturally fluctuates with changes in economic and market conditions.

6.2 Experience of other ALDI openings

In the last 2 years ALDI has opened stores in other inner and middle suburban areas such as West lakes, Kilburn, Ingle Farm, Gilles Plains, Kensington Park and Hawthorn.

ALDI's customer feedback has been highly positive in all areas and to-date, there have been no known closures of independent supermarkets or other substantial retail businesses directly resulting from ALDI's entry to these markets.

6.3 Benefits

Off-setting the small trading impacts on Jetty Road and other local centres are a range of positive benefits from the introduction of ALDI.

6.3.1 Competition & choice

The benefits of enhanced competition in the supermarket sector have been well documented in various Government inquiries and reviews. Evidence was put to the 2008 Grocery Inquiry that the presence of ALDI had the effect of lowering average prices at competitors in the area.

The ACCC has consistently argued that planning controls should not be used as a means to restrict competition. In a recent speech to the AFR Retail Summit, the Chairman of the ACCC, Mr Rod Sims said the following:

"Planning and zoning laws can be another barrier to entry, particularly in the retail sector. We identified this issue in our 2008 grocery inquiry and governments have been looking to address it since. As we said in making our submission to the Harper Review, land use restrictions can serve valuable social purposes, however they are inappropriate when used to protect existing traders from competition from new entrants".

ALDI has brought increased competition and choice to many areas of Adelaide and regional South Australia. Coles and Woolworths have had long-established positions in Glenelg without any significant pressure from discount operators.

6.3.2 Employment

Up to 25 full-time equivalent (FTE) staff will be employed by ALDI.

New retail employment opportunities on-site will benefit the local economy and many will be filled by residents living close to the store.

Unemployed people, students, semi-retired people and those looking to work close to home with part-time hours in conjunction with family care and duties are strong candidates for retail employment opportunities.

The employment positions offered by ALDI are reliable, stable and provided in a safe and professional work place where extensive training is provided and new skills are developed which can lead to further career opportunities in the retail industry.

The construction phase of the development will also generate employment opportunities, including both on-site full-time jobs as well as indirect employment or multiplier effects from wages and salaries paid to construction workers.

6.3.3 Layout & pricing

The new supermarket will be a contemporary format reflecting the latest in ALDI's standards and in-store concepts. ALDI stores are compact but well laid out which is attractive for many consumers (including the elderly) who often prefer the efficient layout over large supermarkets.

Consumer publications and price watch surveys consistently rate ALDI as the best value supermarket in Australia. Households across all income ranges shop at ALDI however its benefits are more acute for those on limited budgets including retirees and pensioners - a large and growing segment of the Glenelg North trade area.

6.3.4 Convenience & parking

The site is accessible for most areas of the catchment via local street connections or the arterial roads. The lower traffic volumes and slower speeds on Anzac Highway (west of Brighton Road) and Old Tapleys Hill Road past the site will reinforce a perception that the site can be easily reached with safe entry and exit movements.

On-site, the provision of 83 car spaces free of tourist and visitor traffic will be highly valued in the area. Shoppers will approach the site confident of finding a car park close to the store where large trolleys can be easily returned and unloaded.

6.3.5 Reduced travel time & cost

Many residents of the area are regular and devoted ALDI shoppers but travel outside the area to access stores at Adelaide Airport, Marion or elsewhere. The presence of a local store will allow these and other new customers to visit ALDI more frequently and avert the travel time and costs currently incurred in shopping outside the area.

7

Conclusions

Anzac Highway (west of Brighton Road) can be easily perceived as part of the broader Glenelg District Centre. The ALDI site is just 2 blocks or less than 400 metres to the District Centre zone on Jetty Road and is a similar distance to Coles and Woolworths, as the two major supermarkets are from each other.

The Mixed Use Zone houses a wide range of retail, commercial and business uses that might otherwise be in Jetty Road, other than for the limited depth and tight subdivision pattern of the District Centre Zone. The shallow allotment depth, inherent value and tightly held nature of the Jetty Road strip effectively restricts any viable land assembly for a third supermarket, even a small one.

Anzac Highway is a peripheral business area where synergies are gained from retail and commercial businesses in Jetty Road and from residents and tourists gravitating to the area. The ALDI proposal sits comfortably in the commercial area and complements the range of existing businesses.

A retail presence is already established in the Mixed Use Zone by Mitre 10 on the adjoining site and by other smaller retailers and service businesses along the strip. Mitre 10 has three street frontages and a site area 30% larger than ALDI's corner location.

The site is visible, convenient and will offer access and parking advantages over Coles and Woolworths in Jetty Road. Those supermarkets have been operating for over 40 years in Glenelg without any discount supermarket competition.

There will be small impacts on Coles and Woolworths, but no higher than in other centres where ALDI has been introduced. A small reduction in their sales and foot traffic will have little or no effect on their operations or flow-on effects to other businesses around them.

The business mix of Jetty Road has changed in the last 10 years with the growth of cafes and restaurants and personal services. Specialty food shops have fallen in number however the centre still supports a cluster in Bayside Village and on Jetty Road, where they leverage traffic from the supermarkets. These specialised businesses have survived against much stronger competition from the major supermarkets than what ALDI presents from its more limited fresh food range. There is some differentiation in the product of these businesses and the customer making a clear choice to support them over the existing supermarkets.

The presence of ALDI on Anzac Highway will not accelerate or exacerbate any changes in Jetty Road. The centre appears to have a higher vacancy rate than other times however many premises are in the tourist precinct while others are in secondary, side street locations. While the centre faces the same industry-wide challenges of growing on-line sales and weak consumer sentiment, Jetty Road has inherent strengths through its diverse market segments, an affluent catchment and an active marketing campaign and event calendar through the year.

Based on other openings in Adelaide, the proposed ALDI store will serve up to 25,000 customers per month. While some residents will divert spending from existing supermarkets, others will be new or more frequent shoppers to Glenelg. These new shoppers are an opportunity that can potentially offset any small trading effects in the centre.

The proposed floor area is small in the context of the District Centre. The small trading effects are mainly across the major supermarkets (and other ALDI stores in the region) which are large enough to sustain small fluctuations in sales, commonly experienced in a competitive environment. The absence of specialty shops in the development increases the prospect of customers cross-shopping to other businesses in Jetty Road.

In terms of the Principles of Development Control set out in the Holdfast Bay Development Plan, the proposal:

Is not of a size and type that will hinder the development, function or viability of any centre zone.

Will not demonstrably lead to the physical deterioration of any designated centre.

The catchment is large enough to comfortably support ALDI without significant impacts. ALDI will provide secure job opportunities, introduce diversity, choice and competition to the narrow supermarket sector and reduce the average weekly grocery bill for those who shop there. The proposal will deliver positive economic and community benefits to catchment residents.

In reply please quote 2019/00317, Process ID: 592473
Enquiries to Reece Loughron
Telephone 08 7109 7876
E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

**POLICY, STRATEGY AND
PROGRAM DEVELOPMENT**

**Transport Assessment and
Policy Reform**

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

27 September 2019

State Commission Assessment Panel
C/- Mr Will Gormly
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Gormly

SCHEDULE 8 - CONSULTATION ADVICE

Development No.	110/E006/19
Applicant	Polites Developments Pty Ltd
Location	601 Anzac Highway and Old Tapleys Hill Road, Glenelg North (SP 4939)
Proposal	Demolition and construction of a supermarket with associated fencing, car parking and landscaping

I refer to the above development application forwarded to the Commissioner of Highways (CoH) requesting comment. The Department of Planning, Transport and Infrastructure (DPTI) provides the following report on behalf of the CoH to assist the planning authority with its decision.

THE PROPOSAL

The subject site abuts Anzac Highway and Old Tapleys Hill Road. Both abutting roads are local roads under the care, control and management of the City of Holdfast Bay. The abutting local roads have a default urban speed limit of 50km/h.

Access and Road Safety

The subject site currently has a single two-way access to/from Anzac Highway adjacent the south-eastern corner of the site. DPTI has reviewed the Ekistics Planning Statement (Revision V2 dated 16 August 2019) and the GTA Transport Impact Assessment (refer S159990, Issue A dated 7 August 2019).

Whilst the site abuts local roads under the care, control and responsibility of Council, DPTI considers the proposed access points to be adequate to cater for the expected traffic being generated by the proposal. The Old Tapleys Hill Road access should be suitably designed to accommodate heavy vehicles (semi-trailers up to 15.5-metres) and B99 passenger vehicle movements (refer GTA Figure 7.1 and 7.2). The Anzac Highway access should be designed to cater simultaneous two-way passenger car movements (B99 as per AS2890.1:2004). The on-street parking adjacent each access point should be suitably modified as per the GTA recommendations.

With respect to vehicle distribution, DPTI considers the proposed development will have negligible impact to the surrounding arterial roads and the adjacent road network can readily accommodate the anticipated traffic movements.

Delivery Vehicles and Parking

The largest delivery vehicle being catered is a 15.5-metre semi-trailer. All commercial vehicle facilities should be designed in accordance with *AS2890.2:2018*.

All off-street parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the Old Tapleys Hill Road and Anzac Highway property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

ADVICE

The CoH supports the proposed development and the following conditions are provided for consideration:

1. All vehicles shall enter and exit the site in a forward direction.
2. All off-street parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the Old Tapleys Hill Road and Anzac Highway property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
3. The largest vehicle permitted on-site shall be restricted to a 15.5-metre articulated vehicle (*AS 2890.2:2018*).
4. Any redundant crossover/s (or portions thereof) on Anzac Highway or Old Tapleys Hill Road shall be closed and reinstated to Council's satisfaction at the applicant's cost prior to the development becoming operational.
5. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent road network. Any alterations to drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely



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

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

TO: STATE COMMISSION ASSESSMENT PANEL
 DATE: 30 OCTOBER 2019
 SUBJECT: DEVELOPMENT ASSESSMENT REPORT
 AUTHOR: CRAIG WATSON
 TEAM LEADER DEVELOPMENT ASSESSMENT

DA NO.	:	<u>110/E006/19</u>
APPLICANT	:	<u>POLITES DEVELOPMENTS PTY LTD</u>
LOCATION	:	<u>601-603 ANZAC HIGHWAY, GLENELG NORTH</u>
DEVELOPMENT PLAN	:	<u>CONSOLIDATED 2 JUNE 2016</u>
ZONE AND POLICY AREA	:	<u>MIXED USE ZONE</u>
NATURE OF DEVELOPMENT:		<u>MERIT</u>
PROPOSAL	:	<u>DEMOLITION OF ALL STRUCTURES AND STAGED CONSTRUCTION OF A SUPERMARKET (SHOP), WITH ASSOCIATED ADVERTISING, FENCING, CAR PARKING, AND LANDSCAPING</u>
ATTACHMENTS	:	<u>FRANK SLOW TRAFFIC AND PARKING REPORT GTA REPORT DATED 23 OCTOBER 2019</u>

1. Introduction

This report has been prepared following receipt of plans dated August 2019 and Ekistics report dated 16 August 2019. It considers local impact, public realm improvements, storm water, and traffic management.

