FUTURE URBAN

INTERIM ENGAGEMENT REPORT

550-554 MAIN NORTH ROAD, EVANSTON PARK CODE AMENDMENT

ENGAGEMENT REPORT

Prepared in accordance with section 73(7) of the *Planning, Development and Infrastructure Act 2016*

550 MAIN NORTH ROAD PTY LTD

Date:
04.05.2023

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INTERIM ENGAGEMENT REPORT

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1. PURPOSE

This report has been prepared by 550 Main North Road Pty Ltd (the Designated Entity) for consideration by the Minister for Planning (the Minister) in adopting the 550-554 Main North Road, Evanston Park Code Amendment (the Code Amendment).

The report details the engagement that has been undertaken and the outcomes of the engagement, including:

- a summary of the feedback made;
- the response to the feedback; and
- the changes to the Code Amendment.

In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved. Any changes to the engagement plan during the process is also outlined.

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2. INTRODUCTION

550 Main North Road Pty Ltd is proposing to initiate an amendment to the Planning and Design Code (the Code Amendment) as it relates to land located at 550-554 Main North Road, Evanston Park (the Affected Area), presently containing the Vadoulis Garden Centre and Focus Day Options.

The Affected Area is located within the southern portion of the Town of Gawler Council area and is approximately 2 km by road from Murray Street, which is the traditional 'main street' and town centre of Gawler. The location of the Affected Area relative to the main street is shown by **Figure 2.1**.

Figure 2.1 *Current Zoning and Affected Area*

The overall intent of the Code Amendment is to enable new and additional low impact employment generating activities to be established on the land. To enable this, the land is proposing to be rezoned from the General Neighbourhood Zone to the Employment Zone as shown within **Figure 2.2** below.

550 Main North Road Pty Ltd has entered a contract to purchase the property at 550-554 Main North Road Evanston Park subject to several pre-conditions being achieved. It has a vision to establish low impact bulky goods/service trade premises on the land, of a form and nature which does not compete with the core specialty and food retail offering within the Gawler Town Centre. In particular, the Proponent is committed not to deliver fast food style development on the land should it be rezoned, and has agreed to enter into a separate agreement with Council to ensure such.

The proposed rezoning aligns with a several relevant State Planning Policies in relation to employment land supply, strategic transport infrastructure, water security and quality and emission and hazardous activities. The proposed rezoning also aligns with several relevant policies within the 30 Year Plan for Greater Adelaide, as outlined within the Code Amendment Initiation document. In particular, the proposal correlates with the 30 Year Plan policies in respect to activity centres, the economy and jobs, infrastructure and water.

Figure 2.2 *Proposed Zone*

Proposed Zone | LEGEND Affected Area Boundary — Zone Boundary

3. ENGAGEMENT APPROACH

The process for amending the Planning and Design Code (Code) is set out in the *Planning, Development and Infrastructure Act 2016* (the Act). The Act requires public engagement to take place in accordance with the Charter.

The Designated Entity prepared an Engagement Plan to apply the principles of the Charter. The key objectives of the engagement were to:

- share information with the public about the Code Amendment;
- create an understanding of the reasons for the Code Amendment;
- understand the views of the stakeholders;
- inform and improve the quality of the policy within the Code Amendment; and
- comply with the Charter and the Act.

The Engagement Plan detailed the various engagement activities proposed for each engagement level[1]. The engagement activities occurred over the following three stages:

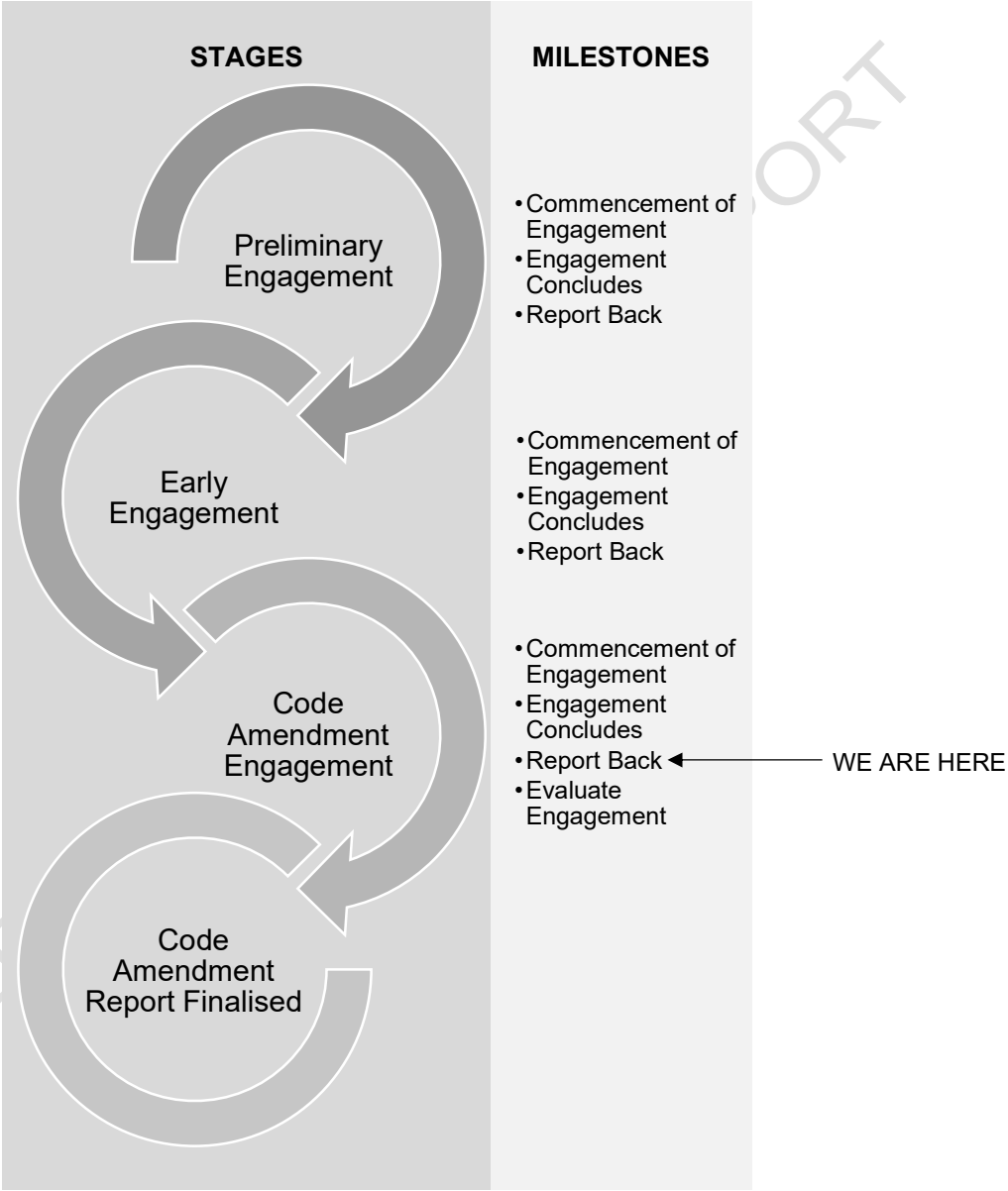
- *Preliminary Engagement*, undertaken prior to the drafting of the Code Amendment Report;
- *Early Engagement,* undertaken after the initial draft of the Code Amendment Report is prepared, but allowing for early input and sharing of information before the Code Amendment is publicly available; and

[1] The levels of engagement were informed by the IAP2 Spectrum of Public Participation (see section 4 of the Engagement Plan).

- *Code Amendment Engagement*, undertaken after the draft of the Code Amendment Report is completed and includes the Report being made available to the public and all stakeholders for review and input.

Each stage has three milestones. These stages and milestones and where we are in the process are summarised in Figure 3.1 below.

Figure 3.1 *Summary of Stages and Milestones*



The engagement activities outlined below occurred as set out in the Engagement Plan. However, the Engagement Plan was varied as follows:

- an email was sent to community members who had registered an interest, as well as the local MP, Tony Piccolo, to inform them that the community engagement period was commencing and provide a brochure and contact details for further information. This email was sent the week prior to the formal engagement period, on 25 January 2023;
- phone call and email to editor of the Bunyip newspaper to provide our contact details and advising of the code amendment in an attempt to maximise exposure of the proposal and engagement process;
- surrounding residents were offered in person question, answer and feedback sessions;
- attendance at a community meeting convened by members of the community, which was attended by approximately 19 residents;
- deputations to the Town of Gawler on 28 February 2023 and 7 March 2023 to provide an update on the engagement and next steps;
- acceptance of a number of submissions that were submitted after the engagement period closed; and
- extension of time provided to Town of Gawler to consider the Engagement Report, changes to the Code Amendment and LMA and allow Council engagement with its community in finalising its position and submission on the proposed code amendment.

3.2 Engagement Activities

The engagement activities were selected to ensure that the method of engagement was appropriate for achieving the objectives and level of influence set out in the Engagement Plan.

A summary of the activities undertaken during the three stages of engagement are summarised in Table 3.1 below.

Table 3.1 *Summary of Engagement Activities*

Stage	Stakeholders/ target audience	Levels of Engagement	Engagement activity
Preliminary Engagement	Town of Gawler	Collaborate	Meeting with employees of the Town of Gawler to discuss the Code Amendment and Engagement Plan. Elected Member briefing (presentation). Various meetings to discuss elements of the Code Amendment; predominately stormwater, flood management, trees, traffic and proposed Land Management Agreement.
	Department for Infrastructure and Transport	Collaborate	Various meetings to discuss the need, location and design of a signalised intersection on Main North Road.
	State MP	Involve	Meeting to discuss the Code Amendment and proposed engagement to be undertaken.

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Stage	Stakeholders/ target audience	Levels of Engagement	Engagement activity
	Adjacent and surrounding landowners	Consult	Letter sent to adjacent and surrounding owners and occupiers to make them aware of the Designated Entity's intention to seek a Code Amendment for the Affected Area.
Early Engagement	Town of Gawler (including Elected Members)	Collaborate	Code Amendment documentation provided to the Council prior to the engagement period. Elected Member briefing held prior to formal engagement commencing.
	Department for Trade and Investment	Involve	Code Amendment documentation provided to Planning and Land Use Services tin preparation for engagement and to ensure compliance with Planning and Design Code drafting principles.
	Community members who have registered their interest, State MP	Inform	Email to inform interested parties that the community engagement period was commencing and provide a brochure and contact details for further information.
Code Amendment Engagement	Town of Gawler Department for Infrastructure and Transport	Collaborate	Letter seeking views on Code Amendment. Further discussions to agree on the final wording of the Land Management Agreement. Further discussions to agree on the location of the signalised intersection, infrastructure upgrades and required infrastructure deed. Attendance at various Council meetings and deputations.
	State Planning Commission, Local Government Association Utility Providers, State Government Agencies (EPA, DEW and CFS), Kaurna People and State Member for Parliament	Consult Involve	Letter seeking views on Code Amendment. Information made available in electronic form on the Future Urban Website and PlanSA.
	Adjacent and surrounding landowners	Involve	Letter seeking views on Code Amendment Information made available in electronic form on the Future Urban Website and PlanSA and in hard copy at the Town of Gawler Civic Centre and Council Office.
	Local Community, General Public	Inform / Consult	Information made available in electronic form on the Future Urban Website and PlanSA and in hard copy at the Town of Gawler Civic Centre and Council Office.

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3.3 Preliminary Engagement

3.3.1 Code Control Group / Planning and Land Use Services

Representatives of the Designated Entity met with the Code Control Group/Planning and Land Use Services staff in 2021 to discuss the Code Amendment. Further discussion and clarification was provided on the purpose and intent of the proposed Code Amendment in June 2022.

3.3.2 Preliminary Engagement with the Town of Gawler

Prior to initiation of the Code Amendment representatives of the Designated Entity met with the Infrastructure and Environmental Services Committee of the Town of Gawler, on 12 April 2022 provide initial information and talk through the proposed Code Amendment. The purpose of this meeting was to inform the Town of Gawler of the Code Amendment and understand any matters that should be considered for investigation as part of the Code Amendment.

Following initiation of the Code Amendment, representatives of the Designated Entity met with relevant employees of the Town of Gawler on various occasions to discuss the Code Amendment, more specifically the infrastructure upgrades.

Feedback was sought on the draft Engagement Plan, the required infrastructure upgrades, the Land Management Agreement and the policy changes being sought through the Code Amendment, including future land uses.

The Designated Entity had constant and ongoing discussions with the Town of Gawler staff throughout the process.

3.3.3 Town of Gawler Elected Member Briefing

On 24 May 2022, representatives of the Designated Entity presented to the Elected Members of the Town of Gawler. The purpose of the briefing was to explain the nature of the Code Amendment, the process for Code Amendments and next steps, including public consultation. The Elected Member briefing was held prior to completion of the drafting of the Code Amendment and commencement of the public consultation period. This was to hear feedback from Elected Members on the Code Amendment and ensure that Elected Members were aware of the Code Amendment in the event they were contacted by members of the community.

3.3.4 Letter to Adjacent and Surrounding Residents

On 13 April 2022, a letter was sent to adjacent and surrounding owners and occupiers to make them aware of the Designated Entity's intention to seek a Code Amendment for the Affected Area. The letter provided an overview of the proposal and code amendment process and details on how they can be kept informed.

A copy of the letter sent to adjacent and surrounding owners and occupiers is contained in **Appendix 1**.

Following initiation, residents who joined the mailing list were notified via email that the Minister had initiated the Code Amendment.

3.3.5 Preliminary Engagement with the Department for Infrastructure and Transport

The Designated Entity's consultant traffic engineer liaised directly with the Department for Infrastructure and Transport (DIT) in the preliminary stages of the Code Amendment to identify how safe and convenient access can be provided for the proposed land use.

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3.3.6 Preliminary Engagement with Hon Tony Piccolo MP – Member for Light

A meeting was held with Hon Tony Piccolo MP, Member for Light on 12 April 2022 to make him aware of the proposal and discuss the specifics of the Code Amendment.

3.4 Early Engagement

3.4.1 Early Engagement with the Town of Gawler, including Elected Members

Council staff were provided a copy of the Code Amendment Report, Engagement Plan and Brochure prior to the engagement period on the Code Amendment. A summary email was provided for customer service staff with basic information on the proposal and information on where they can direct enquiries.

On 24 January 2023, the Elected Members of the Town of Gawler were provided a briefing on the Code Amendment, the proposed engagement activities and information about the engagement period.

3.4.2 Early Engagement with Hon Tony Piccolo MP – Member for Light

A meeting was held with Hon Tony Piccolo MP, Member for Light on 19 December 2022 to discuss the specifics of the Code Amendment and the proposed engagement activities.

3.4.3 Early Engagement with Adjacent and Surrounding Residents

On 25 January 2023, residents who had joined the mailing list were sent an email informing them of the upcoming engagement period. The engagement brochure was also attached as well as contact details for further information.

3.5 Code Amendment Engagement

3.5.1 Letters to Adjacent Land Owners and Occupiers

Members of the public were able to view the Code Amendment Report and were invited to make a written submission providing their feedback on the Code Amendment. The report was publicly available and invitation for submissions for a period of 6 weeks from 30 January 2023 to 12 March 2023.

On 23 January 2023, 281 letters were posted to landowners and occupiers identified in the Engagement Report (refer Figure 3.3) notifying them of the Code Amendment and inviting them to provide their feedback. The letter included:

- details of the Code Amendment;
- that feedback was being sought on the Code Amendment;
- details of how to make a submission in response to the Code Amendment;
- the Notice required pursuant to regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*; and
- a brochure which sought to clearly summarise the proposal, the process and how to get further information or provide a submission.