2. Assessment

Land Use and Built Form

One of the main contentious matters associated with the development relates to its use as a shop. The Mixed Use Zone Objectives 1 and 2 anticipate a mix of commercial, medium density residential land use in association with non-residential land use, offices, tourist facilities and small scale shop land uses together with a range of bulky goods outlets on the northern side of Anzac Highway. The Desired Character for the Zone encourages a mix of medium density housing and commercial development which will complement the role and function of the nearby District Centre Zone and are compatible in scale and form with neighbouring residential areas. PDC 1 of the Zone envisages a shop or group of shops, where the maximum gross leasable is in the order of 150m² (other than bulky goods outlets north of Anzac Highway). Centres and retail development PDC 12 also requires development to not hinder the development, function or viability of any centre zone.

The proposed supermarket with a total floor area of approximately 2000m² is not considered small scale and is clearly at variance with PDC 1. Council however acknowledges the scale and form would be similar to what may be expected for a bulky goods store and although larger than most dwellings within the nearby Residential and Residential Character Zones is of similar size to existing built form, particularly the adjoining Mitre 10 hardware store, within the Mixed Use Zone. While careful consideration needs to be given to the potential impact on the District Centre Zone, Council notes the detailed Retail Demand and Impact Report by Deep End Services. Some of their findings include:

- An additional modest sized supermarket less than 300 metres from the District Centre Zone offers further convenience and diversity of choice for the surrounding community;
- ALDI stores have broader catchments than traditional supermarkets;
- The ALDI store will draw more customers to the Glenelg region which have flow on benefits to the existing Glenelg precinct;
- The direct trading impact on the District Centre would be approximately minus 2.2%;
- The trade impact would be worse for existing supermarkets in the District Centre Zone if ALDI secured a site within the District Centre Zone;
- Within the core catchment area the subject store together with existing supermarkets will provide a population/supermarket floor space rate of 0.38 sqm per capita, which is well below the Adelaide average of 0.41 sqm in 2019;

Having regard to the above it appears that the development will not create an oversupply of convenience retail goods in the locality and would complement and not detract from the role and function of the District Centre.

Access and Parking

Council has engaged Frank Siow traffic consultant to examine access, parking and traffic aspects of the development. His report is attached. The traffic consultant is satisfied that sufficient on-site parking will be accommodated having regard to Table HoB/1A and observations at existing ALDI supermarkets.

In regard to parking layout and servicing he recommends conditions if approved requiring that:

- The shutter at the Anzac Highway access point be left open during business hours to provide unimpeded access to the car park and
- Servicing times be restricted to early morning periods so as to minimise the impact on access to the car park from Old Tapleys Hill Road.

Both Council and the traffic consultant have concern with the proposed access point at Old Tapleys Hill Road. The consultant advises:

"The access would be located in close proximity to the merging lanes of the roundabout (where 2 lanes merge into 1 within a short distance) and the area where there is also a bicycle lane and on-street parking present. We note from our site inspection that some of the merging movements occur at relatively high speed. The ability to travel at high speeds than say typical local roundabouts is due to the large size of the roundabout and wide circulating lanes. The current merging movement is from the kerbside lane to the outer lane, to match in with the single northbound lane to the north. The GTA traffic impact assessment shows that the highest entry flow to the subject site would be the right turn in from Old Tapleys Hill Road (99vph). The SIDRA analysis shows a potential 2-vehicle queue on Old Tapleys Hill Road turning into the subject car park during the peak weekday period. The queued vehicles waiting to turn right into the development car park would require vehicles using the outer lane on leaving the roundabout and within a short distance and time, to then merge into the kerbside lane. The change to merging conditions would also occur in the part of the road where there is a bicycle lane present and on-street parking present. Given the 'complexity' of the conditions present, we are concerned that safety aspects could arise. We think that a sheltered right turn lane should be considered for the entry to the development car park on Old Tapleys Hill Road. However, this would require the approach lanes for the roundabout to be altered."

Council's City Asset's Department also advise:

“Aldi’s current proposal for access from Old Tapleys Hill Road won’t work. The road width opposite the entrance is insufficient for 2 lanes of traffic, meaning that if a vehicle is sitting waiting to do a right turn into the Aldi carpark, it will block through traffic.”

The above concerns have been relayed to the applicant. In response GTA on behalf of the applicant have proposed a right turn sheltered lane to the development car park by off-setting into the current roundabout approach lanes. They have also undertaken SIDRA modelling of the adjacent intersection. Frank Siow advises that the SIDRA assessment shows that the proposed changes to Old Tapleys Hill Road would not have an unacceptable impact on the operation of the roundabout during peak hours and it would still be able to operate satisfactorily. He is of the opinion that the proposed layout changes as shown in Figure 2 of the GTA email would be acceptable. GTA correspondence is attached.

A report will be submitted to Council on 26/11/19 for consideration of the access permits pursuant to the Local Government Act. Ideally the access permits should be obtained prior to consideration by SCAP, however if SCAP resolves to grant Development Plan Consent it is strongly recommended that the access and traffic impacts be dealt with as a Reserved Matter.

Storm Water Management

The proposed storm water management has been developed in accordance with previous comments from Council. Council’s City Asset’s Department further advise that the new pipes are close to trees on the western side and it would be good to see some Water Sensitive Urban Design incorporated in with these trees to make use of the stormwater rather than divert to the main drain.

Landscaping

Council notes the proposal to *“...extend the new front landscaping out to the edge of the existing reserve planting area adjacent the footpath.”* Council’s Arboricultural Officer advises:

“Overall this planting palette involving a dominance Ornamental Pears is seen as a typical approach of a new supermarket carpark and considered less favourable due to over use. This trend of one excessive species results in lack of resilience should pest and disease break out whilst displaying minimal biodiversity attributes. The all too common practice of planting the Pyrus in narrow beds also gives the trees minimal chance of growing to their full potential. With this in mind it is of preference to widen the garden beds where possible and avoid Pyrus as a species. If deciduous is desirable, an alternative species selection to Pyrus to be considered could be any of the following trees:

- *Lagerstroemia indica*
- *Pistacia chinensa*
- *Koelreuteria bipinnata*

It is also worth noting that they have indicated the removal of one of our Celtis trees with a replacement of two Pyrus. This Celtis will need to remain along with others. Should any gaps require filling on this southern side, it would be of preference to retain all mature quality tree stock and carry on with the same existing species selection being Celtis. This can either be the Celtis occidentalis (same as existing) or Celtis australis”.

The Arbicultural Officer further advises that the street tree (Celtis occidentalis) adjacent the proposed Anzac Highway access is considered a moderately tough and at a stage of semi-maturity

with minor root development. Inspection identified one root 30mm in diameter that can be cut with a clean, sharp saw if required to accommodate the crossover. A suitable growing space around the tree would need to be fenced off throughout construction works to ensure compaction of this area doesn't occur.

Alterations to the existing on-street landscaping will require the formal approval of Council. It is recommended that both on-street and on-site planting be in accordance with the above advice.

Amenity

Following construction of recent supermarket developments Council has received complaints regarding noise associated with plant and service deliveries. To minimise noise impacts and assist in future management of potential amenity impacts it is recommended that should approval be granted, the recommendations contained within the Sonus report be required as clearly worded conditions of approval.

3. Conclusion

The proposed use of land for a large scale shop is not consistent with the Zone Objectives and Desired Character. Nevertheless the built form is compatible with existing buildings in the locality and it appears that the development will not affect the viability of the nearby District Centre Zone.

Following consideration of additional information including road works to establish a turning lane in Old Tapleys Hill Road, Council's traffic consultant is satisfied that the development will not generate unsafe traffic movements. If approved it is requested that a condition require all associated road works to be at the applicant's expense. Nevertheless it remains for Council to formally approve the access points. This matter will be considered by Council at its meeting on 26/11/19. Should SCAP approve the development prior to that date it is recommended that access be further considered as a Reserved Matter.

It is recommended that alternative tree species be considered for on-site landscaping and if approved the advice relating to street trees be accommodated as conditions or advisory information as appropriate.

It is also recommended that if approved the recommendations of Frank Siow regarding parking layout and Sonus regarding noise abatement works be accommodated as conditions of approval.



Craig Watson
TEAM LEADER DEVELOPMENT ASSESSMENT

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

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8 October 2019

Mr Anthony Marroncelli
Manager Development Services
City of Holdfast Bay
Brighton Civic Centre
24 Jetty Road
BRIGHTON SA 5048

Dear Mr Marroncelli,

601-603 ANZAC HIGHWAY, GLENELG NORTH
PROPOSED RETAIL DEVELOPMENT
TRAFFIC AND PARKING ASSESSMENT

As requested, we have reviewed the traffic and parking impacts of a proposed retail development at the north-eastern corner of Old Tapleys Hill Road and Anzac Highway, Glenelg North. In undertaking this assessment, we have inspected the subject site, reviewed the proposal plans, planning report by Ekistics and traffic report by GTA Consultants.

1.0 THE PROPOSAL

The proposal comprises of an ALDI supermarket with a gross leasable floor area of 1,843m². The proposed car park would provide 84 off-street parking spaces. Vehicular access would be provided at Old Tapleys Hill Road (unrestricted turns) and at Anzac Highway (left in left out access).

The loading facilities would be designed to the specific requirements of ALDI, which utilises a 15.5m semi-trailer.

2.0 PARKING ASSESSMENT

The subject site is located within the Mixed Use Zone of the Holdfast Bay Council Development Plan.

We note that there are existing bus stops on Anzac Highway located less than 100m from the subject site. In addition, the subject site is located within 200m of the portion of Anzac Highway east of Brighton Road which has high frequency GO ZONE bus services. The subject site would therefore fall within the definition of a 'Designated Area' and Table HoB/1A would be applicable for the parking assessment.

The parking requirement listed in Table HoB/1A is as follows:

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

The proposed parking provision would be equivalent to 4.6 spaces per 100m², which would fall within the range specified in Table HoB/1A.

We have made observations at another ALDI supermarket site in Magill during peak times on a weekday and on a Saturday. Based on these observations, we are of the opinion that the proposed parking provision for the subject development would be satisfactory.

While bicycle parking is not specifically referenced in the Development Plan, we note that 2 bicycle parking spaces would be provided for the development.

3.0 PARKING LAYOUT

The proposed parking space dimensions and aisleway dimensions would comply with the relevant parking standards. The column dimensions are not indicated although they appear to not affect door openings. We recommend that a condition be included to require the car park to comply with the relevant standards.

There are 4 stacked parking spaces shown at the north-western corner of the car park which would be designated for Staff parking. The stacked parking would be acceptable.

Disabled space 71 is located adjacent to the walkway from the car park to the Council footpath. To strictly comply with the standard, the area to the left of this space should have hatched line marking.

We note that the Anzac Highway access point would have a shutter at the boundary to secure the car park after hours. We recommend a condition be included that the shutter be left open during business hours to provide unimpeded access to the car park.

4.0 SERVICING

The turn path diagram provided for the 15.5m semi-trailer accessing the loading dock shows that satisfactory access would be provided.

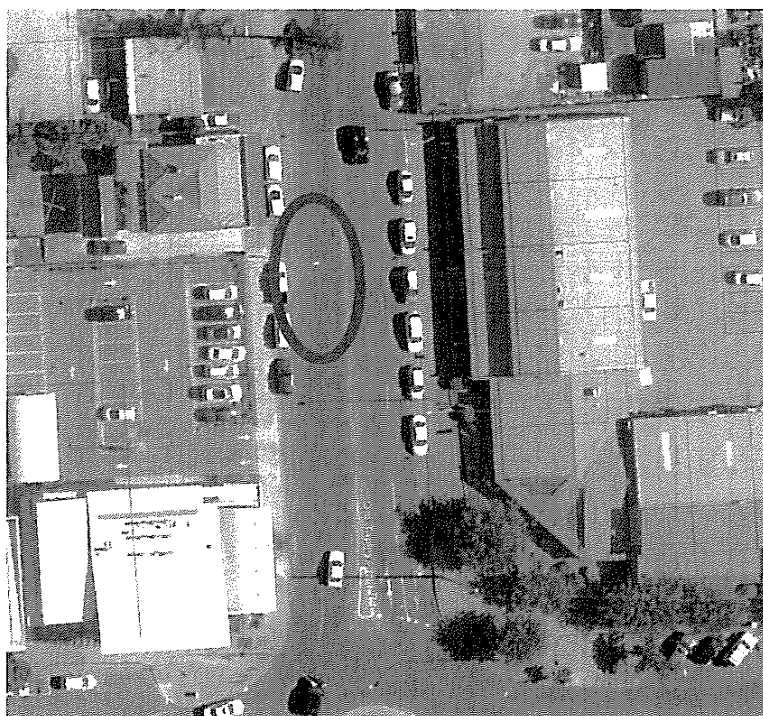
However, given that the semi-trailer and other service vehicles would be required to reverse into the loading area where the main entrance to the car park is located, we recommend that a condition be included to restrict servicing times to say early morning periods, so as to minimise the impact on access to the car park from Old Tapleys Hill Road.

5.0 TRAFFIC IMPACT

Our main concern with the proposed development is the proposed access point at Old Tapleys Hill Road. The access would be located in close proximity to the merging lanes of the roundabout (where 2 lanes merge into 1 within a short distance) and the area where there is also a bicycle lane and on-street parking present (see aerial photo below).

We note from our site inspection that some of the merging movements occur at relatively high speed. The ability to travel at higher speeds than say typical local road roundabouts is due to the large size of the roundabout and wide circulating lanes. The current merging movement is from the kerbside lane to the outer lane, to match in with the single northbound lane to the north.

The GTA traffic impact assessment shows that the highest entry flow to the subject site would be the right turn in from Old Tapleys Hill Road (99 vph). The SIDRA analysis shows a potential 2-vehicle queue on Old Tapleys Hill Road turning into the subject car park during the peak weekday period.



The queued vehicles waiting to turn right into the development car park would require vehicles using the outer lane on leaving the roundabout and within a short distance and time, to then merge into the kerbside lane. The change to merging conditions would also occur in the part of the road where there is a bicycle lane present and on-street parking present. Given the 'complexity' of the conditions present, we are concerned that safety impacts could arise.

We think that a sheltered right turn lane should be considered for the entry to the development car park on Old Tapleys Hill Road. However, this would require the approach lanes for the roundabout to be altered.

For example, if only a single approach lane were to be considered for Gordon Street, there would not be a need for 2 exit lanes to be provided and there would not be a need for merging movements to occur. This may provide sufficient space to create a right turn sheltered lane to the development car park. However, we do not know if such an option would be feasible or the implication of such a measure on the performance of the existing roundabout.

At this stage, based on the current proposal, we are concerned about the potential safety impacts that would arise, due to the high right turn movements forecast for the development, the proximity of the access to the roundabout and the potential merging movement issue that would arise (caused by the right turn queue into the development car park).

For the reasons stated above, we recommend that the Applicant be required to give further consideration to the above issues and to provide a satisfactory layout that would accommodate safe access in Old Tapleys Hill Road to the development and for other road users affected.

6.0 SUMMARY

The proposed development comprises of an ALDI supermarket (approximately 1,843m² gross leasable floor area) and associated car parking (84 spaces).

We are of the opinion that adequate parking would be provided to support the proposed development. We are also satisfied that the parking layout would be able to be designed to the relevant standards. We note that servicing of the site would also be able to be accommodated.

However, we are concerned with the safety aspects of the proposed access point in Old Tapleys Hill Road, which is located in close proximity to the roundabout and where merging of two lanes into one occurs within the area where the right turn queue would form into the development car park. We do not think that adequate consideration has been given to this safety aspect, given the complexity of the conditions, including the potential impact on users of the bicycle and parking lanes. We recommend that the Applicant give further consideration to this safety issue.

Yours sincerely,

Frank Siow

FRANK SIOW
Principal Consultant

ATTACHMENT

REF: S159990

DATE: 23 October 2019

City of Holdfast Bay
24 Jetty Road
Brighton SA 5048

Attention: Mr. Craig Watson

Dear Craig,

RE: PROPOSED ALDI STORE GLENELG - TRAFFIC SIDRA MODEL REVIEW

I refer to your request for a response to Council Comments made in relation to traffic matters for the proposed ALDI Store located on the corner of Anzac Highway and Old Tapleys Hill Road in Glenelg North. This letter provides a response to an email prepared by Holdfast Bay on 21 October 2019.

A review of the SIDRA models were undertaken as requested by Council with the analysis findings as follows:

1. The proposed painted median on Old Tapleys Hill Road will reduce the left turn lane on the northern approach to the Anzac Highway intersection to 25 metres of storage compared to approximately 75 metres of available dual lane width under the existing situation;
2. The reduction in length of the left lane on approach to the roundabout will have insignificant impact on the operation of the roundabout and approach lane with queue length and delays the same under each scenario (with or without the short left lane);
3. The reduction in width of the lane adjacent ALDI's proposed access point on Old Tapleys Hill Road will have minimal impact on the operation of the access point, but will remove delays to northbound through traffic on Old Tapleys Hill Road.
4. Overall, the proposed painted median and right turn lane will effectively mitigate any impact caused by the proposed ALDI access point on Old Tapleys Hill Road without any noticeable impact on the operation of the roundabout at Anzac Highway.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



Paul Morris
Director
M.TransTraff, MAITPM

Response to Council Comments

The following are the traffic and parking related matters raised by Council, followed by GTA's response:

1. *We refer to the proposed amendments to the north approach of Old Tapleys Hill Road at the Anzac Highway roundabout. We note that GTA have proposed a right turn sheltered lane to the development car park, by off-setting into the current roundabout approach lanes. This appears to change the current 2 standard approach lane configuration to 1 standard approach/1 short approach lanes. This may have an impact on resulting queues for the roundabout.*

Therefore while the proposed right turn sheltered lane would help address the merging conflict issue that we previously raised in our assessment report of 8 October 2019, we do not know what the implication of the 'short lane' would be for the north roundabout approach based on SIDRA analysis.

The proposed intersection geometry for the Anzac Highway / Old Tapleys Hill Road Roundabout has been shown in Figure 1.

Figure 1: Anzac Highway / Old Tapleys Hill Road Roundabout – Existing Configuration



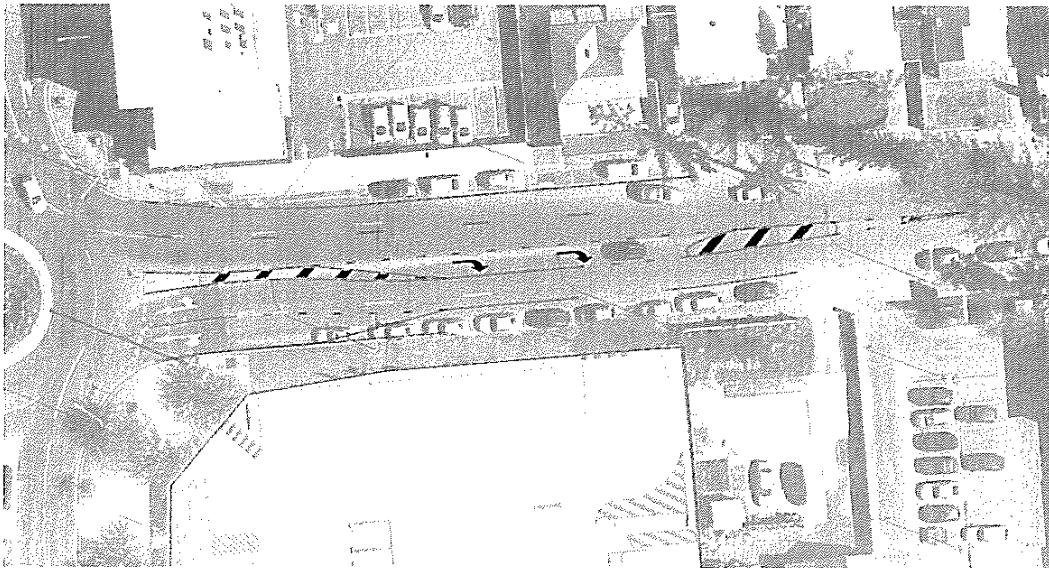
The key parameters are as follows:

- The Anzac Highway approaches and departures comprise two travel lanes in each direction

- The Gordon Street approach and departure comprises one travel lane in each direction, forming into two lanes on the immediate approach to the roundabout
- The Old Tapleys Hill Road approach and departure comprises a single lane in each direction diverging/converging into two lanes 75 metres north of the roundabout (marked for approximately 40 metres on each side but two-lane width for 75 metres).

GTA Consultants have prepared a concept layout plan which considers a dedicated right turn lane into the ALDI Store from Old Tapleys Hill Road. This scheme would maintain two through lanes on the departure side of the roundabout for 75 metres. However, the through movements on the roundabout approach would be reduced to a single lane, diverging approximately 35 metres from the roundabout. The left lane would accommodate a queue length of 25 metres (approx.). A layout plan for the intersection is shown in Figure 2.

Figure 2: Old Tapleys Hill Road – Proposed Intersection Configuration



Accordingly, GTA Consultants has prepared an updated SIDRA INTERSECTION model for the following intersections:

- Anzac Highway and Old Tapleys Hill Road roundabout - the layout has been amended to include a shorter left lane of 25 metres (indicating length of available storage) as shown in Figure 3. It should be noted that the wider painted median is not shown on the schematic layout given irrelevance to the operation of the roundabout with regards to the SIDRA model.
- Old Tapleys Hill Road and ALDI Proposed Access Point – painted right turn lane included in the SIDRA model as shown Figure 4.