A copy of the letter and notice sent to adjacent owners and occupiers is contained in **Appendix 1**.

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Figure 3.3 *Extent of Adjoining Land Owners*

3.5.2 Letters to Other Stakeholders

On 30 January 2023 letters were emailed to other stakeholders identified in the Engagement Plan including:

- Department of Infrastructure and Transport (DIT)
- Environment Protection Authority (EPA)
- Department for Environment and Water (DEW)
- Country Fire Service (CFS)
- Kaurna Yerta Aboriginal Corporation
- Utility providers
- State Member of Parliament
- Local Government Association
- State Planning Commission
- State MP

These letters included:

- details of the Code Amendment;
- that feedback was being sought on the Code Amendment;
- details of how to make a submission in response to the Code Amendment;
- where relevant, a copy of the Notice prepared pursuant to regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*; and
- the engagement brochure.

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3.5.3 Access to the Code Amendment Report and Engagement Plan

During the consultation period the Code Amendment Report, Brochure and Engagement Plan were available to be viewed electronically via PlanSA website and the Future Urban website and in hard copy at the Town of Gawler Civic Centre and Council Office.

3.6 Mandatory Requirements

The following mandatory engagement requirements have been met:

1. Notice and consultation with the Town of Gawler;
2. Notice and consultation with the Local Government Association; and
3. Notice and consultation with Owners or Occupiers of Land which is specifically impacted and each piece of adjacent land[2].

A copy of the notice that was sent to each of the owners or occupiers of land which is specifically impacted and/or each piece of adjacent land forms **Appendix 1**. In addition to adjacent land, the Designated Entity identified additional allotments that chose to send this notice to as part of the engagement. All of the land owners or occupiers that were sent this notice are highlighted in Figure 3.3above.

4. ENGAGEMENT OUTCOMES

What we heard through each of the engagement activities is summarised under each of the relevant headings below.

4.1 What We Heard

4.1.1 Preliminary Engagement with the Town of Gawler

Numerous meetings and briefings were undertaken with Council to discuss the Code Amendment. The Council indicated general support, however, identified several planning and infrastructure related matters requiring attention throughout the code amendment process. These matters were:

- Flooding – determine potential impacts of localised flooding as well as mitigations measures relative to the land use;
- Stormwater – determine potential impacts on the localised stormwater network as well as mitigations measures relative to the proposed land use;
- Pedestrian systems – investigate and promote local connectivity with the streetscape and promoting good design outcomes;
- Regulated tree assessment – determine extent of regulated trees on site;
- Land use interface – investigate impacts relative to sharing a boundary with a Residential Zone and mitigation approaches to reduce any negative impacts of either user (e.g. noise, light spill, overshadowing, hours of operation etc);
- High level infrastructure (water, wastewater, power etc) – determine extent of services available to the site and area more generally;
- Infrastructure Agreement – A commitment to entering into an infrastructure agreement relative to the infrastructure deemed necessary as a consequence of investigations to take place; and

[2] Adjacent land is defined by the *Planning Development and Infrastructure Act 2016* as '*in relation to other land, means land that is no more than 60 metres from the other land'*.

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- Securing the desired land use – a commitment from the Proponent to exploring legal options (e.g. LMA) to ensure a desirable land use is achieved.

As discussions progressed, the following matters were provided as potential resolutions:

- Flood Mitigation – Initially identified as a potential upgrade of the stormwater pipe in Sheriff St, after further investigation and analysis it was identified that an upgrade to the pipe in First Avenue would be the most effective solution, integrating with the broader draft stormwater management strategy for the Council area;
- Traffic - Main customer access of Main North Road, Gawler;
- Pedestrian Systems - Footpath and indented car parking on west side of Sheriff St with WSUD elements;
- Streetscape - Building footprint to address Main North Road;
- Regulated Trees – Retain certain trees;
- Land Use Interface – Use of a Concept plan to address interface treatments including setbacks along the southern and eastern boundary, landscaping, traffic intersection location, location of acoustic treatment;
- High Level Infrastructure - Consideration to undergrounding of electricity wires at development stage (out of scope for code amendment);
- Infrastructure Agreement - Collaborate with Project Control Group;
- Securing the Desired Land Use - Use of LMA to secure appropriate land uses – fast food outlets and retail fuel outlets to be excluded use;
- Environmental Outcomes - Detail number of solar panels and other environmental elements to be built into LMA.

Council requested that we update engagement plan to include a secondary catchment and letter houses within approximately 250 metres.

4.1.2 Preliminary Engagement with the Department for Infrastructure and Transport

In considering the potential access for the site, the Designated Entity's consultant traffic engineer liaised with DIT. Models of the verified base were accepted by DIT in June 2022. Subsequent project case models were reviewed by DIT and minor changes adopted.

In parallel with the impact assessment enabled by the development of the models, DIT provided feedback in relation to the design and location of the signals. DIT indicated a strong preference for signals to be located at Sheriff Street to provide better signal spacing and improved connectivity to the local network. It was also noted that this section of Main North Road has been identified for future widening, including possible duplication and any planning for works will need to consider this.

Advice also noted that in the event that the signals cannot be provided at Sheriff Street, the location of traffic signal will need to be visible for traffic arriving around the bend on Main North Road and traffic exiting from Sheriff Street.

4.1.3 Written Submissions

A total of 184 submissions were received during the consultation period. Submissions were received from a number of stakeholder groups including members of the public, Local Government, utility providers, a community group, State MP and Government agencies.

The Designated Entity also acknowledges the submissions received from the Department for Infrastructure and Transport (DIT), Department for Environment and Water (DEW), Environment Protection Authority (EPA), Epic Energy and SA Water that raised no objection in response to the Code Amendment.

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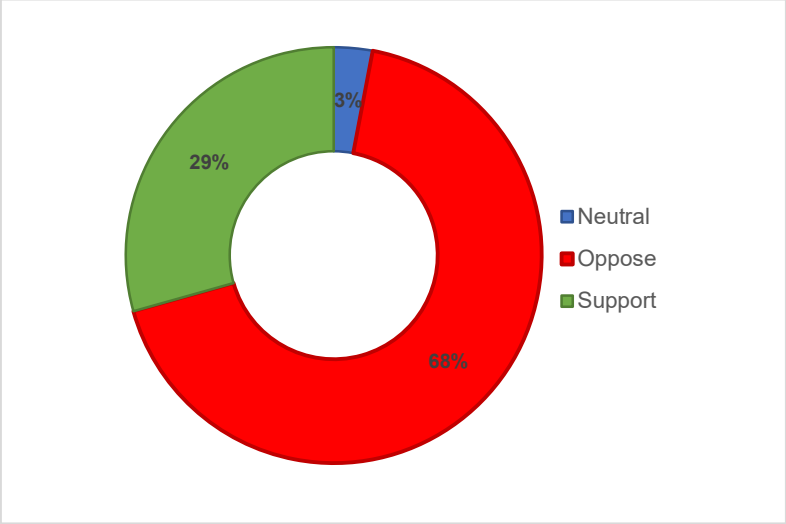
Of the submissions received, 11 were either a second or third submission from participants or a duplicate. Where participants made more than one submission these have been captured and noted in the 'summary of feedback' table against the participants' name. The Designated Entity confirms that all submissions have been considered in preparing the Engagement Report.

The submission from the State MP, Tony Piccolo, included signatures from 462 members of the public in opposition of the proposal. Another submission included 14 signatures in support of the proposal.

Overall, 51 of the submissions indicated that they supported the Code Amendment, 117 opposed the Code Amendment and 5 were neutral in their position, making observations or comments about the Code Amendment. Note: duplicates by the same respondent are not included in this count.

Figure 4.1 *Proportion of submissions received from stakeholders*



A summary of key issues raised are as follows:

- Traffic congestion & additional set of traffic lights;
- Local traffic, rat running, parking and safety;
- No plans or specific details of development proposal;
- Amenity impacts such as building height, visual impact, access to sunlight, overshadowing, light spill, landscaping, tree removal, radiant heat, hours of operation, height and position of noise walls;
- Noise from traffic, trucks, forklifts, operations and consideration of noise impacts for people with particular sensitivities to noise;
- Other more suitable locations for employment or the rezoning not warranted;
- Possible impact on property values;
- Preference for development of the site to be residential;
- Concern about how the proposal may impact the health/wellbeing/enjoyment of residents;
- Inconsistencies with Council's Community Plan 2030+; and
- Visual impacts on the Gateway/Entrance to Gawler.

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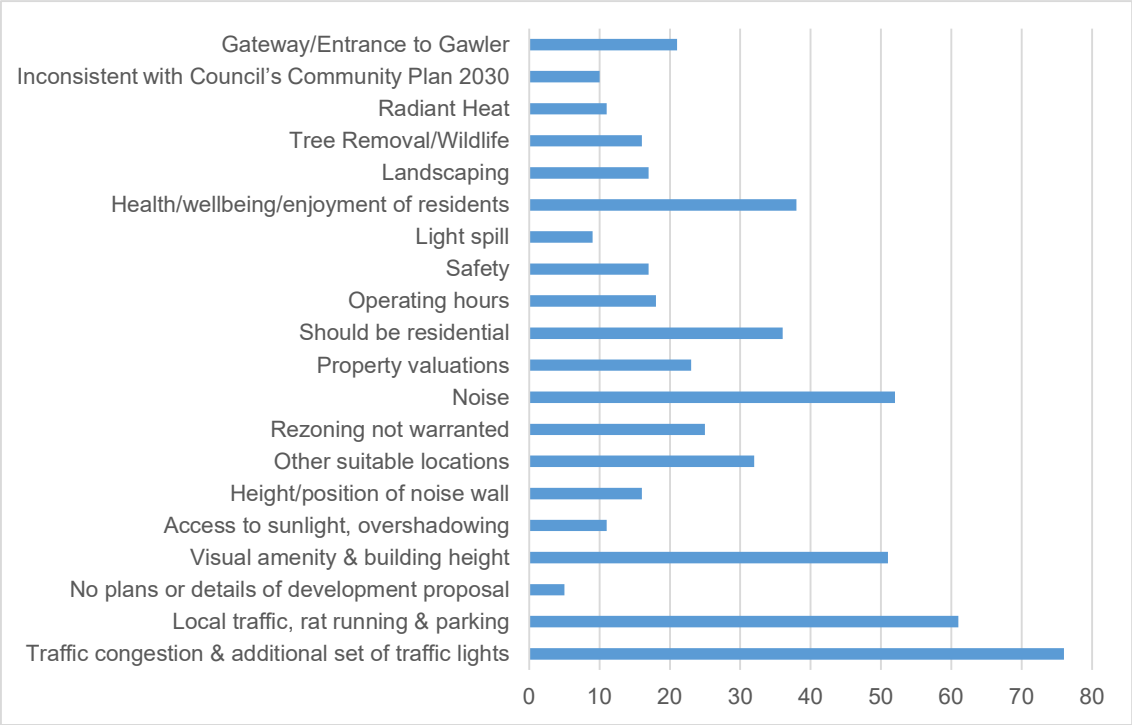
Figure 4.1 *Summary of key issues raised*



The common themes and comments from the submissions received in support were:

- There is plenty of residential land, more employment land is needed to cater for the growing population;
- Land is already used for commercial purposes;
- The Code Amendment will create local employment and contribute to economic growth;
- Will improve safety on main road with the new traffic lights;
- The Code Amendment will provide better access to services and attract people to the area;
- Local jobs reduce carbon emissions from travelling every day to work;
- In a convenient position for a decent size commercial zone; and
- There is no room for bulky goods centres in main street where parking is limited.

A more detailed summary of the feedback received is provided in **Appendix 2** and a copy of all submissions (redacted) are available in **Appendix 3.**

4.1.4 Written submission from the Town of Gawler

An initial submission was received from the Gawler Council on 25 January 2023. The Council raised some issues for further consideration, including:

- Flooding and stormwater - A preferred design solution seeks to develop a high-capacity drain within First Street, as one element of the broader stormwater management strategy for the region;

- Traffic – The site entrance will be provided via traffic lights to the middle of the block from Main North Road. Following the current engagement plan process, additional issues may be raised regarding adjustments to the local road network. Council may seek to resolve these issues outside of this code amendment; and

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- Regulated Tree Assessment - Four trees at the front of the site have been identified for preservation and protection with “reasonable endeavours” being undertaken by the Designated Entity. The trees are currently identified as being located in the Road Reserve fronting Main North Road. Other regulated trees on the site still require identification and management as part of a future planning application.

An additional interim submission was received from Council on 10 March 2023 which indicated that Council intends to provide the Designated Entity with a full and comprehensive, balanced and compelling response to the proposed code amendment prior to 31 May 2023.

The Council’s response will be informed by:

1. the engagement summary report;
2. Council commissioned expert advice on stormwater, traffic and tree management;
3. Council engagement with its community in finalising its position and submission on the proposed code amendment.

Additional information was requested on a number of matters, including:

- Safe and appropriate pedestrian systems;
- Streetscapes; and
- Land use interfaces.

The Designated Entity intends to provide an interim Engagement Report to Council for consideration and will update the Engagement Report with the outcomes of Council’s final submission, prior to furnishing the Engagement Report to the Minister for determination.

4.1.5 Written submission from the Environmental Protection Authority (EPA)

EPA raised no objection to the code amendment based on noise. The EPA is satisfied that the noise assessment has investigated a typical potential land use that may arise from the code amendment and demonstrated that acceptable noise outcomes will occur subject to typical noise mitigation techniques and a substantial acoustic barrier. As per the acoustic report, future development must be assessed via detailed design and an environmental noise assessment at the development application stage to ensure noise criteria are achieved.

4.1.6 Written submission from Department for Environment and Water (DEW)

DEW raised no objection to the proposed rezoning. DEW notes that the affected area currently contains a number of existing mature trees. Mature trees provide benefits such as amenity, cooling and habitat which can’t be replaced with new plantings. These existing mature trees are an important part of places being resilient to future climate changes. The policies contained in the Employment Zone call for landscaping to enhance visual amenity and DEW acknowledges that the proposed concept plan identifies an area around the perimeter of the site for landscaping.

The Regulated and Significant Tree Overlay applies and is proposed to continue to apply to the affected area. This Overlay will require future development to assess the values of these trees in relation to amenity, habitat and species listing. At the moment this Overlay doesn’t include the contribution an existing large tree might make to cooling and climate resilience. DEW suggests that consideration be given to how the Code Amendment could address this for example an additional policy could be added to the Employment Zone encouraging the retention of existing mature trees where they contribute to a landscaping plan or the proposed concept plan could be amended to identify those trees that should be retained either for their high/medium retention value or for their contribution to climate resilience and future landscaping e.g. for screening of future development or for shading etc.

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4.1.7 Written submission from Gawler and Barossa Jockey Club Inc

The Gawler and Barossa Jockey Club is supportive of the proposed Code Amendment. While the Jockey Club has some concerns about the impact that the development will have on their business, they see how the development could be a positive addition to the community. Concerns include: how widening of the road will affect racecourse maintenance, the removal of the perimeter fence and possible elimination of trees, placement of the proposed intersection and risk of car accidents in a closer proximity to horses, stormwater management works impacting track surface and trainers being unable to use the facility to provide care and exercise for their horses and ensuring construction works are conducted at suitable times of the day.

It is noted that the current governors of the Jockey Club were unaware that their predecessors had agreed to the road widening when the impacted strip of land was subdivided during a previous Development Plan Amendment associated with their land.