Figure 3: SIDRA Layout - Proposed Roundabout - Short Left Lane on North Approach

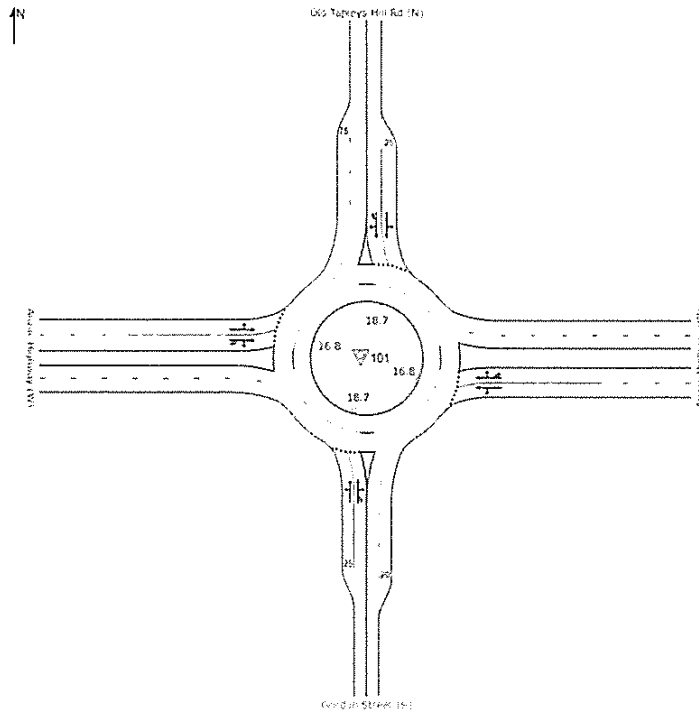
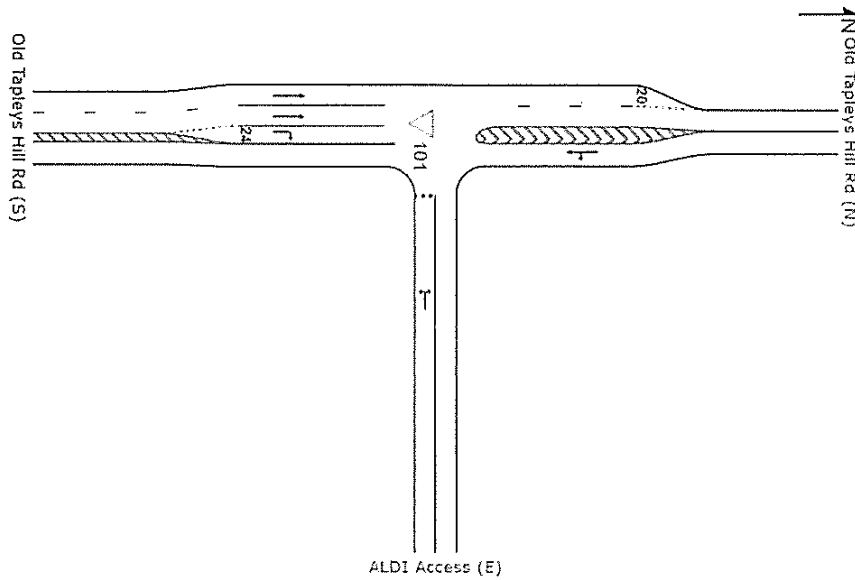


Figure 4: SIDRA Layout - Proposed Painted Median Right Turn at Access Point



This assessment was conducted during both the Thursday PM Peak Hour and the Saturday Peak Hour. Movement summaries have been provided, which compares the intersection performance under the existing road configuration against the proposed road configuration with the proposed right turn lane into the ALDI Store from Old Tapleys Hill Road.

Anzac Highway / Old Tapleys Hill Road Roundabout - Thursday PM Peak Hour

Table 1 and Table 2 has been prepared, which considers the traffic impact for the existing roundabout based on the current on-site geometric layout and the proposed geometric layout respectively.

Table 1: Roundabout – Existing Thursday PM Peak Hour – Existing Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Dog Satn v/c	Average Delay sec	Level of Service	95th Back of Queue Vehicles veh	Distance m	Prop Queued	Effective Satn Rate per satn	Average Speed km/h
South: Gordon Street (S)											
1	L2	48	0.0	0.257	9.1	LOS A	1.1	7.8	0.64	0.77	44.5
2	T1	133	0.0	0.490	8.5	LOS A	3.0	21.0	0.65	0.83	45.0
3	R2	298	0.4	0.490	12.2	LOS B	3.0	21.0	0.67	0.90	44.5
3u	U	1	0.0	0.490	14.0	LOS B	3.0	21.0	0.67	0.90	45.2
Approach		480	0.2	0.490	10.9	LOS B	3.0	21.0	0.66	0.87	44.6
East: Anzac Highway (W)											
4	L2	201	5.8	0.559	10.4	LOS B	4.3	30.9	0.74	0.89	43.8
5	T1	363	1.7	0.559	10.0	LOS B	4.3	30.9	0.74	0.91	44.4
6	R2	207	0.0	0.559	14.4	LOS B	4.2	29.8	0.74	0.93	43.9
6u	U	1	100.0	0.559	21.1	LOS C	4.2	29.8	0.74	0.93	44.1
Approach		773	2.5	0.559	11.3	LOS B	4.3	30.9	0.74	0.91	44.1
North: Old Tapleys Hill Rd (N)											
7	L2	93	1.1	0.237	10.2	LOS B	1.0	7.2	0.71	0.83	43.9
8	T1	341	0.9	0.653	10.8	LOS B	5.4	38.2	0.86	1.06	44.1
9	R2	125	0.0	0.653	15.1	LOS B	5.4	38.2	0.86	1.06	44.2
9u	U	1	0.0	0.653	16.9	LOS B	5.4	38.2	0.86	1.06	44.9
Approach		560	0.8	0.653	11.7	LOS B	5.4	38.2	0.84	1.02	44.0
West: Anzac Highway (W)											
10	L2	52	0.0	0.456	6.9	LOS A	2.5	18.4	0.69	0.72	45.8
11	T1	476	4.6	0.456	6.7	LOS A	2.5	18.4	0.69	0.75	46.5
12	R2	225	1.9	0.456	11.0	LOS B	2.5	18.1	0.69	0.81	45.5
12u	U	1	0.0	0.456	12.8	LOS B	2.5	18.1	0.69	0.81	46.4
Approach		754	3.5	0.456	8.0	LOS A	2.5	18.4	0.69	0.76	46.1
All Vehicles		2566	2.0	0.653	10.3	LOS B	5.4	38.2	0.70	0.88	44.8

Table 2: Roundabout – Existing Thursday PM Peak Hour – Proposed Short Left Lane (north approach)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Dog Satn v/c	Average Delay sec	Level of Service	95th Back of Queue Vehicles veh	Distance m	Prop Queued	Effective Satn Rate per satn	Average Speed km/h
South: Gordon Street (S)											
1	L2	48	0.0	0.257	9.1	LOS A	1.1	7.8	0.64	0.77	44.5
2	T1	133	0.0	0.490	8.5	LOS A	3.0	21.0	0.65	0.83	45.0
3	R2	298	0.4	0.490	12.2	LOS B	3.0	21.0	0.67	0.90	44.5
3u	U	1	0.0	0.490	14.0	LOS B	3.0	21.0	0.67	0.90	45.2
Approach		480	0.2	0.490	10.9	LOS B	3.0	21.0	0.66	0.87	44.6
East: Anzac Highway (W)											
4	L2	201	5.8	0.559	10.4	LOS B	4.3	30.9	0.74	0.89	43.8
5	T1	363	1.7	0.559	10.0	LOS B	4.3	30.9	0.74	0.91	44.4
6	R2	207	0.0	0.559	14.4	LOS B	4.2	29.8	0.74	0.93	43.9
6u	U	1	100.0	0.559	21.1	LOS C	4.2	29.8	0.74	0.93	44.1
Approach		773	2.5	0.559	11.3	LOS B	4.3	30.9	0.74	0.91	44.1
North: Old Tapleys Hill Rd (N)											
7	L2	93	1.1	0.237	10.2	LOS B	1.0	7.2	0.71	0.83	43.9
8	T1	341	0.9	0.653	10.8	LOS B	5.4	38.2	0.86	1.06	44.1
9	R2	125	0.0	0.653	15.1	LOS B	5.4	38.2	0.86	1.06	44.2
9u	U	1	0.0	0.653	16.9	LOS B	5.4	38.2	0.86	1.06	44.9
Approach		560	0.8	0.653	11.7	LOS B	5.4	38.2	0.84	1.02	44.0
West: Anzac Highway (W)											
10	L2	52	0.0	0.456	6.9	LOS A	2.5	18.4	0.69	0.72	45.8
11	T1	476	4.6	0.456	6.7	LOS A	2.5	18.4	0.69	0.75	46.5
12	R2	225	1.9	0.456	11.0	LOS B	2.5	18.1	0.69	0.81	45.5
12u	U	1	0.0	0.456	12.8	LOS B	2.5	18.1	0.69	0.81	46.4
Approach		754	3.5	0.456	8.0	LOS A	2.5	18.4	0.69	0.76	46.1
All Vehicles		2566	2.0	0.653	10.3	LOS B	5.4	38.2	0.70	0.88	44.8

Based on the above, the intersection would continue to operate at a LOS of B with a DOS of 0.653. The impact on the average delay and 95th percentile queue length is negligible with 38.2 metre queue length calculated for both existing and predicted.

Anzac Highway / Old Tapleys Hill Road Roundabout - Saturday Peak Hour

Table 3 and Table 4 has been prepared, which considers the traffic impact for the existing roundabout based on the current on-site geometric layout and the proposed geometric layout respectively.

Table 3: Roundabout – Saturday Peak Hour – Existing Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total	Flow HV %	Disp Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles v/c	Queue Distance m	Prop. Queued	Effective Stop Rate per v/c	Average Speed km/h
South: Gordon Street (S)											
1	L2	57	3.7	0.261	9.3	LOSA	1.1	8.1	0.62	0.76	44.5
2	T1	141	0.0	0.499	8.4	LOSA	3.1	21.6	0.64	0.83	45.0
3	R2	308	0.0	0.499	12.1	LOS B	3.1	21.6	0.66	0.89	44.5
3u	U	1	0.0	0.499	14.0	LOS B	3.1	21.6	0.66	0.89	45.3
Approach		507	0.4	0.499	10.8	LOS B	3.1	21.6	0.65	0.86	44.7
East: Anzac Highway (W)											
4	L2	183	2.9	0.436	6.1	LOSA	2.5	17.7	0.56	0.64	46.0
5	T1	420	0.8	0.436	5.8	LOSA	2.5	17.7	0.56	0.67	46.7
6	R2	188	0.0	0.436	10.0	LOS B	2.5	17.5	0.56	0.70	46.2
6u	U	1	100.0	0.436	15.1	LOS B	2.5	17.5	0.56	0.70	46.5
Approach		793	1.2	0.436	6.9	LOSA	2.5	17.7	0.56	0.67	46.4
North: Old Tapleys Hill Rd (N)											
7	L2	71	1.5	0.168	9.4	LOSA	0.7	4.9	0.67	0.81	44.3
8	T1	221	0.0	0.400	7.0	LOSA	2.3	16.2	0.72	0.84	46.0
9	R2	86	1.2	0.400	11.3	LOS B	2.3	16.2	0.72	0.84	46.1
9u	U	1	0.0	0.400	13.1	LOS B	2.3	16.2	0.72	0.84	46.9
Approach		379	0.6	0.400	8.4	LOSA	2.3	16.2	0.71	0.83	45.7
West: Anzac Highway (W)											
10	L2	48	2.2	0.376	6.4	LOSA	1.9	13.6	0.57	0.67	45.9
11	T1	449	2.6	0.376	6.1	LOSA	1.9	13.6	0.57	0.70	46.7
12	R2	127	0.8	0.376	10.4	LOS B	1.9	13.4	0.57	0.73	46.2
12u	U	1	0.0	0.376	12.2	LOS B	1.9	13.4	0.57	0.73	47.1
Approach		626	2.2	0.376	7.0	LOSA	1.9	13.6	0.57	0.70	46.6
All Vehicles		2305	1.2	0.499	8.0	LOSA	3.1	21.6	0.61	0.75	45.9

Table 4: Movement Summary – Saturday Peak Hour – Proposed Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total	Flow HV %	Disp Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles v/c	Queue Distance m	Prop. Queued	Effective Stop Rate per v/c	Average Speed km/h
South: Gordon Street (S)											
1	L2	57	3.7	0.261	9.3	LOSA	1.1	8.1	0.62	0.76	44.5
2	T1	141	0.0	0.499	8.4	LOSA	3.1	21.6	0.64	0.83	45.0
3	R2	308	0.0	0.499	12.1	LOS B	3.1	21.6	0.66	0.89	44.5
3u	U	1	0.0	0.499	14.0	LOS B	3.1	21.6	0.66	0.89	45.3
Approach		507	0.4	0.499	10.8	LOS B	3.1	21.6	0.65	0.86	44.7
East: Anzac Highway (W)											
4	L2	183	2.9	0.436	6.1	LOSA	2.5	17.7	0.56	0.64	46.0
5	T1	420	0.8	0.436	5.8	LOSA	2.5	17.7	0.56	0.67	46.7
6	R2	188	0.0	0.436	10.0	LOS B	2.5	17.5	0.56	0.70	46.2
6u	U	1	100.0	0.436	15.1	LOS B	2.5	17.5	0.56	0.70	46.5
Approach		793	1.2	0.436	6.9	LOSA	2.5	17.7	0.56	0.67	46.4
North: Old Tapleys Hill Rd (N)											
7	L2	71	1.5	0.168	9.4	LOSA	0.7	4.9	0.67	0.81	44.3
8	T1	221	0.0	0.400	7.0	LOSA	2.3	16.2	0.72	0.84	46.0
9	R2	86	1.2	0.400	11.3	LOS B	2.3	16.2	0.72	0.84	46.1
9u	U	1	0.0	0.400	13.1	LOS B	2.3	16.2	0.72	0.84	46.9
Approach		379	0.6	0.400	8.4	LOSA	2.3	16.2	0.71	0.83	45.7
West: Anzac Highway (W)											
10	L2	48	2.2	0.376	6.4	LOSA	1.9	13.6	0.57	0.67	45.9
11	T1	449	2.6	0.376	6.1	LOSA	1.9	13.6	0.57	0.70	46.7
12	R2	127	0.8	0.376	10.4	LOS B	1.9	13.4	0.57	0.73	46.2
12u	U	1	0.0	0.376	12.2	LOS B	1.9	13.4	0.57	0.73	47.1
Approach		626	2.2	0.376	7.0	LOSA	1.9	13.6	0.57	0.70	46.6
All Vehicles		2305	1.2	0.499	8.0	LOSA	3.1	21.6	0.61	0.75	45.9

Based on the above, the intersection would continue to operate at a LOS of B with a DOS of 0.499. The impact on the average delay and 95th percentile queue length is negligible.

ALDI Access Point - Thursday PM Peak Hour

Table 5 and Table 6 has been prepared, which considers the traffic impact for the existing roundabout based on the current on-site geometric layout and the proposed geometric layout respectively.

Table 5: Movement Summary – Thursday PM Peak Hour – Existing Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Occupied	Effective Stop Rate per veh	Average Speed km/h
South: Old Tapleys Hill Rd (S)											
2	T1	317	5.0	0.250	1.5	LOS A	1.3	9.6	0.31	0.17	57.1
3	R2	104	0.0	0.250	9.1	LOS A	1.3	9.6	0.44	0.25	54.2
Approach		421	3.8	0.250	3.4	NA	1.3	9.6	0.34	0.19	56.3
East: ALDI Access (E)											
4	L2	59	0.0	0.274	7.3	LOS A	1.1	7.6	0.57	0.77	48.0
6	R2	59	0.0	0.274	19.9	LOS C	1.1	7.6	0.57	0.77	47.8
Approach		118	0.0	0.274	13.6	LOS B	1.1	7.6	0.57	0.77	47.9
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.148	5.6	LOS A	0.0	0.0	0.00	0.06	57.8
8	T1	529	5.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.03	59.7
Approach		559	4.7	0.148	0.3	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		1098	3.9	0.274	2.9	NA	1.3	9.6	0.19	0.17	56.8

Table 6: Movement Summary – Saturday Peak Hour – Proposed Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Occupied	Effective Stop Rate per veh	Average Speed km/h
South: Old Tapleys Hill Rd (S)											
2	T1	317	5.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	104	0.0	0.106	7.9	LOS A	0.4	3.1	0.55	0.74	51.3
Approach		421	3.8	0.141	2.0	NA	0.4	3.1	0.14	0.18	57.6
East: ALDI Access (E)											
4	L2	59	0.0	0.321	10.0	LOS B	1.3	9.1	0.73	0.94	46.4
6	R2	59	0.0	0.321	22.3	LOS C	1.3	9.1	0.73	0.94	46.0
Approach		118	0.0	0.321	16.2	LOS C	1.3	9.1	0.73	0.94	46.2
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.293	5.6	LOS A	0.0	0.0	0.00	0.03	58.0
8	T1	529	5.0	0.293	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		559	4.7	0.293	0.3	NA	0.0	0.0	0.00	0.03	59.5
All Vehicles		1093	3.9	0.321	2.7	NA	1.3	9.1	0.13	0.19	57.0

Based on the above, there would be a marginal increase in the DOS from 0.274 to 0.321. The model confirms the impact to northbound traffic on Old Tapleys Hill Road is removed under this scenario with no delays.

ALDI Access Point - Saturday Peak Hour

Table 7 and Table 8 has been prepared, which considers the traffic impact for the existing roundabout based on the current on-site geometric layout and the proposed geometric layout respectively.

Table 7: Movement Summary – Saturday Peak Hour – Existing Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg Satn v/c	Average Delay sec	Level of Service	85% Back of Queue		Prog Queued	Effective Stop Rate per v/h	Average Speed km/h
		Total v/h/h	HV %				Vehicles v/h	Distance m			
South: Old Tapleys Hill Rd (S)											
2	T1	303	5.0	0.223	0.8	LOS A	1.0	7.5	0.25	0.16	57.7
3	R2	104	0.0	0.223	7.6	LOS A	1.0	7.5	0.34	0.22	55.1
Approach		407	3.7	0.223	2.6	NA	1.0	7.5	0.27	0.18	57.0
East: ALDI Access (E)											
4	L2	59	0.0	0.212	6.2	LOS A	0.8	5.6	0.43	0.68	50.0
6	R2	59	0.0	0.212	14.8	LOS B	0.8	5.6	0.43	0.68	49.8
Approach		118	0.0	0.212	10.5	LOS B	0.8	5.6	0.43	0.68	49.9
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.100	5.6	LOS A	0.0	0.0	0.00	0.09	57.5
8	T1	348	5.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		378	4.6	0.100	0.4	NA	0.0	0.0	0.00	0.05	59.4
All Vehicles		903	3.6	0.223	2.7	NA	1.0	7.5	0.18	0.19	56.9

Table 8: Movement Summary – Saturday Peak Hour – Proposed Road Configuration

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg Satn v/c	Average Delay sec	Level of Service	85% Back of Queue		Prog Queued	Effective Stop Rate per v/h	Average Speed km/h
		Total v/h/h	HV %				Vehicles v/h	Distance m			
South: Old Tapleys Hill Rd (S)											
2	T1	303	5.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	104	0.0	0.084	6.9	LOS A	0.4	2.6	0.45	0.65	51.9
Approach		407	3.7	0.134	1.8	NA	0.4	2.6	0.11	0.17	57.7
East: ALDI Access (E)											
4	L2	59	0.0	0.226	7.3	LOS A	0.8	5.9	0.58	0.78	49.5
6	R2	59	0.0	0.226	15.0	LOS B	0.8	5.9	0.58	0.78	49.1
Approach		118	0.0	0.226	11.1	LOS B	0.8	5.9	0.58	0.78	49.3
North: Old Tapleys Hill Rd (N)											
7	L2	29	0.0	0.198	5.6	LOS A	0.0	0.0	0.00	0.05	57.9
8	T1	348	5.0	0.198	0.0	LOS A	0.0	0.0	0.00	0.05	59.5
Approach		378	4.6	0.198	0.5	NA	0.0	0.0	0.00	0.05	59.4
All Vehicles		903	3.6	0.226	2.4	NA	0.8	5.9	0.13	0.20	57.1

Based on the above, the intersection would continue to operate at a LOS of B with a minor increase in the DOS from 0.223 to 0.226. The model confirms the impact to northbound traffic on Old Tapleys Hill Road is removed under this scenario with no delays.

Summary

Based on the above, the following conclusions have been made:

1. Old Tapleys Hill Road would be modified to facilitate a right turn lane into the ALDI Store, by reducing the southbound movements to one lane. This approach would then diverge to two lanes approximately 35 metres from the roundabout, with approximately 25 metres of storage.
2. An updated SIDRA INTERSECTION Assessment was carried out for the Anzac Highway / Old Tapleys Hill Road Roundabout and the Old Tapleys Hill Road / ALDI Access, comparing the intersection performance with the existing geometric configuration and the proposed intersection configuration.
3. The SIDRA INTERSECTION Assessment was undertaken during the Thursday PM Peak Hour and the Saturday Peak Hour.
4. The modelling outputs confirmed that both intersections would continue to operate adequately based on the revised geometric configuration without any notable changes to the average delay and 95th percentile queue length. The Degree of Saturation for both intersections will remain the same for the roundabout and marginally increase for the ALDI Access on Old Tapleys Hill Road but will not adversely impact on the road network.
5. The SIDRA model for the ALDI Access Point confirms the provision of a right turn lane will remove any impact on northbound traffic on Old Tapleys Hill Road in terms of delay.
6. The SIDRA model confirms that the provision of a shorter left lane on the northern approach to the Anzac Highway roundabout will not have any noticeable impact on the operation of the roundabout in terms of queue lengths or delay on this northern approach.

South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant: Polites Developments Pty Ltd
Development Number: 110/E006/19
Nature of Development: Demolition of all structures and staged construction of a supermarket (shop), with associated advertising, fencing, car parking, and landscaping.
Development Type: Merit
Zone / Policy Area: Mixed Use Zone
Subject Land: 601-603 Anzac Highway, Glenelg North
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 27 September 2019

My Name: MICHAEL HAMMERTON My phone number: 8267 6544

Primary method(s) of contact: Email: harleyeye@internode.on.net
Postal Address: LAB 2, 195 MELBOURNE ST. NORTH ADELAIDE. Postcode: 5006

You may be contacted via your nominated PRIMARY METHOD(S) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are: (please tick one)
 owner of local property
 occupier of local property
 a representative of a company/other organisation affected by the proposal
 a private citizen

The address of the property affected is:

688-692 ANZAC HWY, GLENELG Postcode: 5045

My interests are: (please tick one)
 I support the development
 I support the development with some concerns
 I oppose the development

The specific aspects of the application to which I make comment on are:

SEE ATTACHED LETTER.