4.1.8 Written submission from the Department for Infrastructure and Transport (DIT)

The Department is generally supportive of the Code Amendment, however, considers that the provision of signals at Sheriff Street would provide greater benefit to the broader road network and provide improved accessibility to the Evanston Park and Gawler South areas. Improving accessibility will be important for this area given that the projected growth in the Gawler region (including Concordia) will have some impact on traffic flows on Adelaide Road. It would also enable improvement of the Main North Road/Sheriff Street/First Street intersection. However, it is noted that Council is not supportive of this outcome. Whilst it's the Department's preference that the new traffic signals should be located at the Sherriff Street junction to get the best community benefit from the signals, the Department is amenable to the new signals being located at either the Sherriff Street junction or to exclusively service the subject site. It is considered that either option can be made to work acceptably in terms of arterial road operation.

Any future signalised access to/from the site should be consistent with Austroads Guidelines/Australian Standards Including but not limited to, appropriate sight distance, clear zone requirements, taper and merge lengths.

DIT noted that sufficient land to facilitate duplication of Main North Road has been set aside as road reserve along the western side of Main North Road as part of the previous development(s) of the racecourse site. This land was previously identified for road widening under the Metropolitan Adelaide Road Widening Plan.

Any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage(s). Consideration should be given to how any final access treatment will impact on pedestrian and cycling linkages.

4.1.9 Resident/Stakeholder Meetings

Representatives of the Designated Entity undertook a number of meetings, both individually and in small groups, with local residents and stakeholders. These were held on the following days:

- 2 February 2023 – Meeting with Gawler & Barossa Jockey Club;
- 2 February 2023 – Resident meeting;
- 2 February 2023 – Resident meeting (2 attendees);
- 6 February 2023 – Resident meeting (20 attendees);
- 10 February 2023 – Resident meeting (8 attendees);
- 13 February 2023 – Resident meeting (2 attendees + 2 Proponents);
- 27 February 2023 – Resident meeting (3 attendees);
- 27 February 2023 – Resident meeting (2 attendees).

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These meetings provided an opportunity for the Designated Entity to listen to the concerns of residents, which included concerns relating to traffic congestion, noise, safety, house valuations, visual impact and amenity, building height, 'more suitable' locations, unrelated issues such as Gawler bypass road, distrust with LMA process, vacancies within existing employment and simply do not want commercial. In some meetings suggestions were made about minimising the negative impacts on the adjacent residents, including the suggestion that a two-metre buffer should be incorporated so that noise walls are not positioned on the rear boundary of dwellings.

4.1.10 Community Meetings with Tony Piccolo MP – Member for Light

A number of community meetings were held by Mr Piccolo prior to community consultation and throughout the consultation period.

The Designated Entity supports community meetings and encourages community participation in the Code Amendment process.

The formal process and preferred method that was established, which was reiterated to Mr Piccolo, was that we encourage all interested stakeholders to contact us so we can directly document, consider and respond to any individual questions or concerns.

Mr Piccolo also arranged for signatures to be collected in opposition of the code amendment. A total of 462 signatures were collected. This is discussed further in section 4.2.8.

Mr Piccolo consistently promoted to the community that a Land Management Agreement (LMA) provides no assurances or commitments, despite this being a legal agreement between the land owner and the Council. Mr Piccolo has used a previous Supreme Court decision Zweck v Town of Gawler [2015] as an example of a challenged LMA. While the Designated Entity acknowledges that an agreement has the ability to be altered or challenged in court, LMAs are a legitimate and legally binding mechanism for the development, management, preservation or conservation of land, pursuant to Part 14 of the *Planning, Development and Infrastructure Act 2016*. The case that Mr Piccolo has used as an example is not comparable to the LMA proposed for the Code Amendment as it involved a LMA that was entered into in 2006 and challenged in 2014.

In this case, the Judge ruled that the LMA was valid. Any LMA can be altered over time due to changed circumstances. The circumstances by which this occurs is often due to the significant time delays in development of the land following the LMA being put in place. This is not expected to be an issue in this particular Code Amendment.

4.1.11 Articles in the local newspapers

The local newspaper, The Bunyip, has provided ongoing coverage of the Code Amendment. Articles mentioning the Code Amendment appeared in the newspaper on the following days:

- ‘Bid to rezone Vadoulis site’ – 13 April 2022;
- ‘Vadoulis rezoning clears big hurdle’ – 12 May 2022;
- ‘Residents unhappy with ‘lack of involvement’ – 1 February 2023;
- ‘System needs work’ – 3 February 2023;
- ‘Debate heats up over rezoning’ – 8 February 2023;
- ‘In my opinion’ with Gawler Mayor Karen Redman – 15 February 2023;
- ‘A resounding ‘no’ over Code Amendment proposal’ – 8 March 2023;
- Community support grows for opposition against Vadoulis Code Amendment – 14 March 2023.

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A resounding theme in many of these articles has been the Code Amendment process, rather than the Code Amendment itself. It does however highlight that the Code Amendment had consistent promotion across the wider Gawler region.

Some articles criticised the lack of involvement and consultation process. While the Designated Entity made every effort to inform the community, evidenced by the letter prior to initiation and email following initiation, approval was required prior to consultation on the Code Amendment, as per the condition placed on the initiation by the Minister:

"The Designated Entity must seek approval from the Commission prior to the commencement of community engagement on the draft Code Amendment."

The letter sent to residents at the beginning of the process invited stakeholders to register their interest to be kept informed. Only 11 people wrote to Future Urban at that time requesting to be kept informed.

In most cases, the articles did not present a two-sided view.

4.2 Responses to outcomes from engagement

The Designated Entity has considered the responses received from the community engagement and responded to the key themes of the feedback below. The matters raised have resulted in the Designated Entity undertaking further investigations and amendment to the Code Amendment. These further investigations are listed below:

- Survey work and concept design of the road works associated with the proposed traffic lights;
- Shadow diagrams of the proposed noise wall to determine if adjacent residents will have access to sunlight in accordance with Code provisions;
- Updated acoustic assessment; and
- Traffic – to determine the likelihood of vehicle movements in local streets (rat running) and respond to issues raised during the engagement period and the Town of Gawler's peer review.

4.2.1 Traffic, parking and safety

Traffic congestion

The Designated Entity acknowledges the concerns relating to traffic congestion as a result of the Code Amendment. These concerns related to existing traffic congestion, the potential for increased congestion due to future development and an additional set of lights on Main North Road and the potential for increased traffic through local streets ('rat running'). The Department for Infrastructure and Transport have provided support for the signalised intersection and confirmed it will work acceptably in terms of arterial road operation.

The detailed analysis completed in close consultation with DIT and reported in the modelling report identified that the proposed signal will result in minimal changes in delays to drivers on the road network and that drivers will be able to clear the intersection within a single phase sequence.

The design of the signal has also considered the future road widening requirements for Main North Road and hence will accommodate road upgrade projects should the traffic associated with the growth of Gawler and its surround create the need for additional capacity on the road infrastructure within the precinct. Traffic volumes associated with the development will be negligible when considered those generated as a result of the growth areas.

It should be noted that local traffic congestion is likely to increase if the Affected Area is developed for residential use. The Affected Area is capable of holding between 60 (450sqm lots) and 90 (300sqm lots) dwellings. Further traffic advice noted that should a residential land use be contemplated for the

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site, the access arrangements would likely be different to that currently proposed. The volumes generated by the site would be related to the potential yield but could be between 500vpd and 1000vpd. Such volumes could be accommodated on the existing road network and hence drivers could use Ames Drive, Coleman Parade and Sheriff Street to access the site.

This advice indicates that a residential outcome on the Affected Area would likely increase traffic on the adjacent local roads.

Access

The Code Amendment will result in the removal of an access point on Sherriff Street and no vehicle access via local roads. This will be confirmed through the Concept Plan. This arrangement will result in all vehicle movements be made via Main North Road and DIT have provided support for the additional set of traffic lights. DIT's preference is for the signals to be located at the Sherriff Street intersection, however, this will result in additional traffic in local streets.

In response to concern about the potential for new access points to be created along Coleman Parade and Ames Drive, the Designated Entity has agreed to extend the red 'no vehicle access' line on the concept plan so it extends along the eastern and southern boundaries of the Affected Area.

Rat running

More than 60 submissions raised concern about the potential for additional traffic in local streets (often referred to as rat running). In response, additional traffic investigations were undertaken.

The potential for drivers to choose alternative routes due to increased delays on the arterial road network relates primarily to increased travel time (or perceived increased travel time). In order to assess the likelihood of drivers choosing this route, travel time surveys were completed to understand the additional travel time and compare that with the additional delays which will be created by the signal.

Based on the observations, the travel time is longer when using either of the alternate routes when compared to travelling on Main North Road and confirms that the signal will not encourage drivers to use alternate routes to avoid Main North Road as a result of the signal.

The risk of drivers being diverted to the alternate route as a result of the additional signal relates to increased delays on the road which will occur following the installation of the signal. The modelling identifies that the proposed signal would only result in an increased delay of 14.4 seconds on the road network. Further, the model confirms that all drivers will clear the intersection within one phasing cycle.

The travel time assessment, therefore, confirms that there will still be a greater delay to drivers who choose to use the alternate route and hence the risk of additional drivers diverting from Main North Road as a result of the signal is minimal.

Sunday traffic rates

Additional traffic advice was sought in relation to traffic movements on Sunday as this was not included in the original report and was mentioned in several submissions and resident meetings. When undertaking traffic analysis to consider the impact on a road network and whether the volumes associated with a development can be accommodated, it is important to review the peak operational periods both on the road network and for the development. The road network peak is usually the morning and afternoon commuter periods (and this is the case in this scenario). The development peak depends on the land use. For the proposed land use the peak would occur on a weekend. The Saturday peak in this instance is the appropriate period to model because the volumes on the road are higher on the Saturday than the Sunday so the combined peak traffic volumes will occur on the Saturday.

Car parking

Car parking in local streets was mentioned in many submissions. Car parking rates are identified in the Code and any future development will be required to adhere to the minimum rates identified. There will

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be no direct vehicle or pedestrian access to the site from local streets and therefore it is considered very unlikely that future users of the site will utilise local streets for car parking.

Safety

The proposed traffic lights on Main North Road provides the safest access point with minimal to no negative impact on the adjacent local road network. It will also create a safe pedestrian crossing on Main North Road.

The signalised access will be located to meet approach safety criteria identified in Austroads, including adequate sight distance, appropriate separation to Sherriff Street and to facilitate merging of dual lanes to match to the existing carriageway. Further, it would provide for the future duplication of Main North Road as required by DIT.

Improvements to the Sherriff Street/Main North Road will also result in increased safety for the area.

4.2.2 Building height, visual amenity and overshadowing

Approximately 50 submissions raised concern about visual amenity, scale and building height. These concerns were in relation to future development and visual impact from the main road, adjacent properties, adjacent local roads and properties further south/east which are elevated. Concern was also raised about the height and visual impact of acoustic barriers (noise walls) that may be required as part of a future development application. In light of this, there has been further consideration of the maximum height to be applied to the Affected Area through Technical Numeric Variation, including consideration of a reduction in the maximum height. Further investigations concerning the height of noise walls has been undertaken and shadow diagrams have been commissioned to determine impacts relating to overshadowing.

In response to feedback and the additional investigations undertaken, the Designated Entity will reduce the maximum building height to 11.5 metres (down from 13 metres as originally proposed) and has committed to the planting of mature trees that will grow to a minimum height of six metres. The Designated Entity has incorporated inclusions in the LMA in response to feedback obtained through submissions and meetings with the adjoining residents. These inclusions cover the placement of landscaping and noise walls, minimum height of trees, ensuring that landscaping minimises interference and/or damage to existing Council-owned infrastructure and use of evergreen species. The Designated Entity has also committed (via the LMA) to a 3-metre-wide landscaping buffer along the southern and eastern boundaries of the Affected Area. Section drawings have been updated to reflect the amended proposal. These improvements are shown in Figure 4.2 below.

Overshadowing

In response to feedback related to overshadowing, shadow diagrams were obtained showing:

- 3.5 metre high acoustic barrier 3 metres from the boundary on the southern and northern boundaries; and
- An 11.5 metre high building 9 metres from the southern and eastern boundaries.

These shadow diagrams are provided in Appendix 8.

The relevant Interface between Land Uses policies within the Code are provided below:

DTS/DPF 3.1: North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.

and

DTS/DPF 3.2: Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:

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a. for ground level private open space, the smaller of the following:

   i. half the existing ground level open space

   or

   ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)

b. for ground level communal open space, at least half of the existing ground level open space.

The shadow diagrams demonstrate that these policies can be met, with the exception of a proposed 11.5 metre high building, setback 9 metres from the southern boundary. To meet this policy, the building height will need to be reduced or the setback increased. In all other instances, Code policies can be met with the maximum 3.5m high noise wall and minimum 9m setback as proposed. It is therefore considered that the Designated Entity has adequately responded to this issue.

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Figure 4.2 *Building height and landscaping improvements*

Site Plan & Sections

550-554 Main North Rd
EVANSTON PARK

LEGEND

- No vehicle access
- Landscaping (minimum depth of 1.5 metres)
- Landscaping (minimum depth of 3 metres)
- Acoustic barrier
- Building Exclusion Area (9 metres from boundary)
- Signalised vehicle access
- Person viewpoint

March 2023
Revision A
Scale 1:2000 at A3

FUTURE URBAN

Section drawings have also been drafted to demonstrate the visual impact of residential development permissible within the General Neighbourhood Zone, as demonstrated in Table 4.1 below.

Table 4.1 *Sections demonstrating 3 metre outbuilding on boundary with a total height of 5 metres permissible within the General Neighbourhood Zone and comparison to proposed Code Amendment*

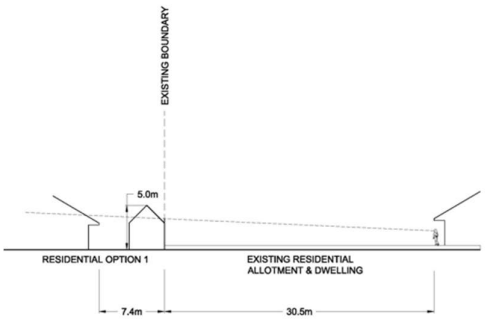
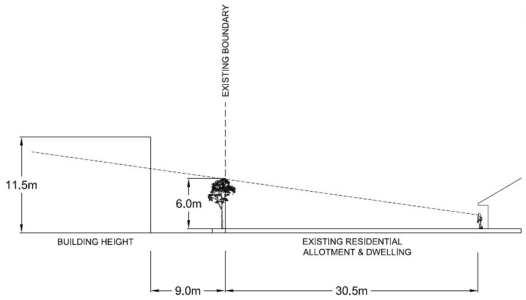
General Neighbourhood Zone	Code Amendment
	

Table 4.2 *Sections demonstrating two-storey dwelling with minimum 6 metre rear setback permissible within the General Neighbourhood Zone and comparison to proposed Code Amendment*

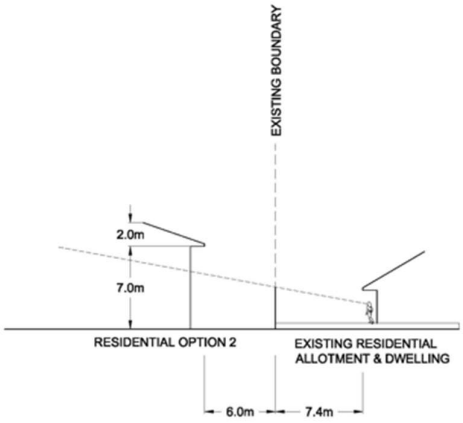
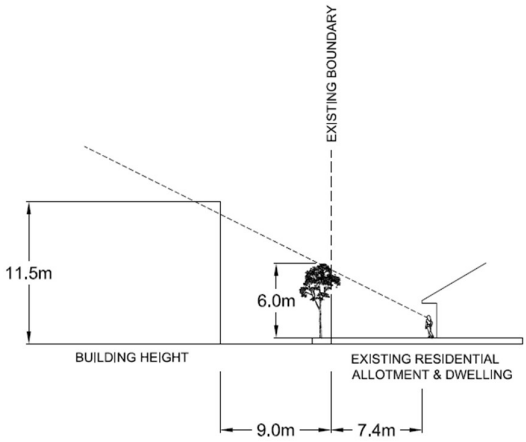
General Neighbourhood Zone	Code Amendment
	

Table 4.3 *Sections demonstrating two-storey dwelling with side setback on southern boundary (Ames Drive example) permissible within the General Neighbourhood Zone and comparison to proposed Code Amendment*

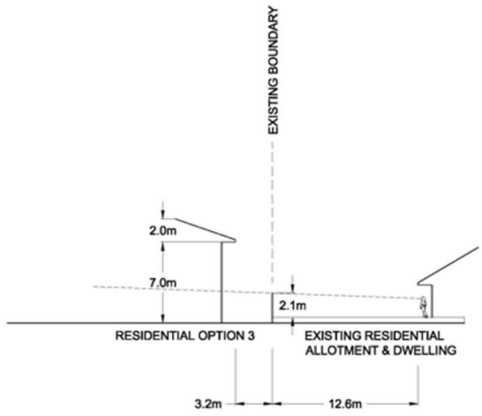
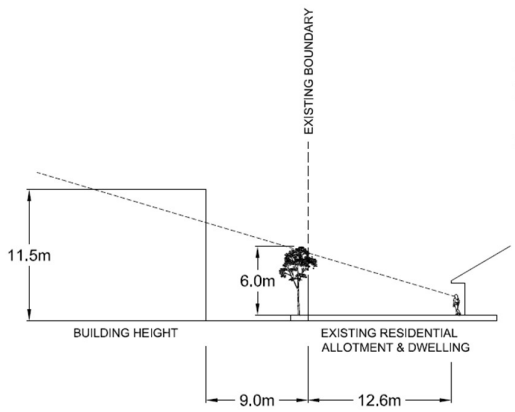
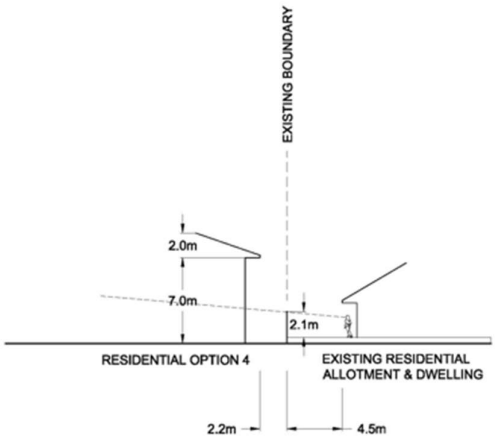
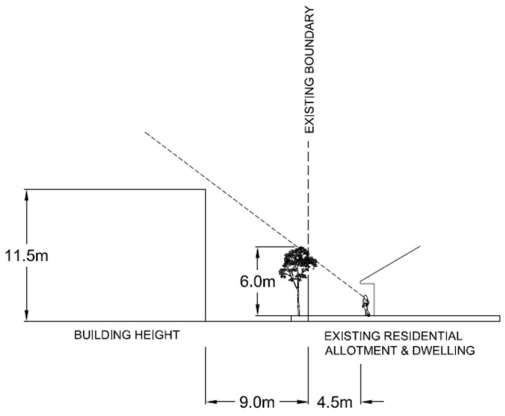
General Neighbourhood Zone	Code Amendment
	

Table 4.4 *Sections demonstrating two-storey dwelling with minimum required side setback on eastern boundary (Coleman Drive example) permissible within the General Neighbourhood Zone and comparison to proposed Code Amendment*

General Neighbourhood Zone	Code Amendment
	

The sections clearly demonstrate that the visual impact from residential development permitted within the General Neighbourhood Zone could be greater than the visual impact of development that may occur within the proposed Employment Zone, which is significantly reduced as a result of the measures the Designated Entity has built into the Code Amendment.

4.2.3 Noise and construction

The environmental noise impacts associated with the proposed Code Amendment were previously considered in Sonus report S7037C3 (the Previous Sonus Report). Subsequent to community engagement, the concept plan for the Affected Area has been revised to provide a 3-metre-wide buffer at the boundary of the Affected Area (**Appendix 5**). Further acoustic assessment was subsequently undertaken by Sonus which considers the revised concept plan for the Affected Area (**Appendix 6**).

Environmental noise investigations undertaken for the Code Amendment confirm that the existing General Development Policies in the Code (Interface between Land Uses) provide an appropriate policy setting to ensure future development will need to achieve a suitable level of acoustic amenity at adjacent residences.

Future development is likely to require incorporation of practical acoustic treatment measures which are typical for similar developments located adjacent to residences such as acoustic fencing. This includes the requirement for fencing to a height of up to 3.5 metres to the southern and eastern site boundaries, including adjacent to loading areas and boundary fencing to a height of 2.4 metres along the northern site boundary. Other measures include restricting delivery and rubbish collection times and the use of forklifts to loading areas only. These treatments are based on an indicative assessment which considers a bulky goods retail complex and final treatment measures will vary based on the proposed activity and location on the subject land. However, these findings confirm that a bulky goods retail complex on the site would readily be able to achieve the Policy goal noise levels (as per the *Environment Protection (Noise) Policy 2007*) at all nearby residences within the General Neighbourhood Zone.

The Designated Entity has made contact with a directly adjacent neighbour with a medical condition which results in acute sensitivity to noise to offer additional mitigation options. These discussions will continue in the event that the Code Amendment is approved.

Policies relating to hours of operation, overshadowing, noise, privacy and light spill are contained in the Code and were provided in the Code Amendment brochure produced for the purposes of consultation. These policies are designed to manage and mitigate amenity impacts on adjoining residential development.

Many policies within the Code prescribe that development must not 'unduly' or 'unreasonably' impact the amenity of sensitive receivers. As the Affected Area will adjoin a Neighbourhood-type zone, a number of uses, including a shop, will trigger public notification. Therefore, adjoining residents will have a say about the specifics of any future development application and whether or not they believe 'unduly' or 'unreasonably' impacts them. There will also be an opportunity for residents to request fencing be put in to minimise unsavoury behaviour on the site outside of operating hours.

The Designated Entity has made a commitment in the LMA to install noise attenuation measures prior to occupation of the future development.

Construction noise and dust will be managed in accordance with a construction management plan and EPA guidelines. It is noted that construction of a commercial building/s is likely to be undertaken in a much shorter timeframe than development of the entire allotment for residential development, which would likely occur over an extended period.

The Designated Entity has demonstrated that the Affected Area can reasonably accommodate development anticipated by the Employment Zone without undue impact to adjoining residential development. The addition of the 3-metre landscaped buffer with the noise wall set back from boundaries of neighbouring properties, as requested by some residents, is considered to be good compromise. It also demonstrates that the Designated Entity has undertaken genuine and meaningful engagement and provided a positive solution in response to feedback.

4.2.4 Heat island effect, landscaping and trees

Concern was raised in many submissions about the heat that large amounts of concrete could generate. Concern relating to landscaping and tree retention was also very prevalent in submissions.

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PO 5.2 in the Employment Zone requires development to incorporate areas for landscaping to enhance the overall amenity of the site and locality. The DTS/DPF requires that landscape areas comprise not less than 10 percent of the site and a dimension of at least 1.5m. The Designated Entity has committed to retention of certain trees, provision of a 3-metre landscaped buffer with use of mature trees along the southern and eastern boundaries of the site and a landscaped buffer along Main North Road.

The Regulated and Significant Tree Overlay applies and is proposed to continue to apply to the Affected Area. This Overlay will require future development to assess the values of these trees in relation to amenity, habitat and species listing. At the moment this Overlay doesn't include the contribution an existing large tree might make to cooling and climate resilience.

DEW has suggested that consideration be given to how the Code Amendment could address this for example an additional policy could be added to the Employment Zone encouraging the retention of existing mature trees where they contribute to a landscaping plan or the proposed concept plan could be amended to identify those trees that should be retained either for their high/medium retention value or for their contribution to climate resilience and future landscaping e.g. for screening of future development or for shading etc. In this regard, the Designated Entity is bound by the conditions placed on the Code Amendment to not create new policy wording in the Employment Zone. Retention of particular trees is included in the LMA and inclusion in the Concept Plan may not fit within Code drafting principles, however, the Designated Entity is not opposed to its inclusion should the Minister see value in it.

It is also noted that while the Regulated and Significant Tree Overlay applies to the land, it is very likely that most of the existing trees on the site would be cleared if the site was developed as a residential subdivision.

4.2.5 Location

Site to remain residential

Many respondents indicated the desire for the Affected Area to remain residential or "as is". However, while the land is in a residential zone, the land has been used for commercial uses for over 50 years. A portion of the Affected Area is vacant with vegetation. The current landowner has indicated their intention to sell and as a result the Affected Area is likely to be redeveloped, in one form or another. This will result in a change for the local residents, primarily in regards to visual amenity, views, traffic and noise. The Code Amendment provides an opportunity for local residents to have input into the planning process, whereas they are unlikely to have any input into the configuration of a future residential development, or the positioning of residential dwellings, as land division and most dwellings will not trigger public notification. The Code Amendment will ensure requirements relating to interface management, additional to those contained in the Code, are incorporated into the Land Management Agreement to provide certainty and assurances to the adjoining owners, in accordance with feedback from local residents.

Other suitable locations

The land supply analysis and employment land analysis undertaken as part of the Code Amendment clearly identifies a need for further employment land in the Gawler region. Further to this, the State Government has recently announced that up to 10,000 homes will be built in Concordia in the coming years. With homes comes the need for local employment, services and facilities to meet the needs of a rapidly growing population and reduce the need to travel outside of Gawler to access employment.

A number of submissions noted the vacancies within the Gawler home maker centre. Whilst this is correct, it is not necessarily a reflection on the lack of demand. Rather, the tenancies are deliberately being left vacant in order to merge tenancies to create a floor area for a supermarket. This has been subject to a restricted development application and is currently under appeal (based on the public record from Plan SA).

There are a number of factors that must be considered when assessing the suitability of the Affected Area for employment land, including:

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- There is demand for large format employment generating uses and investigations into other suitable locations for this type of use determined there is a significant a lack of alternate land within the Town of Gawler;
- The Affected Area has high exposure and a frontage to an arterial road;
- The Affected Area has been used for employment generating uses for more than 50 years;
- The existing zoning of the land does not match the current and historic use and the Code Amendment seeks to remedy this;
- The vast amounts of land surrounding Gawler are within the Master Planned Neighbourhood Zone or Hills Neighbourhood Zone and these zones have a Restricted Development trigger for shops exceeding 1,000sqm; meaning the existing zoned land is not suitable to accommodate the proposed land use;
- Other sites would require rezoning and/or have pending land division proposals (i.e. vacant land within the General Neighbourhood Zone on Ryde Street);
- Other potential sites must be available, i.e. the owner is willing to sell;
- Other potential sites must be suitable for commercial development (i.e. flat, not requiring significant earthworks);
- The existing land within the Employment Zone in Roseworthy was included in the Employment Land Analysis and is not sufficient to meet the demand of the expected population;
- The availability of land is constrained due to the Environment and Food Production Area and Character Preservation District;
- There has been a historic desire by State and Local Governments to ensure there is a separation (or 'greenbelt') between Gawler and the metropolitan suburbs of Munno Para, Munno Para Downs, etc, therefore, large scale development through this area is unlikely to be supported; and
- Locating employment land on the outskirts of Gawler will not circumvent traffic and may result in more traffic travelling through Gawler to access services and facilities.

Gateway to Gawler

Many submissions noted that the location of the Affected Area is a gateway to Gawler and a bulky goods type development in this location is not in keeping with the character of the area.

The Designated Entity acknowledges that development of the Affected Area will result in a changed outlook when passing through the area, however, there is a significant amount of new development already along this route. It could be argued that this particular section of road does not represent a gateway into the main street of Gawler. Nevertheless, the Designated Entity has provided a response in regards to the amenity of the area visible from Main North Road.

While the existing use is commercial, any future development is likely to be at a larger scale. To mitigate some of this impact, the LMA includes a commitment to retain certain trees which are located on the site close to Main North Road and a minimum 3 metres of landscaping along the Main North Road frontage.

Additionally, policies within the Employment Zone seek to improve visual amenity, particularly along arterial road corridors and adjacent neighbourhood zones. These are provided below.

PO 2.1: Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

PO 2.2: Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:

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a) *using a variety of building finishes*

b) *avoiding elevations that consist solely of metal cladding*

c) *using materials with a low reflectivity*

d) *using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.*

It is important to note that Main North Road is a State maintained road and there is a requirement to gain support from DIT for any new access points, in accordance with the Urban Transport Routes Overlay. In the event that the Affected Area is developed for residential uses, there is unlikely to be any dwellings proposed on Main North Road due to the requirements of the Urban Transport Routes Overlay. This is likely to result in a solid acoustic fence along the Main North Road frontage, which would also change the outlook of the area when passing through. There are no corresponding policies within the General Neighbourhood Zone that seek the amenity improvements contained in the Employment Zone. Therefore, there would be no obligation for a future developer of the site to consider the gateway to Gawler in a future residential development.

4.2.6 Property valuations

Concern was raised by a number of residents about the potential for house valuations to fall as a result of the Code Amendment and subsequent development.

It is difficult to determine if the Code Amendment will affect property prices. While the adjacent neighbours may be affected by future commercial development, these residents are also likely to be impacted by future residential development. The Affected Area has a number of trees on the site, which are likely to be cleared to make way for future development. Therefore, development of the site is likely to affect views and visual amenity regardless of the land use sought.

Property prices fluctuate and are influenced by a number of factors, including property condition and size, allotment size, location and market conditions (such as interest rates, supply and demand, etc).

To gauge the impact the potential Code Amendment is having on local property prices, sales have been monitored and a list of sales since the Code Amendment was initiated is provided below. Code Amendments are listed on the SA Planning Portal from initiation (30/8/22) and appear on the Form 1 (at point of sale) from the Consultation phase onwards:

- 21 Ames Drive, Evanston Park – sold 7 February 2023 - $610,000;
- 23 Ames Drive, Evanston Park – sold 10 March 2023 - $435,000;
- 13 Ames Drive, Evanston Park – listed for $460,000-$480,000 – sold for $520,000;
- 17 Keane Court, Evanston Park – listed for $399,000 - $435,000 - sold for $485,000;
- 8 Ames Drive, Evanston Park, sold 2 March 2023 – listed for $499,000 - $548,000, sold for $550,000;
- 20 Coleman Parade, Evanston Park – sold 22 February 2023 - $617,000;
- 9 Keane Court, Evanston Park – sold 10 February 2023 - $1,100,000.

Most dwelling sales are above the median house price for Evanston Park of $450,000 (February 2023). The suburb median increased from $440,000 to $450,000 between January 2023 and February 2023. Properties are selling within a reasonable timeframe, consistent with other sales in the locality. One property that backs on to the Affected Area sold in March 2023 for $40,000 over the highest listed price. This provides an indication that the potential Code Amendment has not resulted in a decline in interest or value in the area.