I: (please tick one)
 wish to be heard in support of my submission
 do not wish to be heard in support of my submission (Please tick one)

By: (please tick one)
 appearing personally
 being represented by the following person (Please tick one)

Signature: [Signature]

Date: 26/9/19

Dr Michael Hammerton

M.B.B.S., F.R.A.C.S., F.R.A.N.Z.C.O.

26th September 2019

Mr Will Gormly
Senior Planning Officer
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Gormly

Development Application DA110/E006/19
Polities Developments Pty Ltd, 601-603 Anzac Highway, Glenelg

We are medical practitioners running an ophthalmological clinic opposite to the proposed development (Harley Eye Clinic, 688-692 Anzac Highway, Glenelg) and we submit the following comments with regard to the proposed development of an Aldi supermarket.

We have had concerns for some time about the congestion of traffic around the roundabout on the corner of Old Tapleys Hills Road and Anzac Highway. We would be concerned and consider it unsafe for people to cross the road on all four exits of the roundabout in that particular area due to the high volume of traffic. It is particularly unsafe for elderly people, including those with visual disabilities, and would suggest that if the development goes ahead, the roundabout be changed to an intersection with traffic lights and "walk/don't walk" signs. This would enable elderly people and others to cross safely.

There are already times when traffic is queued across the roundabout and there have been numerous minor motor vehicle accidents, including those involving cyclists. We would expect there to be more congestion if an Aldi supermarket is built on this site. Again, as there are frequently times when traffic is queued across the roundabout we would suggest this is a further good reason to change the intersection to one with traffic lights.

While we have no objection to the supermarket being developed, as indicated above, we are concerned about the intersection and the safety of pedestrians.

Yours sincerely

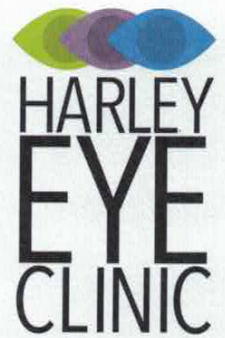


DR MICHAEL HAMMERTON

Signed on behalf of

DR RICHARD FLEMING &
PROFESSOR ROBERT CASSON

This Clinic is able to send and receive REFERRALS AND REPORTS via Argus Secure Messaging at
harley_argus@internode.on.net



EYE SURGEONS

Dr. Michael E. Hammerton
M.B.B.S., F.R.A.C.S., F.R.A.N.Z.C.O.
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NORTH ADELAIDE SA 5006

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688-692 Anzac Highway
GLENELG SA 5045

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Cataract | Diabetes | Glaucoma | Laser | Macular Degeneration

**South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant: Polites Developments Pty Ltd
Development Number: 110/E006/19
Nature of Development: Demolition of all structures and staged construction of a supermarket (shop), with associated advertising, fencing, car parking, and landscaping.
Development Type: Merit
Zone / Policy Area: Mixed Use Zone
Subject Land: 601-603 Anzac Highway, Glenelg North
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 27 September 2019

My Name: CHARLIE CINCIC My phone number: 0448 007 743

Primary method(s) of contact: Email:

Postal Address: 6 OLD TABLETS HILL ROAD, GLENELG NORTH SA Postcode: 5045

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one)

- owner of local property
 occupier of local property
 a representative of a company/other organisation affected by the proposal
 a private citizen

The address of the property affected is:

6 OLD TABLETS HILL ROAD, GLENELG NORTH SA Postcode 5045

My interests are:
(please tick one)

- I support the development
 I support the development with some concerns
 I oppose the development

The specific aspects of the application to which I make comment on are: SEE ATTACHED

I: wish to be heard in support of my submission
(please tick one) do not wish to be heard in support of my submission
(Please tick one)

By: appearing personally
(please tick one) being represented by the following person
(Please tick one)

Signature: Charlie Cincic

Date: 25/9/2019

Charlie Cincic
6 Old Tapleys Hill Road
GLENELG NORTH SA 5045

25th September 2019

The Secretary, State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

REPRESENTATION ON APPLICATION – CATEGORY 2
Development Number: 110/E006/19

As an adjoining property owner directly to the north of the subject development, I take this opportunity to provide a representation regarding the Proposed Development at 601-603 Anzac Highway, GLENELG NORTH.

I support the development with some concerns.

The specific aspects of the application to which I make comment are:

- The northern boundary fence adjacent the loading dock is to be of solid construction, a minimum of 2700mm high, and sealed airtight at all junctions, including at the ground level and at the adjoining building walls in accordance with the Environmental Noise Assessment recommendations. Additional details of proposed construction of the boundary fence would be appreciated.
- All deliveries/rubbish collection to be restricted to the hours between 9.00am and 7.00pm on a Sunday or Public Holiday, and 7.00am and 7.00pm on any other day.

I trust my concerns will be looked upon favorably.

Please contact me with any queries.

Sincerely

Charlie Cincic
PH: 0448 007 743

5 November 2019

REF No.: 00696-003

State Commission Assessment Panel
 GPO Box 1815
 ADELAIDE SA 5001

Attention: Will Gormley, Senior Planning Officer

By Email: Will.Gormly@sa.gov.au

Dear Will,

RE: DA 110/E006/19 – ALDI GLENELG NORTH - RESPONSE TO REPRESENTATIONS AND COUNCIL

We refer to the proposed development of an ALDI Store at 601 Anzac Highway and Old Tapleys Hill Road, Glenelg North.

Ekistics has been engaged by the Applicant to respond to the Category 2 representations received during public notification and comments provided by the City of Holdfast Bay.

Representations

Category 2 public notification resulted in the following two (2) representations being submitted.

Summary of Representations

Submission	Address	Summary of comments
Mr Charlie Cincic	6 Old Tapleys Hill Road, Glenelg North	<ul style="list-style-type: none"> Supports the development. Seeking to ensure the proposed northern acoustic wall is constructed as documented and seeking additional construction detail on the wall. Deliveries and rubbish collection to be restricted to 9am-7pm Sunday and on Public Holidays and 7am-7pm any other day.
Dr Michael Hammerton (Harley Eye Clinic)	688-692 Anzac Highway, Glenelg	<ul style="list-style-type: none"> No objection to the supermarket. Concerns regarding congestion around the roundabout and pedestrian safety of people crossing the road.

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

Importantly, we note that both representors advised that they do not object to the proposed supermarket. The other matters mentioned are responded to sequentially below.

1.0 Acoustic Wall Construction

Mr Cincic's property abuts the site to the immediate north and is the most directly affected by the proposal. We have made contact with Mr Cincic to clarify the matter he has raised and confirmed that the northern boundary fence is to be constructed as per the design specifications in the Sonus acoustic report. We understand Mr Cincic's preference is for the fence to be finished in a Woodland Grey colorbond® on his side and the Applicant has no objection to this request.

The attached set of amended plans also confirm that the northern fence (both the acoustic and standard portion) will be built entirely within the ALDI site allowing Mr Cincic to build his approved Gallery Building on the boundary (4.5m high precast wall) without impact to the proposed new fence. Any flashing details of a minor nature can be confirmed on site when Mr Cincic undertakes construction.

2.0 Delivery and Waste Collection

In his submission, Mr Cincic suggested time restrictions to both store deliveries and waste collection. As outlined, in the Development Application:

1. Rubbish collection is to occur during the hours of 7am and 7pm (except Sundays where they may not access the site until 9am). This is as per Mr Cincic's request.
2. Store deliveries do not have any specified time restrictions on the basis that the requirements of the Environment Protection (Noise) Policy 2007 will be satisfactorily achieved by the application through the various acoustic measures outlined including:
 - Specific screening of mechanical plant;
 - Specific fence heights and constructions;
 - Installation of acoustic absorption material; and
 - Restricting the times for rubbish collection (as mentioned).

Following a discussion with Mr Cincic about the unique nature of the ALDI truck delivery arrangements, we understand he is comfortable with the proposed unrestricted delivery arrangements on the understanding that:

- The Store only receives two large truck deliveries per day outside of peak trading hours;
- ALDI use their own purpose-built delivery trucks which have a low exhaust design (down swept – low level discharge- exhausts) and attenuated compressed air release which significantly reduces their audible noise;
- Truck refrigeration and reversing beepers are turned off outside of store trading hours (i.e. at night) as the truck enters the site;

- No unloading of goods occurs in the dock itself – the truck reverses into the loading dock and connects with the building so that all goods are moved from the rear of the truck directly into the store;
- No forklifts or other such equipment is used;
- Truck engines are turned off during unloading (no truck idling); and
- The staff involved in deliveries only include the truck driver whose only movement within the loading dock are when he/she is exiting the truck cabin and then entering the truck after the internal loading has been completed.

We also note that Council has considered the issue of delivery noise in their referral submission and has not recommended any further restrictions to site deliveries.

In summary, the Applicant concurs with the waste collection times as suggested but seeks to maintain the flexibility of site deliveries as outlined in the application. As the potential interface issues with truck deliveries have been appropriately managed within the application and there will not be any unreasonable traffic or noise impacts from these delivery arrangements, in our view there are no planning grounds on which to constrain site deliveries.

3.0 Congestion of Traffic at the Roundabout

Dr Hammerton has raised concerns regarding the volume of traffic utilising the roundabout opposite the subject site and his Ophthalmological Clinic.

GTA have reviewed these concerns in addition to the traffic matters raised by Council (referred to later in this report).

Following review of Dr Hammerton's representation, we wrote to Dr Hammerton to respond to the issues raised and provided a copy of the additional GTA information.

While acknowledging that the intersection is well utilised, the actual traffic modelling of the intersection undertaken for the roundabout during a weekday peak period and weekend peak period found the intersection operates at a very high level of service (Level A or B at any time including peak hours) with minimal queues and delays, for both the existing and the predicted situation with the ALDI Store operating. As such, the roundabout is busy but not congested and the construction of a new supermarket will not alter this service level to any notable degree.

4.0 Pedestrian Safety and Traffic Signals

Dr Hammerton has also raised concerns regarding pedestrian safety and that in his option, the roundabout should be replaced with traffic lights (irrespective of the ALDI proposal). In our response to Mr Hammerton we have acknowledged that roundabouts are typically more difficult for people to cross compared to traffic signals as they are primarily designed to enable the free-flow of traffic at intersections.

However, the existing intersection has crossing points on all approaches with raised islands for refuge by pedestrians. Further, the proposed site design includes links for pedestrians to access the site from the adjacent footpaths.

In terms of the proportion of people visiting the site on foot, it is worth noting that while people within very close proximity (i.e. adjacent businesses, residents, etc) may walk to the store, these will be in the minority compared to the majority of customers who will arrive by vehicle due to the nature of the purchases to be made.