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4.2.7 Inconsistencies with the Town of Gawler Community Plan 2030+

Many submissions noted that there are inconsistencies with policies and goals within the Town of Gawler's Community Plan 2030+. These are largely in relation to land supply, reinforcing historic character and traffic congestion. In response to feedback in this regard, the Designated Entity will consider the entrance to Gawler through use of the Gateway Overlay and commitment to a 3 metre landscaped buffer along Main North Road. Other concerns in relation to location, visual amenity and traffic congestion have been responded to in this report. Further investigations have been undertaken to assess the potential for 'rat running'. DIT have provided support in relation to the additional set of lights.

The amendment is also consistent with elements of the Council's Community Plan as it promotes well located commercial land, business and job opportunities and contributes to strengthening Gawler as a regional hub. Examples of Community Plan goals which align with the Code Amendment are below:

- Goal 1.1.1 Continue to develop town planning policies which promote Gawler as a Regional Hub and maintain a real sense of distinction from its surrounding areas.
- Goal 1.2.5 Strengthen the position and promotion of Gawler as a regional hub.
- Goal 2.1.1 Aim for an adequate supply of well- located and affordable industrial, commercial and residential land.
- Goal 2.4.2 Engage with the business community to attract business and job opportunities and promote Gawler as a regional hub.

4.2.8 Signatures collected in opposition of the Code Amendment

Mr Piccolo arranged the collection of signatures in opposition of the Code Amendment on the basis of the following:

- The scale of the development permitted by the proposed code amendment will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community;
- While the proposed traffic lights are essential if the amendment proceeds, to will generate significant additional traffic in an already congested area which already has two other sets of traffic lights in close proximity. Additional traffic problems along Adelaide Road is likely to result in "rat running" in adjacent residential streets;
- Landscaping of the site will be minimal and have a negative impact on the appearance/amenity of the area;
- The commercial activities will generate noise that will affect the lifestyles of adjacent residents;
- The amendment is inconsistent with elements of Council's Community Plan 2030+;
- The code amendment will lead to development that will create a negative entry statement to the historic core of Gawler.

While the initiative resulted in 462 signatures, at least one third of the signatures were from residents who do not live in the Gawler region. Additionally, a significant number of signatures listed an unintelligible address or no address. Approximately 20% of signatures were from people in the immediate vicinity of the Code Amendment who were sent direct letters to notify them of the Code Amendment but chose not to lodge a formal submission. Approximately 10% of the signatures were from residents who also lodged a formal submission.

The Designated Entity has provided a response to each of the issues raised in this report, this is summarised below:

The scale of the development permitted by the proposed code amendment will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community.

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- Building height has been reduced, a commitment has been made to more landscaping and a 3 metre landscaped buffer between any future development and the adjoining neighbours.

While the proposed traffic lights are essential if the amendment proceeds, to will generate significant additional traffic in an already congested area which already has two other sets of traffic lights in close proximity. Additional traffic problems along Adelaide Road is likely to result in "rat running" in adjacent residential streets.

- Further investigations were undertaken to address concerns in relation to 'rat running'. The traffic modelling identifies that the proposed signal would only result in an increased delay of 14.4 seconds on the road network. Further, the model confirms that all drivers will clear the intersection within one phasing cycle. These investigations confirm that there will be a greater delay to drivers who choose to use alternate routes and hence the risk of additional drivers diverting from Main North Road as a result of the signal is minimal.

- DIT has provided support for an additional set of lights on Main North Road and confirmed it will work acceptably in terms of arterial road operation..

Landscaping of the site will be minimal and have a negative impact on the appearance/amenity of the area.

- A Code Amendment is not a development proposal and therefore it is misleading to claim that 'landscaping will be minimal'. The Designated Entity has provided a number of landscaping commitments via the Concept Plan and LMA. Further, the Employment Zone requires a minimum of 10% landscaping and Gateway Overlay has been added. The potential visual impact that may occur as a result of residential development of the land has not been considered.

The commercial activities will generate noise that will affect the lifestyles of adjacent residents.

- The Designated Entity has obtained technical advice from a qualified sound engineer in this regard. Background noise monitoring will occur at the time of a future Development Application, however, it is anticipated that noise treatments could potentially result in a reduction of noise from existing levels for some parts of the site.

The amendment is inconsistent with elements of Council's Community Plan 2030+.

- In response to feedback in this regard, the Designated has made a commitment to a 3-metre landscaped buffer along Main North Road. Other concerns in relation to location, visual amenity and traffic congestion have been responded to in this report.

- The amendment is consistent with elements of the Council's Community Plan as it promotes well located commercial land, business and job opportunities and contributes to strengthening Gawler as a regional hub.

The code amendment will lead to development that will create a negative entry statement to the historic core of Gawler.

- The Designated Entity acknowledges the concerns raised by the community in this regard and in response has made commitments in relation to landscaping. A commitment such as this unlikely to be reciprocated if the Affected Area is developed for residential use.

4.3 Changes to the Code Amendment

Based on the feedback that was received, the following changes have been made to the Code Amendment:

- Reduction in the Maximum Building Height Technical and Numeric Variation (TNV) from 13 metres to 11.5 metres;

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- Extension of the red ‘no vehicle access’ line on the Concept Plan along the eastern and southern boundaries of the Affected Area;
- Addition of ‘industrial type uses’ to be included in the Land Management Agreement (LMA) to ensure future development is not an industrial use;
- Commitment in the Concept Plan and LMA to incorporate acoustic fencing, as required by a future development application, 3 metres from the existing southern and eastern boundaries of the Affected Area;
- Commitment in the Concept Plan and LMA to incorporate a 3-metre-wide landscaping buffer which includes trees that will grow to a minimum height of 6 metres along the southern and eastern boundaries of the Affected Area;
- Commitment in the LMA to ensure landscaping along the southern and eastern boundaries of the Affected Area minimises any potential infrastructure damage and are non-deciduous species; and
- Commitment in the Concept Plan and LMA to incorporate a minimum 3 metre landscape buffer along the Main North Road boundary of the Affected Area.

The Interim Engagement Report is available here: https://www.futureurban.com.au/engagement

The final Engagement Report will be available on the Plan SA Portal following a determination on the Code Amendment.

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5. EVALUATION OF ENGAGEMENT

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process for the Code Amendment has occurred.

5.1 Performance Indicators for Evaluation

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

Evaluation of Engagement by Community Members

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

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

This evaluation was undertaken through: *[describe evaluation mechanisms as relevant]*

For example

The Community was asked the minimum performance indicator questions about the engagement:

- through an online survey (around x responses per question),
- in an evaluation survey provided to participants at the community panel (x or x% of surveys received)
- by email to those that lodged a submission with the 'what we have heard report' (x responses received).

In addition, the Designated Entity collected responses on the following performance indicators:

Drafting note:

List any additional performance measures considered in the evaluation

Evaluation of Engagement by the Designated Entity

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

1. **Occurred early enough** for feedback to genuinely influence the planning policy, strategy or scheme.

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

The evaluation of the engagement was undertaken by *[insert name, position and company]* on behalf of the Designated Entity. The results of the evaluation are contained in **Appendix 4** to this Engagement Report.

Drafting Note:

It is recommended that the Designated Entity engage an independent professional to undertake an third-party assessment and evaluation of the engagement on the Code Amendment. This is intended to provide an honest and authentic evaluation of the engagement process against the minimum performance indicators described above, as well as any additional performance indicators identified.

5.2 Evaluation against the Charter principles

The following is a summary of the evaluation of the engagement against the five principles of the Charter. The full results of the evaluation can be found in **Appendix 4** to this Engagement Report.

5.2.1 Engagement is Genuine

People had faith and confidence in the engagement process

Describe how the engagement approach/activities met the principle

Refer to the Tool-Principles in Action for Guidance.

Conclude how the evaluation surveys (community and engagement entity's) provided evidence of meeting this principle. If the results, did not necessarily make this conclusion then provide an explanation for the results.

Evaluation statement	Strongly disagree	Somewhat Disagree	Not sure	Somewhat Agree	Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal (Principle 1)	**x%**	**x%**	**x%**	**x%**	x%

5.2.2 Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard

Describe how the engagement approach/activities met the principle

Refer to the Tool-Principles in Action for Guidance.

Conclude how the evaluation survey provided evidence of meeting this principle. If the results, did not necessarily make this conclusion then provide an explanation or a story around the results.

You may want to include a pie chart, diagrams to demonstrate the reach of engagement. I.e where responses came from and community profile.

Evaluation statement	Strongly disagree	Somewhat Disagree	Not sure	Somewhat Agree	Strongly agree
I am confident my views were heard during the engagement	x%	x%	x%	x%	x%

5.2.3 Engagement is fit for purpose

People were effectively engaged and satisfied with the process

People were clear about the proposed change and how it would affect them

Describe how the engagement approach/activities met the principle

Refer to the Tool-Principles in Action for Guidance.

Conclude how the evaluation survey provided evidence of meeting this principle. If the results, did not necessarily make this conclusion then provide an explanation or a story around the results.

Evaluation statement	Strongly disagree	Somewhat Disagree	Not sure	Somewhat Agree	Strongly agree
I was given an adequate opportunity to be heard	**x%**	**x%**	**x%**	**x%**	**x%**
I was given sufficient information so that I could take an informed view	**x%**	**x%**	**x%**	**x%**	**x%**

5.2.4 Engagement is informed and transparent

All relevant information was made available and people could access it

People understood how their views were considered, the reasons for the outcomes and the final decision that was made

Describe how the engagement approach/activities met the principle

Refer to the Tool-Principles in Action for Guidance.

Conclude how the evaluation surveys (community and engagement entity's) provided evidence of meeting this principle. If the results, did not necessarily make this conclusion then provide an explanation or a story around the results.

Evaluation statement	Strongly disagree	Somewhat Disagree	Not sure	Somewhat Agree	Strongly agree

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I felt informed about why I was being asked for my view, and the way it would be considered.	x%	x%	x%	x%	x%

5.2.5 Engagement processes are reviewed and improved

The engagement was reviewed and improvements recommended

Describe how the engagement approach/activities met the principle

Refer to the Tool-Principles in Action for Guidance.

Conclude how the evaluation surveys (community and engagement entity's) provided evidence of meeting this principle. If the results did not necessarily make this conclusion then provide an explanation or a story around the results.

Explain how the Engagement Plan was adhered to or not. A change may occur due to feedback during engagement activities or other unforeseen changes. Outline this here.

6. REFER TO MINISTER FOR PLANNING

On [insert date] the Designated Entity approved the Code Amendment and this Engagement Report to be furnished on the Minister for Planning.

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APPENDIX 1. NOTICE SENT TO OWNERS/OCCUPIERS

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23 January 2023

Mr/Ms/Mrs [insert name of Chief Executive]
[insert name of Owner/Occupier of Land]
[insert postal address]

Dear [insert name of Owner/Occupier of Land],

RE: CONSULTATION BY 550 MAIN NORTH ROAD PTY LTD ON THE 550-554 mAIN NORTH ROAD, EVANSTON PARK CODE AMENDMENT

We write on behalf of 550 Main North Road Pty Ltd (the Designated Entity) about a proposal to change the Planning and Design Code Zone (the Code Amendment) that applies to 550-554 Main North Road, Evanston Park (the 'Affected Area').

Consultation on the Code Amendment begins on 30 January 2023. We would like your feedback on the Code Amendment.

What is proposed?

The Designated Entity is proposing to amend the Planning and Design Code as it relates to land at 550-554 Main North Road, Evanston Park (the 'Affected Area') from the General Neighbourhood Zone to the Employment Zone. The reason for the Code amendment is to respond to demand for land that supports employment generating activities within the Town of Gawler which has access to Main North Road, a primary arterial road.

The Affected Area currently contains the Vadoulis Garden Centre. The Code Amendment will ensure that the Affected Area will continue to be used for an employment generating land use.

The following documents are attached which explain what is proposed:

- A notice required under Regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*. The Notice provides details of the Affected Area which is specifically impacted by the Code Amendment, including a description of the impact on that land. The Notice also provides details of where you can inspect the Code Amendment and information about other consultation activities that will occur on the Code Amendment.
- A brochure summarising what is proposed and why, and outlines how the Code Amendment, through the policy change, will seek to ensure that the future development of the Affected Area will be appropriate in relation to:
  - Visual appearance
  - Protection of residents' amenity and privacy, including impacts from noise and overshadowing
  - Traffic management
  - Stormwater management
  - Infrastructure provision

What feedback are we looking for?

As part of this consultation, we would like you to tell us:

- Whether you believe the Employment Zone is the most appropriate Zone for the Affected Area.

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- Whether you believe the investigations undertaken as part of the Code Amendment are sufficient to consider the impact of the rezoning on the surrounding area.
- Whether you believe the Overlays and 'Technical and Numeric Variations' applied address key matters stakeholders would like to see future development meet.

How can I provide my feedback and when do I need to do this by?

Consultation on the Code Amendment commences on Monday, 30 January 2023 and comments are invited until 5:00pm on Sunday, 12 March 2023 through either:

- The SA Planning Portal at plan.sa.gov.au/en/codeamendments (link and QR Code is also provided in the attached notice); or
- By email to engagement@futureurban.com.au; or
- By post addressed to:

  Attn: Belinda Monier
  Evanston Park Code Amendment
  Future Urban
  Level 1 / 74 Pirie Street
  ADELAIDE SA 5000

As an adjacent or nearby resident, **we would like to meet with you** to discuss the Code Amendment, answer any questions you may have and record any feedback that you may wish to give in person. The meetings can be in person or online with a planning consultant from Future Urban by appointment only. Appointments are able to be booked by:

- Phone on 8221 5511
- Email at engagement@futureurban.com.au

What will happen with my feedback?

Feedback during the consultation will be used to:

- inform and improve the Code Amendment; and
- maintain the quality of the engagement activities.

A summary of the feedback received during the consultation, as well as any changes made to the Code Amendment, will be made publicly available following a decision on the Code Amendment. If you would like to receive an email confirming when this is available, please let us know at engagement@futureurban.com.au or advise us as part of your written submission.

As part of the engagement process, we are also required to evaluate the success of the engagement activities and we will do this by way of a survey. Should you provide a submission on the Code Amendment, the survey will be emailed to you following the consultation period. If you do not choose to provide a submission but still wish to fill out the evaluation survey, please let us know by emailing engagement@futureurban.com.au.

A final Engagement Report and Code Amendment Report will be made publicly available following the evaluation of the engagement process here: plan.sa.gov.au/en/codeamendments.

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How can I find out more information?

The attached notice outlines how you can access a copy of the Code Amendment and a copy of all investigations undertaken as part of the Code Amendment.

Who can I talk to?

Should you have any questions regarding the Code Amendment, please contact:

Belinda Monier
Phone: (08) 8221 5511
Email: engagement@futureurban.com.au

Yours sincerely,

Belinda Monier
Senior Consultant

INTERIM ENGAGEMENT REPORT

Notice of Code Amendment to Owner or Occupier of Land

Regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*

This Notice is provided to you as an owner or occupier of land (or owner/occupier of adjacent land) under section 73(6)(d) of the *Planning, Development and Infrastructure Act 2016* (the 'Act') and Regulation 20 of the *Planning Development and Infrastructure (General) Regulations 2017*. This Notice relates to land in a particular zone or subzone which will be specifically impacted by a draft amendment to the Planning and Design Code (the 'Code Amendment').

Area of Land Impacted

The piece (or pieces) of land which will be specifically impacted by the Code Amendment are located at 550 and 554 Main North Road, Evanston Park (the 'Affected Area') and shown in Figure 1 below:

Figure 1 *Affected Area*

Impact on the Land

The Affected Area will be specifically impacted by the Code Amendment as follows:

- Rezoning to the Employment Zone
- Increasing the building height to 13 metres
- Applying a Concept Plan showing:
  - signalised access location from Main North Road
  - building exclusion zone
  - landscaping
  - location of acoustic treatments
- Removing the following Overlays:

  - Stormwater Management Overlay
  - Urban Tree Canopy Overlay
- Applying the following Overlay:
  - Advertising Near Signalised Intersection Overlay
- Separate commitment not to develop a fast food restaurant or retail fuel outlet on the Affected Area
- Separate commitments in relation to developer contributions in respect to external stormwater/flood management infrastructure.

Inspection of the Code Amendment

The Code Amendment can be inspected online on the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations.

Use your smart phone to scan this code

The Code Amendment can also be inspected:

- on the Future Urban website at https://www.futureurban.com.au/engagement; and
- in hard copy at the Town of Gawler Civic Centre located at 89-91 Murray Street, Gawler or the Town of Gawler Administration Centre located at 43 High Street, Gawler East.

Information on Consultation under the Community Engagement Charter

Consultation on the Code Amendment will take place in accordance with the Engagement Plan prepared by Future Urban on behalf of the Designated Entity and as required by the Community Engagement Charter under the Act. This will include:

- invitation to provide a written submission; and
- invitation to meet with a planner from Future Urban to discuss the Code Amendment, answer any questions you may have and record any feedback that you may wish to give in person.

A copy of the Engagement Plan and the Community Engagement Charter can be found at the below link/s:

- https://plan.sa.gov.au/resources/planning/community_engagement_charter.
- https://plan.sa.gov.au/have_your_say/general_consultations.

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APPENDIX 2. SUMMARY OF WRITTEN SUBMISSIONS

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Submission Number	Name/Agency	Support/ Oppose	Stakeholder Group	Summary	Response	Traffic congestion & additional set of traffic lights	Local traffic, rat running & parking	No plans or details of development proposal	Visual amenity & building height	Access to sunlight, overshadowing	Height/ position of noise wall	Other suitable locations	Rezoning not warranted	Noise	Property valuations	Should be residential	Operating hours	Safety	Light spill	Health/ wellbeing/ enjoyment of residents	Landscaping	Tree Removal/ Wildlife	Radiant Heat	Inconsistent with Council's Community Plan 2030	Gateway/Entrance to Gawler
1, 145	Town of Gawler	Neutral	Local Government	LMA to reflect discussions on a contribution towards flood management works, traffic and regulated trees to be protected. Request detail on how the code amendment will enhance the living experience of the area in terms of pedestrian systems, streetscapes and land use interfaces. A further interim submission was made reiterating existing points raised and noting that a further submission will be made following receipt of the Engagement Report, council commissioned expert advice and community engagement on Council's submission.	Regular meetings have occurred with council staff to discuss potential changes to responses to feedback. Section 4.2 and 4.3 of the Engagement Report provides a more detailed response.																					
2	Epic Energy	Neutral	Utility Provider	Epic Energy does not have any infrastructure located in this area and therefore has no comment on the proposed code amendment.	Noted																				
3, 4	John Hockley	Oppose	Member of the public	The employment hub application is very misleading. Possibly 175 jobs. Yet wont give actual details of what is to be built. Traffic lights will cause further congestion. Significant noise increase. How can applications and engagement take place without giving exact factual outcome of what is being devised for the area. The area should be solely residential. Lacking a lot of the necessary information to make an educated decision. Concerned about the height of the acoustic barrier 4.5 metres, will this reduce the noise enough to not impact myself and family? Noise of trucks and forklifts? Positioning of the traffic lights will cause further congestion entering and existing Gawler. Increase of noise, hours of trading? Air quality. There is no guidence on the actual use of the land. There needs to be an actual plan of what the land is to be used for, not a list of possibilities. I would like to see the land used for residential area. There are several other suitable sites within Gawler available.	Further investigations were undertaken in relation to noise, refer to Appendix 6 and section 4.2.3 of the Engagement Report. A Code Amendment is not a development application and therefore there are no plans. Investigations are based on likely development scenarios.	1		1	1		1	1		1		1	1			1					
5, 7, 18,	Julie Roberts	Oppose	Member of the public	This should NOT be rezoned as employment, it would create traffic, noise to all locals it should remain residential. This would seriously impact all local and surrounding residents if this was rezoned it needs to be kept as residential. Totally oppose this development, noise traffic would be unbearable to locals, keep it residential as it is.	Refer to sections 4.2.1 and 4.2.3 of the Engagement Report.	1	1							1		1									
6, 60	Brian Roberts	Oppose	Member of the public	This should not be rezoned and should remain as residential, the traffic, noise and disruption would impact local and surrounding residents. It would cause huge traffic, noise pollution and disruption to the local and community. It would cause health, emotional and mental issues to all concerned.	Refer to sections 4.2.1 , 4.2.2 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1		1				1					
8	Michelle Dunstan	Oppose	Member of the public	Traffic management poorly planned. More traffic lights results in a noticeable increase in traffic congestion. Another set of lights in Gawler is one too many. Don't trust that the "planning " gone into this proposal is going to be any benefit to local residents. Have no confidence this proposed development and traffic management proposal will be in the least bit adequate or properly planned. There are plenty of options for bunnings to utilise underused spaces near Gawler park shopping village further west of vadoulis or further along the main north road nearer to kudla.	Refer to sections 4.2.1, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1					1													
9, 12, 14	Rosey/Rosemarie Connolly	Oppose	Member of the public	Should stay residential. Commerical will cause noise pollution. Happy to see more housing developments. The road are congested at the best of times, this will only add to the problem. This proposed development is a big eyesore to the beautifying of Gawler main entrants . I cannot say it loud enough its a big No from me. There are many other commercial site larger than this in Gawler that could accommodate a new bunnings. The traffic in this area is challenged as is ..we don't need any more noise pollution either. We would welcome public housing in the area. Let keep Gawler access .. gateway to the Barossa Valley beautiful...and 13 mtr buildings out of residential areas I strongly oppose re zoning this are as it would effect and completely change our immediate living quality of country residential life. I do not support a 13 mtre high building. It is a quiet residential area. We do not need the noise pollution 7am till 10pm at night. Nor the extra traffic this will generate in the area. it is congested at the best of times with school traffic, Gawler green traffic, general local traffic as well as Galwer being the Gateway to the Barossa Valley. That said the entrance to Gawler should remain a beautiful entrance. Will devalue their homes. Will lose sunlight and their tree views. This would also bring more people parking on our streets. We would welcome more residential homes, there is a shortage of housing.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1		1		1	1	1	1			1					1
10	Jase & Kayla Morgan	Oppose	Member of the public	We strongly believe Evanston Park should remain as General Neighbourhood Zoning and not be changed to Employment Zoning. We see many existing opportunities for future businesses and employment already within Gawler. Disagreement that the reasoning for this proposed change. There is a far greater need for further residential housing within Gawler. The decision to change the zoning would greatly negatively impact the lifestyle, peace and well-being of the existing residents occupying the area. Lights will create rat running. Main North Road congested already, further of traffic lights will increase congestion. Noise pollution associated with large business, negatively impacting the health and well-being of all nearby residents.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1						1	1			1			1					
11	Christine Beckett	Oppose	Member of the public	I would not want to see any sort of commercial development. Increase traffic on Coleman, noise and even parking. Surely there must be other local land in an industrial/commercial area that could be utilised instead. Maybe another option would be single level housing, which would fit in with the rest of this area. This is unfair to every home owner in this area that this proposed plan will most certainly affect.	Refer to sections 4.2.1 , 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1					1		1		1									

Submission Number	Name/Agency	Support/ Oppose	Stakeholder Group	Summary	Response	Traffic congestion & additional set of traffic lights	Local traffic, rat running & parking	No plans or details of development proposal	Visual amenity & building height	Access to sunlight, overshadowing	Height/ position of noise wall	Other suitable locations	Rezoning not warranted	Noise	Property valuations	Should be residential	Operating hours	Safety	Light spill	Health/ wellbeing/ enjoyment of residents	Landscaping	Tree Removal/ Wildlife	Radiant Heat	Inconsistent with Council's Community Plan 2030	Gateway/Entrance to Gawler
13, 42	Susan Robinson	Oppose	Member of the public	I'm opposed to the rezoning of the Vadoulis land from residential to commercial. Property backs onto the land, concerned about the impact it will have on the valuation of my house, I feel the the placing of high walls etc will cause unwanted heat being directed onto my garden and house. I worry about the noise that will undoubtedly come from the development. Concern of added lighting and hoon drivers and graffiti vandals. Will bring more traffic to a already congested road .The surrounding homes will be subjected to more traffic to escape the congestion .There are more sites available in a more industrial setting,if this amendment is approved it will disrupt a quiet community. Development has a floor area of 16,000m2 and smaller bulkygood tenancies totalling 2,000m2 .This will only be 9 metres from homes,how people are expected to live with this behind their homes is an injustice.Will cause increased traffic to a road that is extremely busy ,we are afraid that it will cause rat running.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1		1	1	1			1	1			1		
15	Allison Tregent	Oppose	Member of the public	Don't believe the roads can support Bunnings being moved, even with the changes.Safety concerns. It will increase the traffic to surrounding streets. It will make them unsafe & loud.	Refer to sections 4.2.1 , 4.2.2 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1				1							
16	Michael Wright	Oppose	Member of the public	Concerns raised in relation to future use, traffic, rat running, visual amenity, noise, property values, consultation and communication. Insist that the current restrictions on Ames drive remain, including the access limitations at the eastern end. Propose that the application be modified to include a 'no vehicle access' limit along the eastern boundary of the land as well as along Sheriff Street. At 13 meters, with a 9 meter set back from the boundary, the buildings will appear imposing from all surrounding streets and the occupants of the dwellings along them. Not convinced that the potential problems associated with noise will be dealt with to the satisfaction of the neighbours.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1	1	1									
17	Liz McCann	Oppose	Member of the public	Residents bought and moved into what is a RESIDENTIAL AREA. This includes the residents who live up the hillside who bought properties for the view and not the view of an industrial site. Rest of Gawler will have to put up with all sorts of delays. Perhaps advertised via a maildrop to ALL Gawler residents. Gawler needs less traffic and less trucks. Council did not notify any of the residents of this proposal. Most residents moved to Gawler because of the country feel of the main street and the fact that it had few traffic lights and was essentially still a large country town.	Refer to sections 4.2.1 , 4.2.2 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1			1				1	1	1	1									
19	Ros Bevis	Oppose	Member of the public	Not in keeping with the surrounding area, traffic congestion, another set of traffic lights. Road congestion has increased dramatically and will only get worse once the 10,000 homes have been built in Concordia. Not against progress or "employment" developments in any way but they shouldn't intrude on already existing housing areas and they need to be developed on the outskirts of towns not in the middle of them.	Refer to sections 4.2.1 , 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1			1			1	1												
20	Abbie Carse	Oppose	Member of the public	Please do not change whats not broken.	Desire to retain existing zoning is noted and reported in the Engagement Report.											1									
21	Giovanni	Oppose	Member of the public	Keep the zoning as residential not comercial and I moved to this beautiful residential area to raise my children and I don't want to be looking at an eye saw of a pre cast building I'm sorry leave this area the way it is.	Desire to retain existing zoning is noted and reported in the Engagement Report.			1								1									
22	Wayne and Ally Greatorex	Oppose	Member of the public	Object to the code amendment. Other more suitable land is available. Concern with building height, aesthetics, lighting, 9m exclusion zone not adequate, light pollution, noise pollution, traffic, rat running, further set of lights on Main North Road and LMA.	Refer to sections 4.2.1 , 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1	1	1	1		1	1		1	1					
23	Dale Lawrence	Oppose	Member of the public	This area is surrounded by houses which these roads are resindential and 50k zones and not designed for trucks or increasing traffic with families and kids in the area. There land gawler west or evanston west areas more suited as the potential to have 3 traffic lghts in a 1 km stretch is ridiculous and all trucks if this proposal goes ahead will require access in and out if gawler road, not local streets !	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1																		
24	Nadine Gilbert	Oppose	Member of the public	Traffic in the area with the current occupants is very bad. Local neighbouring areas are all residential so it would not be fair to them to put a large retail shop in this location. The current shopping centre at Gawler Green causes sufficient traffic chains and noise and is enough for that area of Main North Road to cope with.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1							1											
25 (further info also sent via email)	Cornell Smith	Oppose	Member of the public	Inappropriate for the site. Allowing a large format bulky store so close to a character residential area is terrible planning and repeats the mistakes of the past. The traffic consequences will be severe for residents and will severely impact the amenity of our town. We want a vibrant, liveable, walkable town that celebrates our distinct heritage - this proposal only serves to further erode this aim. This type of development belongs on the outskirts of town and not at the entry to its historic heart.	Refer to sections 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1			1			1		1								1			
26	Leigh Hunt	Support	Member of the public	In favour of the change of code amendment for the land at Vadoulis Garden Centre. It will allow far more employment opportunities for local people and reduce the need for people to travel out of our town for shopping etc.	Support is noted																				