Usually traffic signals are only installed once the level of roundabout service has declined well below the current Level A & B functioning. We note that neither the Department of Planning, Transport and Infrastructure (Traffic Division) or Council have raised the issue of intersection congestion requiring signals.

In summary, the traffic volumes predicted for the intersection with an ALDI Store operating and associated traffic modelling indicates that an upgrade to the intersection is not warranted at this time. Consideration of replacing the intersection with traffic signals would be a matter for the road authority to consider in the future.

5.0 Council Queries

5.1 Land Use

We note the commentary provide by Council in relation to the suitability of the proposed retail land use and appreciate the thorough consideration afforded this matter. While acknowledging the difference between bulky goods and small-scale retail, Council acknowledges the scale and form proposed would be similar to what might be expected for a bulky goods store and that the development is also of a similar size to the existing built form.

We also note Council's analysis and concurrence of Deepend's 'Retail Demand and Impact Report' which clearly demonstrates that the proposal will not create an oversupply of convenience retail in the locality and would complement and not detract from the role and function of the Glenelg District Centre.

While not stated in the referral, we also understand antidotally that Council sees the opportunity for a modestly scaled convenience retail offering as positive in this location given the increasing local population within the Glenelg North area due to recent and proposed apartment and townhouse developments.

5.2 Traffic Matters

Council raised some concerns regarding access into the site via the proposed Old Tapley's Hill Road crossover and the Applicant has responded to these issues through the proposed creation of a right turn slip lane on Old Tapley's Hill Road. A copy of GTA's response letter is attached for your consideration (**Appendix 1**) together with amended plans which include the new slip lane (**Appendix 2**).

We note that Council have subsequently confirmed that they are satisfied with the proposed changes to Old Tapley's Hill Road.

5.3 Stormwater

We note that Council are satisfied with the approach to stormwater management but would prefer to see some water sensitive urban design (WSUD) features. While the Applicant has advised that the size of the land parcel restricts the ability for any meaningful WSUD measures, the established vegetation on the site is to be retained and stormwater management is in keeping with existing site conditions.

5.4 Landscaping

We note Council's desire for a change to the proposed plant species (in particular the Ornamental Pears). However, it is the Applicant's preference not to amend the proposed planting palette as it comprises trees and plant species that have been carefully selected by the design team, including senior landscape architects from Outerspace, mainly for the following criteria:

- Hardiness;
- Low-maintenance design – plants that hold their form, use of gravel mulch;
- Aesthetics;
- Variety;
- Availability (ease of procurement);
- Ability to be deployed in a range of microclimates across SA; and
- Suitability in carpark areas i.e. provide shade, structure, screening, enable CPTED principles, no fruit drop/ messiness, suitability in tight spaces etc.

This plant palette has been put to test since the first ALDI store in SA and has proven to be successful and effective, as can be seen in already established ALDI sites.

In relation to Council's comment on the removal of the Celtis tree, it appears that there is some confusion as there are no Celtis trees proposed for removal and all will be retained for incorporation into the site planting.

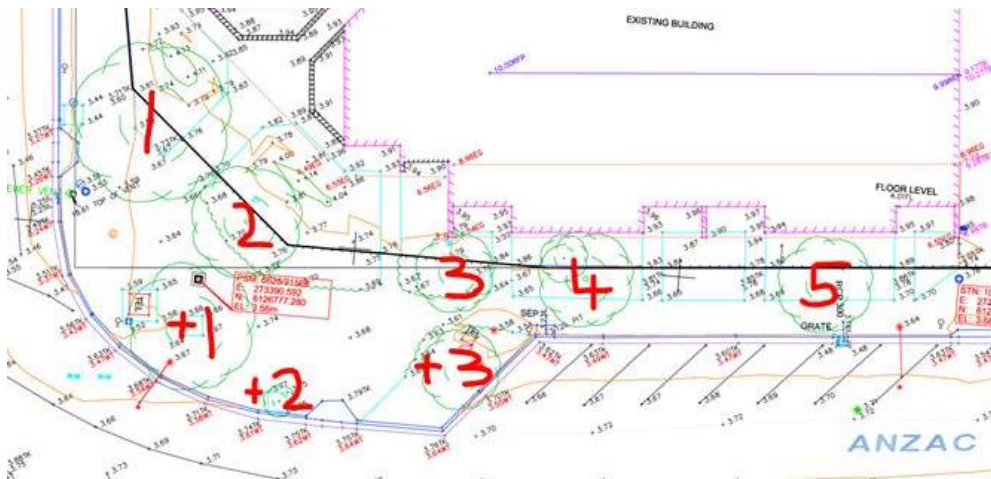
There is a small shrub within the subject site (not on the road reserve) located behind the Celtis tree which is to be removed and we understand Council have confused this shrub with a tree (as illustrated in Figure 1).

Figure 1 Shrub to be removed (behind Tree 4 notated on Figure 5)



To reaffirm, all five (5) existing trees on council land near the boundary are to be retained, plus all three (3) existing trees to Anzac Highway adjacent the road are to be retained. All existing council trees will remain.

Figure 2 Notated trees to be retained



Thank you for the opportunity to respond to these matters and we trust this submission offers a constructive response to the issues raised.

We confirm our desire to be heard and/or answer any questions raised at the State Commission Assessment Panel meeting when the application is determined.

Please do not hesitate to contact the undersigned should you require any further clarification in relation to this submission.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Rebecca Thomas'.

Rebecca Thomas

Senior Associate

Appendix 1. Traffic Report

GTA Consultants

REF: S159990

DATE: 4 November 2019

Ekistics
PO BOX 32
GOODWOOD SA 5034

Attention: Ms. Rebecca Thomas

Dear Rebecca,

RE: ALDI GLENELG NORTH – RESPONSE TO REPRESENTATIONS AND COUNCIL COMMENTS

I refer to your request for a response to Council Comments and Representations made in relation to traffic matters for the proposed ALDI Store located on the corner of Anzac Highway and Old Tapleys Hill Road in Glenelg North. This letter provides a response to comments from Holdfast Bay Council and a representation from the Harley Eye Clinic.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



Paul Morris
Director
M.TransTraff, MAITPM

Response to Council Comments

The following are the traffic related matters raised by Council, followed by GTA's response:

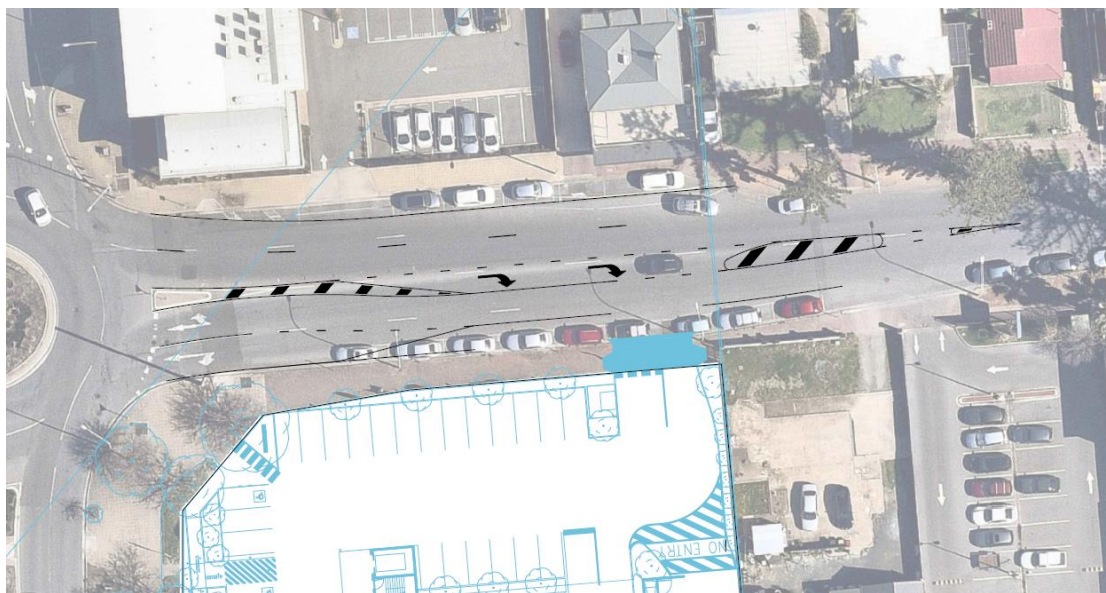
Our main concern with the proposed development is the proposed access point at Old Tapleys Hill Road. The access would be located in close proximity to the merging lanes of the roundabout (where 2 lanes merge into 1 within a short distance) and the area where there is also a bicycle lane and on-street parking present. We note from our site inspection that some of the merging movements occur at relatively high speed. The ability to travel at higher speeds than say typical local road roundabouts is due to the large size of the roundabout and wide circulating lanes. The current merging movement is from the kerbside lane to the outer lane, to match in with the single northbound lane to the north. The GTA traffic impact assessment shows that the highest entry flow to the subject site would be the right turn in from Old Tapleys Hill Road (99 vph). The SIDRA analysis shows a potential 2-vehicle queue on Old Tapleys Hill Road turning into the subject car park during the peak weekday period. The queued vehicles waiting to turn right into the development car park would require vehicles using the outer lane on leaving the roundabout and within a short distance and time, to then merge into the kerbside lane. The change to merging conditions would also occur in the part of the road where there is a bicycle lane present and on-street parking present. Given the 'complexity' of the conditions present, we are concerned that safety impacts could arise. We think that a sheltered right turn lane should be considered for the entry to the development car park on Old Tapleys Hill Road. However, this would require the approach lanes for the roundabout to be altered.

Council's Engineering Department Comments

Aldi's current proposal for access from Old Tapleys Hill Road won't work. The road width opposite the entrance is insufficient for 2 lanes of traffic, meaning that if a vehicle is sitting waiting to do a right turn into the Aldi carpark, it will block through traffic.

In order to address the concerns by Council, a concept plan for a painted right turn lane on Old Tapleys Hill Road has been developed for consideration by Council. This concept is shown in Figure 1.

Figure 1: Old Tapleys Hill Road – Proposed Right Turn Lane Painted Median Concept



The proposed painted median will provide a right turn lane on Old Tapleys Hill Road and ensure vehicles turning right will not block northbound traffic on Old Tapleys Hill Road. The concept will require a short left lane on Old Tapleys Hill Road on approach to the roundabout.