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27	Paul and Lee Wingate	Oppose	Member of the public	Oppose the code amendment. Was told land was residential. A housing development would be more appropriate. Other areas would be more appropriate for the type of proposed development. Previous road works have caused disruptions. 9m buffer zone does not exist on Sheriff Street. Bitumen and concrete not conducive to the area with trucks and forklifts and lights. Property values will reduce. Local streets will be used to avoid traffic hold ups. Another set of lights on Main North Road will be inconvenient and disruptive. Existing industrial site only 50% occupied. Would like to see affordable housing and green space.	Refer to sections 4.2.1, 4.2.2, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1	1	1	1	1	1	1								
28	Hans van Heuven	Support	Member of the public	Would like to add support to the land project at Vadoulis Garden Centre.	Support is noted																				
29	Adam Hunt	Support	Member of the public	Support the application.	Support is noted																				
30	Michael Jacob	Support	Member of the public	Support this application. See employment in the town area, especially youth employment, a higher priority than residential at this time	Support is noted																				
31 (submitted 3 times)	Ben Mclean	Oppose	Member of the public	Premium land for housing is in decline and encroaching on already developed dwellings. Do not not want industrial and commercial developments built in areas that will severely impact current residents. Traffic in this area is also congested severely already, and any extra entry/egress control (ie traffic lights) will cause even more traffic flow disfunction	Refer to section 4.2.1 , 4.2.2 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1																			
32, 36	Naomi & Paul Bernhardt	Oppose	Member of the public	Opposed to development of Bunnings at the Vadoulis site. Strongly disapprove. Love the quiet country feel and sense of space and especially the outlook of the trees. Concerned with additional traffic along Coleman Parade, the light & noise pollution, trading until late at night. Concerned with the drop in house value. Would be a detriment to the area, would prefer the land to be used for residential housing.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1		1			1			1			
33	Alana Potgieter	Oppose	Member of the public	Against the code amendment. It is in a residential area and abutts a historic character neighbourhood area. Inappropriate tall enormous warehouse, inadequate landscaping and increased level of activity and noise. Large commercial employers near site with empty stores. Garishly commercial entrance to a unique and important historic town breaks entirely with the efforts made to beautify and accentuate the historic and heritage characteristics. Main North Road already at capacity and is a dreadful traffic nightmare. Additional traffic flow will be an enormous problem. Argument for creation of employment opportunities is exaggerated. Site should be developed with more effort to be in tune with the community locally and the town as a whole.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1			1				1	1	1	1								1
34 (submitted 2 times)	Rachel Pantelios	Oppose	Member of the public	Have a back fence bordering the proposed site. Would prefer not to have a distribution centre that is bringing noisy trucks in. Would prefer a retail space if it must be used instead of housing.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise, refer to Appendix 6 of the Engagement Report.									1											
35	Paul Barnet	Support	Member of the public	Long term Gawler resident. Support the rezoning. Housing developers have plenty of other land around , cant afford to lose any more commercial blocks in Gawler. Instead of a general neighbourhood it needs to be an employment zone and a future proof commercial employment opportunity, not many of them left along the main road and some businesses can only survive along busy throughfares.	Support is noted																				
37	Sharon Carlin	Oppose	Member of the public	Strongly oppose the rezoning of this neighbourhood site. The surrounding area is a quiet, well maintained residential area. There has been very limited consultation and the proposal should have been open for discussion to the wider community. The increased traffic flow along Coleman Parade and throughout Gawler South will have an adverse affect on hundreds of home owners. Real Estate values will possibly decrease as the area zoning changes. The lack of green space and extensive building and fence heights, along with carparking will increase the radiant heat of the area. I strongly urge you to reconsider the rezoning proposal. Gawler already has: Stratco, Bunnings, Mitre 10 and this community does not need another such business or the relocation of any said business to this site. Evanston Park should remain residential.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1				1		1		1	1							1		
38	David Giles	Oppose	Member of the public	Strongly opposed to the code amendment. Proposal is inconsistent with the usage of surrounding residential properties and is inappropriate for such an area and will impact upon my right to quiet enjoyment of my home to my detriment. Proposals such as this should be located on Greenfields sites where existing residents are not disturbed. An employment zone is neither needed or wanted in this location and traffic issues will be a major impediment on the main arterial road into and out of Gawler. Proposed building heights will constitute an eyesore and loading and unloading of vehicles a noise nuisance.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1			1			1		1						1					
39	Morgan Smith	Oppose	Member of the public	The land should be used for housing. Alternatively, it could remain a General Neighbourhood Zone. Three sides of the site contain single story residential dwellings. A 13 metre structure on the site would be completely out of character with the area.	Refer to sections 4.2.2 and 4.2.5 of the Engagement Report.				1							1									
40	Janelle Gill	Oppose	Member of the public	Conerns with traffic lights intersection, congestion, decline in property value, and development of site. Prefer a location out of town if developing commercial.	Refer to sections 4.2.1 , 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic refer to Appendix 7 of the Engagement Report.	1							1		1										
41	Lorraine Pearson	Oppose	Member of the public	I do not support the planned change. Gawler will no longer be recognised as a town but just another suburb bottlenecked with more traffic and longer times to get into Gawler with traffic lights every few hundred metres which will result in cars using quiet streets as a wayfare.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1																

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43	Helen Collins	Oppose	Member of the public	Increased traffic flow associated with an Employment Zone and cause further traffic congestion along the Main North Road. Negative about any large commercial activity	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1	1								1		1	1				
44	Peter Ryan	Support	Member of the public	Gawler needs more area for people to work and shop. This is probably the last large piece of land in which this is possible. A vibrant community needs places for employment, shopping and entertainment, not just a place where people come home to sleep.	Support is noted																				
45	Ruth Wickham	Oppose	Member of the public	Traffic noise will be unacceptable for nearby residents.	Refer to section 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise, refer to Appendix 6 of the Engagement Report.									1											
46	Maureen Dunkeld	Oppose	Member of the public	The rezoning does not fit the residential area. And concerned about traffic, lighting, noise.	Refer to sections 4.2.1 , 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.		1		1					1		1			1						
47	Graeme Hedges	Support	Member of the public	Think it should be good for Gawler. It will create and keep jobs in the township as well as bring around $40 million of investment to the town. Think that it would be great for the area.	Support is noted																				
48	Pat McQueen	Oppose	Member of the public	Will impact on the already heavy traffic load on Main North Road. Residents want it kept this way to maintain a quiet and safe area. No objection to housing development on Vadoulis site which will further enhance this residential area.	Refer to section 4.2.1 and 4.2.2 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1							1		1									
49	Gino Martino	Support	Member of the public	Will contribute to the economic growth of the area. By providing more commercial space for entrepreneurs, it will attract new businesses and provide a boost to the local economy. Will create numerous employment opportunities for the local community.	Support is noted																				
50	Timothy Newman	Oppose	Member of the public	Any encroachment into this area by hulking great bulk goods stores would greatly damage the local neighbourhood and definitely lower house prices in the area. An increase in this with nothing more than some lane changes and potentially a set of traffic lights would put an unbearable strain on the current infrastructure.	Refer to sections 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1						1		1										
51	Dr Daniel Chin	Support	Member of the public	The obvious benefits to the local economy will not only include the immediate stimulus brought by increased jobs during construction, but long term jobs in the businesses that will occupy the premises. There is no doubt that the $40 million investment to the greater Gawler area will enhance and further economic growth in the region.	Support is noted																				
52	Brenton Griguol	Support	Member of the public	I support this project for its merits and financial attributes to the local and broader community. The construction benefits alone will be apparent to the community and the trades that are bought in during this phase will have immediate impact. Once the project is finalised the building will house new businesses that will require additional staff thus bringing in further income to the area.	Support is noted																				
53	Kerry Walker	Oppose	Member of the public	Three sides of this parcel of land has residential properties on them - it seems like common sense to have this land for low and medium density house as well. Having large commercial buildings built on that land would destroy the current nature and feel of the residential area.	Refer to sections 4.2.2 and 4.2.5 of the Engagement Report.				1							1									
54, 61	Debi Chamings	Oppose	Member of the public	Overshadowing of sunlight, air circulation, treescape view privacy, cutting down more trees i.e at race course to widen road for stated development, height of building, height of boundary fence, feeling caged in, daily noise, traffic congestion, not the right development for the area, visually unappealing entering a country town, safety, vacancies in existing employment precincts, plenty of "employment" zoned land elsewhere.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1	1	1		1	1	1		1		1			1
55	Karen Tucker	Oppose	Member of the public	Permitting the occupants of the subject property to operate machinery/vehicles, create noise in general from 7am until 10pm each day. b. Visually destroying the skyline. c. Creating shadowing over residences. d. Inevitably encouraging excessive traffic along Coleman Parade as a result of a further set of traffic lights set to be installed on Main North Road. Buildings up to 13 metres high which will be unsightly and detract from the general neighbourhood. Will affect local residents and create undue safety impacts on older persons in the area. Roadways and vehicles will affect quiet residential community.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1		1	1	1	1	1	1	1				1			1
56	James Leske	Support	Member of the public	Noted of support for rezoning, employment, and location	Support is noted																				

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57	Pauline Long	Oppose	Member of the public	Increased traffic flow , set of traffic signals , large commercial activity in the proposed zone, negative impact on health, safety and well-being of local residents and building height of up to 13 metres nearby homes would be completely overshadowed.	Refer to sections 4.2.1, 4.2.2, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1	1										1					
58	Marianthy Vadoulis	Support	Member of the public	I support Code amendment on Vadoulis Garden Centre whole property 9-10 acres site, as it will improve employment and job potential on the site and in Gawler overall. Included 14 signatures in support.	Support is noted																				
59	Kym Knight	Support	Member of the public	I support the future redevelopment project at Vadoulis Garden Centre in Gawler SA.	Support is noted																				
62	Rob Knight	Oppose	Member of the public	Traffic management impacts, visual and auditory impact it would have and the likely-negative impact on property prices and inappropriate location.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1	1	1					1	1	1		
63	Paul Collins	Oppose	Member of the public	Increased traffic flow , traffic congestion problems, increase in noise, negative impact on health, safety and well-being of local residents and visual amenities.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1				1				1		1	1				
64	John Lewkowicz	Oppose	Member of the public	Employment zone not appropriate, buildings up to 13 metres high, ongoing noise from loading and unloading operations, traffic management, safety, visual amenity, stormwater, safety, reduced property values.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1	1	1	1	1	1	1	1		1	1		1		
65	Maragret Lewkowicz	Oppose	Member of the public	Employment zone not appropriate, buildings up to 13 metres high, ongoing noise from loading and unloading operations, traffic management, safety, visual amenity, stormwater, safety, reduced property values.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1	1	1	1	1	1	1	1		1	1		1		
66	Alec Smith	Oppose	Member of the public	A large scale buildings totally inappropriate for that parcel of land. There is plenty of space outside Gawler away from residential buildings where development could easily be accommodated and another set of traffic lights on that stretch would increase gridlock.	4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in	1			1			1													
67	Susan Day	Oppose	Member of the public	Significant existing Employment Zone opportunities, significant increase of traffic on the arterial rd into Gawler will become hazardous, an increase of traffic and potentially heavy vehichles will impact but not limited to adjacent or nearby residents, significant impact on native birds with the removal of trees, lack of any communication.	Refer to sections 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to	1	1						1					1		1	1	1			
68	Milton Vadoulis	Support	Member of the public	Support the proposal	Support is noted																				
69	Stephen Dichiera	Support	Member of the public	Support code amendment on the Vadoulis property	Support is noted																				
70	Kerri Mcanulty	Oppose	Member of the public	An eye sore, more traffic congestion. School and horse training area, an OH&S disaster for both racing industry and road users.	Refer to sections 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1									1							
71	Viv Edson-Clarke	Oppose	Member of the public	Strongly object. Another large development so close to the Gawler Green Shopping Centre, Aldi and Gawler & Districts High School. Why can't other land be used instead? Noise, congestion, lights and traffic will severely impact the residents and environment the destruction of many large trees essential to wildlife will all be destroyed. There has already been enough destruction of farmland and trees caused by other large housing developments.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1					1	1					1		1					

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72	Kiah Bernhardt	Oppose	Member of the public	Live directly behind the current Vadoulis site. The new bulky goods warehouse will create significant light and noise pollution to my home. It will detract from the current rural outlook and quiet neighbourhood. This will also cause a substantial increase in traffic using Coleman Parade and reduce the value of my property.	A 3m landscape buffer has been introduced to reduce impact the neighbouring properties. Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.6 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.		1		1					1	1				1					
73	Pearl Flude	Oppose	Member of the public	Half of Murry St is empty& looks disgusting.Half of Gawler Gardens shopping centre is empty we don't want anymore. Leave it as residential!!!	Refer to section 4.2.5 in the Engagement Report.								1			1									
74	Sue Forrest	Oppose	Member of the public	To introduce yet another business along that road would be devastating. Another set of traffic lights will be installed. The impact to housing prices next to the site, where rumour has it Bunnings would like to go is a disgrace.	Refer to sections 4.2.1 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1									1										
75	Sharon Falkenberg	Oppose	Member of the public	Traffic is already congested with site as a garden centre. The streets nearby don't support heavy vehicles and trucks. Noise and nuisance with delivery vehicles. Too close to other shopping complexes Including Gawler Green.	Refer to sections 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1						1	1											
76	Sean Carlin	Oppose	Member of the public	Resident of Evanston Park, oppose the Code Amendment. Opposition is linked to traffic problems, noise pollution and ongoing impact on residents.	Refer to sections 4.2.1 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1						1					
77	Kassia Menner	Oppose	Member of the public	There are so many struggling small businesses in Gawler already we don't need more big guys coming in. We need more medical so you don't wait 5 weeks for an appointment or get turned away from the local hospital. Need more community not infrastructure.	Noted and reported in the Engagement Report.								1												
78	Linda Allery	Oppose	Member of the public	Will generate noise that will affect the lifestyles of my family and other adjacent residents. Re-zoning is out of character with the area. Number of other localities in Gawler which would both welcome and benefit from such a re-zoning. The development will generate significant additional traffic in an already congested area.	Refer to sections 4.2.1, 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1						1		1						1					
79	Sean McDermott	Support	Member of the public	Support this amendment so we don't end up with another area of housing in a country town that does not consist of 300sqm blocks.	Support is noted																				
80	Maragret Leske	Support	Member of the public	That whole area was rural farm land when Vadoulis nursery began. Currently a glut of residential developments in the Gawler area, we don't need to waste this valuable piece of land with more houses. We don't need any more housing developments. They need jobs. Local jobs reduce carbon emissions from travelling every day to work. Gawler needs this.	Support is noted																				
81	Joan Price	Oppose	Member of the public	Detrimental to myself as a resident of Gawler South using that road to travel to and from work every day and in my general living conditions in Gawler. Trucks coming and going and the adding of an additional set of traffic lights (going to 3 sets in a short distance) is going to disrupt an already heavy traffic flow in the mornings and afternoons as well as adding to the noise of the area with trucks coming and going. There is an alternative block of land available. Why disturb the peace and quiet of Gawler.	Refer to section 4.2.1 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1						1		1						1					
82	Maryanne Young	Oppose	Member of the public	Future development of a large warehouse or other multi national business would detract significantly from the country town atmosphere of Gawler. There is ample unused land and buildings - such as the homemaker centre. Increasing traffic flow and general noise associated that in a primary residential area. This rezone impact on prices of homes in the area and how will those homeowners be compensated? That parcel of land needs to be zoned as residential. Do not want additional traffic in the area and I am sure many others feel the same. Noticed increased home sales in Ames Drive, clearly owners are getting out before the new development. There are ample EMPTY shopfronts in Gawler.	Refer to section 4.2.1, 4.2.2, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1			1	1		1	1										1
83	Ari Vee	Support	Member of the public	Support the application	Support is noted																				
84	Joan Stratford	Support	Member of the public	Support the application	Support is noted																				
85	Astra Vadoulis	Support	Member of the public	Support the application	Support is noted																				
86	Ian Stratford	Support	Member of the public	Support the application	Support is noted																				
87	Peter King	Oppose	Member of the public	The increased commercial entry will create traffic hazards and build up in Gawler along the main roads of Gawler. Already there is a significant increase in crashes. With additional build-up along the main roads, the use of back streets will increase. Additional noise pollution and building heights of the area will have a negative and unwanted impact on the area.	Refer to section 4.2.1 , 4.2.2, 4.2.3, 4.2.5 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1			1	1	1				1							