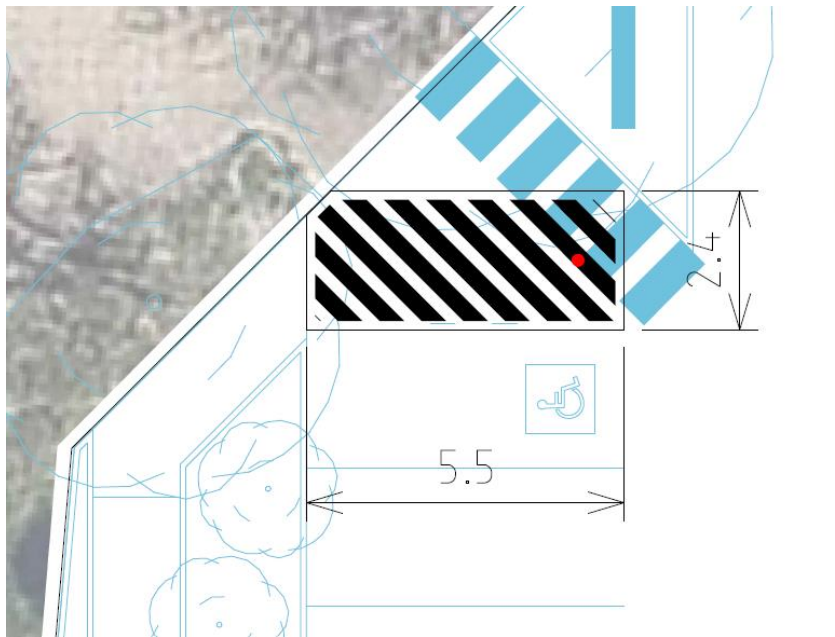
Based on a request by Council for further information, additional traffic modelling has been undertaken and provided to Council on 23 October 2019 which confirms that the changes to the approach lane and provision of the painted median will not negatively impact the operation of the roundabout or the ALDI access point. The operation of the roundabout will remain as predicted in the original transport impact assessment with the roundabout remaining at Level of Service B or better for the Thursday and Saturday peak periods.

It is understood that Council is satisfied with the proposed painted median concept based on the above additional information (which included updated traffic modelling of the existing roundabout and proposed layout).

Comment from Council Traffic Consultant dated 8 October 2019

Disabled space 71 is located adjacent to the walkway from the car park to the Council footpath. To strictly comply with the standard, the area to the left of this space should have hatched line marking.

The proposed disability parking space does comply with the dimensional requirements of the Australian Standard, with appropriate shared space area adjacent the space. The intent of the Australian Standard is to ensure there is sufficient space adjacent a disability parking space for people to use to dismount a wheelchair or other disability aids from their vehicle. The proposed layout will provide this space as is shown in the diagram below. The Australian Standard shared space has been superimposed over the proposed car park layout.



This figure demonstrates that the Australian Standard shared space is available for the proposed car parking spaces. For the purposes of the Australian Standard, the proposed disability space is compliant. The purposes of the line marking and bollard in the Australian Standard is to ensure other people do not park a vehicle in the shared space. The design of car parking layout will be reviewed in detailed design with a bollard added to ensure parking does not occur in the proposed walkway and shared space area.

Representation

A representation was received from the Harley Eye Clinic located at 688-692 Anzac Highway, Glenelg. Whilst in support of the proposed development, the following concern was raised:

1. *Congestion of traffic at the roundabout*

The traffic modelling of the intersection undertaken for the roundabout during a weekday peak period and weekend peak period has found the intersection operates at a very high level of service (A or B) with minimal queues and delays, for both the existing and the predicted situation with the ALDI Store operating.

2. *Unsafe for people to cross the road on all four exits of the roundabout due to high traffic flows. In particular for elderly and those with visual disabilities*

Roundabouts are more difficult for people to cross when compared to traffic signals as they are primarily designed for the free-flow of traffic at intersections. The existing intersection has crossing points on all approaches with raised islands for refuge by pedestrians. It is understood this may be an existing situation. However, the proposed ALDI Store will attract few pedestrians in reality (based on observations at other stores) with most customers driving to and from the site given the nature of the purchases, which are often larger than would be easily carried.

People within very close proximity (i.e. adjacent business, residents, etc) may walk to the store but these will be in the minority. The proposed development will provide suitable links for pedestrians from the adjacent footpaths. Given the general low pedestrian demands at an ALDI Store and the existing pedestrian crossing routes available at the adjacent intersection, the proposed development does not warrant an upgrade to existing pedestrian facilities on the external road network. Upgrades to the intersection for improved pedestrian crossing abilities and safety would be a matter for the road authority (Council) to consider.

3. *Suggest that traffic signals be installed at the intersection for safer pedestrian crossing movements*

The traffic volumes predicted for the intersection with an ALDI Store operating and associated traffic modelling does not indicate that an upgrade to the intersection is warranted by the proposed development. Consideration of replacing the intersection with traffic signals would be a matter for the road authority (Council) to consider.

Development Plan Provisions

Extracted from
Holdfast Bay Council Development Plan
Consolidated 2 June 2016

601-603 Anzac Highway, Glenelg North

Advertisements

OBJECTIVES

- 1 Urban landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.
- 4 Outdoor advertising displays that are designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.
- 5 Outdoor advertising displays that are specifically designed to have an overall co-ordinated appearance with all other advertisements associated with the building or site.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) coordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 4 Advertisements and/or advertising hoardings should:

- (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 5 Advertisements and/or advertising hoardings should not be erected on:
- (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement
 - (d) residential land.
- 6 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building, the advertisement or advertising hoarding is appropriately designed to form an integrated and complementary extension of the existing building.

Freestanding Advertisements

- 7 Freestanding advertisements and/or advertising hoardings should be:
- (a) limited to only one primary advertisement per site or complex, **except where a site has multiple road frontages, in which case, a maximum of one freestanding advertising hoarding per road frontage**
 - (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.

Centres and Retail Development

OBJECTIVES

- 8 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 9 **Retention and re-enforcement of the Glenelg and Brighton District Centres as the principal foci of retail and civic administration.**

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
- (a) integrate facilities within the **centre**
 - (b) allow for the multiple use of facilities and the sharing of utility spaces
 - (c) allow for the staging of development within the centre
 - (d) be integrated with public and community transport
 - (e) **be of a scale and nature consistent with their location and role within the centre hierarchy.**

Retail Development

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

Crime Prevention

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 5 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 6 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 4 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.

Relationship to the Street and Public Realm

- 5 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 6 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 7 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 8 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 9 Outdoor lighting should not result in light spillage on adjacent land.

Energy Efficiency

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.

On-site Energy Generation

- 2 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.
- 2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.

Noise Generating Activities

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

Landscaping, Fences and Walls

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation
 - (n) establish buffers to adjacent development and areas.
- 2 Landscaping should:
 - (a) include mature vegetation, the planting of locally indigenous species where appropriate and species tolerant of salt-laden winds near the coast
 - (b) be oriented towards the street frontage

- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
- (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
 - (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion
 - (h) obscure driver sight lines
 - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Existing substantial vegetation should be retained and incorporated within landscaping of new development where practicable.
- 5 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.

Transportation and Access

PRINCIPLES OF DEVELOPMENT CONTROL

Movement Systems

- 6 Development should provide safe and convenient access for all anticipated modes of transport.
- 7 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 8 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 9 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 10 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 11 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 12 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 13 On-site secure bicycle parking facilities should be:
 - (a) located in a prominent place
 - (b) located at ground floor level
 - (c) located undercover
 - (d) located where surveillance is possible
 - (e) well lit and well signed
 - (f) close to well used entrances
 - (g) accessible by cycling along a safe, well lit route.

Vehicle Parking

- 14 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table HoB/1 – Off Street Vehicle Parking Requirements](#) (with resultant numerical figure rounded to the nearest whole number) unless all the following conditions are met:
 - (a) the site is located within the **Glenelg Policy Area 2**
 - (b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
 - (c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 15 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 16 Vehicle parking areas should be sited and designed in a manner that will:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
 - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 17 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 18 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.
- 19 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include soft (living) landscaping.
- 20 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

- (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 4 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
- (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Mixed Use Zone

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

OBJECTIVES

- 1 A functional and diverse zone accommodating a mix of commercial, medium density residential land use in association with non-residential land use, office, facilities for tourists and small-scale shop land uses.
- 2 Accommodation of a range of bulky goods outlets on the northern side of Anzac Highway.
- 3 Residential development, including a range of tourist accommodation forms, above ground level on the southern side of Anzac Highway.
- 4 Development that maintains and reinforces the historic character of the area and reflects the role of the Anzac Highway as a principal gateway to the Glenelg foreshore area.
- 5 Consolidation, co-ordination and integration of development on adjoining allotments and for land on the northern side of Anzac Highway.
- 6 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone encourages a mix of land uses including medium density housing, offices, consulting rooms and facilities for tourists. Development will include a mix of these uses on single sites which will complement the role and function of the nearby **District Centre Zone**, and are compatible in scale and form with neighbouring residential areas.

Residential development will promote medium densities predominantly in the form of residential flat buildings with ground floors occupied by non-residential land uses. In this regard, development that achieves amalgamation of allotments or shared access to parking arrangements is particularly desirable.

A cohesive character will be created through complementary building scales, setbacks, colours and materials. Likewise, conflict between residential and non-residential development will be limited by acoustic treatment, and siting and separation of built forms where possible.

Development will provide an attractive presentation to the road frontage and public realm through the incorporation of landscaping and by locating storage (including goods storage), waste, loading and service areas to the rear of sites where less visible to public view or screened through quality landscaping.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulky goods outlet on the northern side of Anzac Highway

- consulting room
- dwelling above non-residential land use
- office
- residential flat building above non-residential land use
- service trade premises
- shop or group of shops, where the maximum gross leasable area is in the order of 150 square metres (other than bulky goods outlets north of Anzac Highway)
- warehouse.

2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development located on the northern side of Anzac Highway between Old Tapleys Hill Road and Pasquin Street should be developed in a manner as shown on [Concept Plan Map HoB/4 - Buckle Street](#).
- 5 The bulk and scale of development should be compatible with adjoining land uses.
- 6 Buildings should be sited close to or abutting the Anzac Highway frontage and side boundaries where such a streetscape character prevails.
- 7 Buildings constructed to the street alignment should provide canopies over the footway to provide shelter for pedestrians.
- 8 Buildings should not exceed three storeys in height above natural ground level and the total vertical wall height at any point, excluding gables, should not exceed 12 metres above natural ground level.
- 9 Car parking areas should be provided at the rear or side of premises.
- 10 Development should provide the opportunity for shared use of service access and car parking and integration of car parking areas with adjoining development.
- 11 Development should be of a low traffic generating nature.
- 12 Advertisements and advertising hoardings should not include any of the following:
- (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.

Vehicle Parking

- 13 Vehicle parking should be provided in accordance with the rates set out in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

- 14 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place

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

Non-complying Development

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

Form of development	Exceptions
Amusement machine centre	
Bus depot	
Community centre	
Detached dwelling	
Educational establishment	
Emergency service facility	
Fuel depot	
Hall	
Horse keeping	
Horticulture	
Industry	
Intensive animal keeping	
Motor repair station	
Petrol filling station	
Place of worship	
Prescribed mining operations	
Public service depot	
Road transport terminal	
Showground	
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Supported accommodation	

Form of development	Exceptions
Telecommunications facility above 30 metres in height	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1	Category 2
<p>Any of the following forms of development where not located adjacent to a residential zone boundary:</p> <ul style="list-style-type: none"> (a) bulky goods outlet where it is located on the northern side of Anzac Highway (b) consulting room (c) office (d) shop with a gross leasable area of 150 square metres or less. <p>Dwelling other than a detached dwelling Residential flat building</p>	<p>All forms of development not listed as category 1</p>