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88	Mark Kulinski	Support	Member of the public	Support this amendment and believe developments like this is needed to ensure critical goods and services are there for current and future population growth.	Support is noted																				
89 (submitted twice)	Rosemary Angela Alexander	Oppose	Member of the public	Extra traffic and pedestrians will impact the steady flow of traffic along Main North Road at Evanston. During school drop off/pick up traffic is already exorbitant and travel time is impacted already. Do not support this proposal and implore that another location is sought.	Refer to section 4.2.1 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1						1													
90	Erika Holden	Support	Member of the public	Prefer this option to more high density housing estates.	Support is noted																				
91	RC Selway	Support	Member of the public	Neglecting to do this is what is causing problems for a fast growing population as Gawler is continuing to open new developments and housing in all directions and goods and services are not keeping up.	Support is noted																				
92	Cherie Selway	Support	Member of the public	Support this amendment and believe developments like this are needed to ensure critical goods and services are not there for current and future population growth.	Support is noted																				
93	Rodney Selway	Support	Member of the public	Support this amendment and believe it is essential to Gawler's development. Neglecting to do this is what is causing problems for a fast growing population as Gawler is continuing to open new housing developments in all directions and goods and services are not keeping up.	Support is noted																				
94	Keith Phillips	Support	Member of the public	Live right next to the address in question, and wholeheartedly support the rezoning. The worst possible usage for the land would be a residential development, which would cause far more noise and congestion than the proposed commercial usage.	Support is noted																				
95	Kathleen Allen	Oppose	Member of the public	This area is not suitable for employment businesses. Far too close to existing homes and far too much traffic and pollution. I feel that if it goes ahead, it will cause distress and anxiety to some of the families living close. The overall look of the area would definitely be spoilt.	Refer to section 4.2.1 , 4.2.3, 4.2.5 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1											1					
96	Brian Roberts	Oppose	Member of the public	This should not be rezoned from residential it would create huge traffic, noise and pollution and would impact health and mental issues on all residents	Refer to section 4.2.1 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1						1					
97	Joan Roberts	Oppose	Member of the public	Changing the rezoning from residential to employment allows for heavy vehicle traffic and possible early morning vehicle movements which would impact greatly on the local residents. Also possible increase in dust, pollen and chemicals in the air. Also a huge increase in vehicle traffic on the already busy Main North Road.	Refer to section 4.2.1 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1											1			1					
98	Andrew Kennett	Oppose	Member of the public	Thought the land would remain residential and maintain high standards. The height of the walls, the operating hours, and noise pollutions are a concern. Believe other locations would be suitable.	Refer to sections 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise, refer to Appendix 6 of the Engagement Report.				1			1		1		1	1								
99	Wendy Mansfield	Support	Member of the public	All for creating more employment in the Gawler area. So many new housing estates happening, the need for extra jobs for the people moving into the area will require new businesses.	Support is noted																				
100	Raechel Anderson	Oppose	Member of the public	Scale will impair the visual amenity impact on the Gawler community, will generate significant additional traffic in an already congested area, likely to result in rat running, landscaping of the site will be minimal, commercial activities will generate noise that will affect the lifestyles of adjacent residents, children are on the spectrum, are highly sensitive to noise and constant industrial-like noise will cause dysfunction, right to live in peace, inconsistent with Council's Community Plan 2030+ and negative entry statement to the historic core of Gawler.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1	1						1					1	1			1	1
101	Victoria Collier	Oppose	Member of the public	The Vadoulis Garden Centre has been there such a long time. Dont think this location should be used as an employment zone. It will damage the herigate and history of Gawler and will cause more havoc with traffic.	Refer to section 4.2.1 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1					1													1
102	Lorraine Vertudaches	Oppose	Member of the public	Totally oppose the rezone traffic ,noise it is not the right location	Refer to sections 4.2.1 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1						1		1											
103	Norman & Dorothy Smith	Oppose	Member of the public	Because of the land being surrounded by houses on 3 sides any development should be confined to residential - low or medium density. If more 'employment zone' land is required in this area then extending Gawler Green shopping centre or the Gawler Homemaker Centre should be investigated first.	Refer to section 4.2.5 of the Engagement Report.							1				1									

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104	Martin Michelle	Support	Member of the public	No more traffic lights in gawler and more traffic.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.																				
105	Natalie Giles	Oppose	Member of the public	Scale will significantly impair the visual amenity impact on the Gawler community, will generate significant additional traffic in an already congested area, additional traffic problems is likely to result in "rat running" in adjacent residential streets, landscaping will be minimal and have a negative impact on the appearance/amenity of the area, commercial activities will generate noise that will affect the lifestyles of adjacent residents, amendment is inconsistent with elements of Council's Community Plan 2030+, will lead to development that will create a negative entry statement to the historic core of Gawler.	Refer to sections 4.2.1 , 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1							1						1	1			1	1
106	Natalie Gammie	Oppose	Member of the public	Oppose the redevelopment	Noted and reported in the Engagement Report.																				
107	Katie Todd	Oppose	Member of the public	Gawler does not need anymore warehouse type buildings nor traffic lights. It's overall really hard to drive around Gawler as it is, with bad layouts.	Refer to section 4.2.1 , 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1			1																
108	Pat & Den Bevis	Oppose	Member of the public	Noise from large delivery trucks, forklift trucks and increased traffic congestion, hours of operation, proposed scale of the development will impair the visual amenity of the locality, landscaping of the site will be minimal, will generate significant additional traffic in an already congested area, there will then be 3 sets of lights in a space of less than 1 km, could result in "rat running" in adjacent residential streets, concern for the safety of residents, destruction of existing significant Gum trees and other vegetation and wildlife. No guarantee that employers would employ local people. Empty premises which begs to question the need. Changing appearance of the entry into Gawler. More ugly concrete construction, less trees, congested roads are not welcoming.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1		1	1			1	1		1	1	1	1		1
109	Pam and Brian Shields	Oppose	Member of the public	Only a small portion of the land has actually been used for employment generation uses. The majority has always been vacant land irrespective of the zoning. Have concerns with the proposed additional traffic lights, congestion, increased use of side roads, loss of trees, bird and wildlife, visual skyline, landscaping, safety and security and increased noise. Strongly disagree with proposal.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1		1		1		1	1	1			
110	Rani Kulinski	Support	Member of the public	Believe this code amendment would be positive for the community as Gawler has been growing so quickly and it would create better employment and access to products to expand on the current Vadoulis site from the code amendment. Often find that I need to drive to places outside of Gawler due to the currently limited and small range of choices. Am frequently in the direct neighbourhood mentioned and do not believe it would impact the residential area negatively.	Support is noted																				
111	Sandra Warner	Oppose	Member of the public	Concerns of traffic concerns, urbanisation, land parcels shrinking with traffic increasing and no foresight to build/fix roads to deal with the flow of traffic in the surrounding residential areas.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1																		
112	Chris Tuff	Support	Member of the public	As long as traffic is taken into account an amendment is okay	Support is noted																				
113	Bill Jackson	Oppose	Member of the public	Locals are already suffering the consequences of congestion. It is becoming nonviable to live in a private residence in the immediate area.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1													1					
114	Edwina Fletcher	Oppose	Member of the public	Live close to the proposed site. Worried that a new development on the site will increase noise and traffic congestion in the area. Do not support the code amendment for this reason.	Refer to section 4.2.1 and 4.2.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1							1											
115	Dion Curnow	Support	Member of the public	Support the Code Amendment	Support is noted																				

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116	Mike Harnett	Oppose	Member of the public	Object to the code amendment due to lack of demand for additional land zoned Employment, trading impacts on accessibility and lifestyles of nearby residents (i.e. interface between incompatible land uses – employment and established residential), increased traffic noise and congestion, including the loading and unloading of goods in a residential setting, surrounding urban grow. Concerns with the strategic fit, lack of detail in the specifics of what would occupy the land and whether trading impacts on nearby residents and other centres. Lack of demand for additional land zoned Employment. Residential development is a more appropriate. Will negatively change the community feel and potentially value of nearby properties. Existing use cannot be compared to light industry, bulky goods or warehouse uses which could occupy the entire 4.1 hectares. Does not achieve positive outcomes for the community or the State when considering its alignment to the State Planning Policies of South Australia, The 30 Year Plan for Greater Adelaide and the Gawler Community Plan 2030+. Provided a very detailed analysis of strategic plans.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1			1	1	1	1	1	1	1	1		1		1	1
117	Nick Emmett	Support	Member of the public	The creation of employment land in Gawler is critical to support the residential growth in the area.	Support is noted																				
118	John Young	Support	Member of the public	Employment land is essential for the fast growing Northern Suburbs. This is a great location on a main road, convenient for surrounding residents.	Support is noted																				
119	Maureen Dunkeld	Oppose	Member of the public	Scale will create significant visual disturbance, will have a detrimental impact on nearby residents and the Gawler community, proposed traffic lights will generate significant additional traffic in an already congested area. The additional traffic generated will most likely result in "rat running". Landscaping of the site appears to be minimal and will have a negative impact on both the appearance and amenity of the area. Commercial activities will generate noise that will disturb and affect the lifestyle of residents. Inconsistent with elements of Gawler Council's community Plan 2030+. Will create a negative entry statement to the historic township of Gawler.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1						1	1			1	1
120 (via Minister's office as email was mispelt)	Dion Bilske	Oppose	Member of the public	Scale will create significant visual disturbance, will have a detrimental impact on the Gawler community, proposed traffic lights will generate significant additional traffic in an already congested area. The additional traffic generated will most likely result in "rat running". Landscaping will be minimal and will have a negative impact on both the appearance and amenity of the area. Commercial activities will generate noise that will disturb and affect the lifestyle of residents. Inconsistent with elements of Gawler Council's community Plan 2030+. Will create a negative entry statement to the historic core of Gawler.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1						1	1			1	1
121 (via Minister's office)	Dianne Dibben	Oppose	Member of the public	Will impair the visual amenity of the locality, additional traffic in an already congested area , "rat running" in adjacent residential streets, noise that will affect the lifestyles of adjacent residents and is inconsistent with elements of Council's Community Plan 2030+	Refer to sections 4.2.1, 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1					1						1				1	
122 (submitted 4 times), 141	Heather Walker	Oppose	Member of the public	Disappointed to be losing the beautiful big gum trees. From an environmental stand point a large concrete structure on top of ripping all the old trees down is a horrible idea. Feel for the surrounding residents with such structures being erected right in their fence lines & all the wildlife that will be losing their homes. We need trees & nature, not more concrete. What a horrible sight it will be as you drive into Gawler.	Refer to sections 4.2.2, 4.2.4 and 4.2.5 of the Engagement Report.				1		1									1		1			
123	Darren Hutton	Oppose	Member of the public	Opposed. Site is not complementary to such a development. Concerned about traffic and congestion. Will exacerbate traffic problems and lead to rat running. Higher noise levels. Will negatively impact landscape and amenity. Will likely lead to devaluation of homes. If successful, would like to see suitable rear boundary fencing and a buffer area.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.6 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report. Requested buffer zone has been adopted.	1	1		1					1	1					1					
124	Patricia Fabian	Oppose	Member of the public	Extremely concerned about the proposal. Gawler already has major traffic congestion both into the centre of town and the surrounding areas. The planned redevelopment will add more traffic congestion, especially on the entrance to Gawler. Will mean 3 sets of traffic lights with a very short distance. This will be a major problem especially at school times. Also the construction of large buildings will be an eyesore and given that the slogan for Gawler is "the best of town and country" it suggests that Gawler only represents commercial interests.	Refer to sections 4.2.1, 4.2.2, 4.2.4, 4.2.5 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1																1
125	Ben Fitzsimons	Support	Member of the public	Properties have for over 50 years been used commercially. At present, the property creates jobs for the locals and this should be expanded to be even greater. The property, at present, sees B Double trucks regularly delivering to site amongst other normal rigid body trucks and semi trailers. What will improve is safety by accessing the site through a set of traffic lights. Considering this area has already seen a death on the road , increasing safety must occur. The property , at present , generates noise through the truck deliveries, cars coming and going , forklifts used to off load and load goods. Nothing will change with the formal acknowledgement of the lands use.	Support is noted																				
126	Marissa Fitzsimons	Support	Member of the public	In full support of the Evanston Park project, it is a necessary and beneficial development for Gawler that will provide/increase jobs, encourage advancement and growth and produce positive interest in our community. Will be a long term asset for the town of Gawler and it is in the best interest of the Gawler residents that it is allowed to go ahead, as the community will prosper and thrive as a result.	Support is noted																				
127	SA Water	Neutral	Utility Provider	SA Water's water and sewer networks are currently available to the area subject to the above code amendment. Both networks may require augmentation should the proposed rezoning generate an increase in existing demands. The extent and nature of the augmentation works (if required) will be dependent on the final scope and layout of the future developments.	Noted																				

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128	Environment Protection Auth	Neutral	Government Agency	The EPA is satisfied that the noise assessment has investigated a typical potential land use that may arise from the code amendment and demonstrated that acceptable noise outcomes will occur subject to typical noise mitigation techniques and a substantial acoustic barrier. As per the acoustic report, future development must be assessed via detailed design and an environmental noise assessment at the development application stage to ensure noise criteria are achieved. The EPA has no objection to the code amendment based on noise.	Further investigations were undertaken in relation to noise, refer to Appendix 6 of the Engagement Report.																				
129	Reginald Webb	Oppose	Member of the public	Oppose the code amendment. Will have a detrimental impact. Concerned about increase in noise generated by forklifts, delivery trucks, and waste disposal trucks. Air pollution generated by vehicles will have a significant negative impact on the quality of life for local residents. Pollution could have serious health consequences for local residents, particularly those who may already be vulnerable due to age or pre-existing health conditions. These times should be heavily restricted to normal business hours. Concerned about flood lighting spilling into backyards. Essential that the fencing is of a low reflective type to minimize heat generated off of the fence and provide good audio absorption/deflection. Another set of traffic lights will significantly slow down traffic. Will also push traffic rat runners into local streets. Strongly recommend extending the No Vehicle Access Zone (Red Zone). Suggest increasing the 9-metre building exclusion zone (Blue Zone) to 10.5 metres. This will allow the landscaping zone (Green Zone) to increase to 3 metres, which will have a positive impact on the aesthetics of the development. Additionally, the height of any buildings within 15 metres of the boundary lines should be restricted to 10 metres. This would help to ensure that the development is in keeping with the surrounding area and does not have a negative impact on the local environment.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report. Requested 3m landscape zone has been adopted.	1	1		1		1			1			1		1	1	1		1		
130	Kellie Kulinski	Support	Member of the public	Believe the current adverse conversations about the above named amendments are reflective of a minority of vocal locals who don't want any change. The majority of residents are satisfied with their Gawler and it's steady, planned growth, especially in the areas of business and infrastructure. Shopping for bulky goods is more satisfying if done locally and saves time and petrol. Gawler and surrounds is growing and will benefit from this convenience.	Support is noted.																				
131	David Harper	Oppose	Member of the public	Do not support the code amendment	Noted and reported in the Engagement Report.																				
132	Nicole Arnold, Gawler & Barossa Jockey Club Inc	Support	Other	The Gawler & Barossa Jockey Club do have concerns about the impact that the development will have on our business but we do see how the development could be a positive addition to the community. Our concerns include: Widening of the road will affect how we conduct racecourse maintenance, the removal of our perimeter fence and possibly the elimination of the trees that currently line our fence. Placement of the proposed intersection will increase the risk of car accidents in a closer proximity to horses if the road is widened. Storm water management implications, currently an easement runs under our racecourse, any required works could harm our track surface affecting our ability to operate and our trainers being unable to use our facility to provide care and exercise for their horses. Construction works will put horse, trainer and jockey welfare at risk if not conducted at suitable times of the day.	Support is noted. Further investigations and design has been undertaken in relation to the traffic lights and impact to trees.													1				1			
133	Rick Bailey	Oppose	Member of the public	Outcome from the proposal is to remove these trees. Proposal will allow for buildings up to 13m high (which are currently banned). Proposals to realign roads to accommodate additional traffic requires trees to be removed from the park and trees to be removed from the race course. The outcome would be the view of a giant concrete block when driving south along Main North Road. This would be total contrast to the Gawler Mission of "taking advantage of the area's natural beauty". Large developments are on the opposite side to Gawler. People would need to travel through the already high congested Murray Street to shop at this site. This site is not appropriate as a new Employment zone. There are other areas that would be more appropriate.	Refer to sections 4.2.1, 4.2.2, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1			1		1											1			1
134	Ryan Jones	Support	Member of the public	Support this amendment. Live close to the area and there is a general lack of neighbourhood facilities that this amendment will help provide.	Support is noted																				
135	Laura Addy	Oppose	Member of the public	Against the proposed code amendment. Is not compatible with the character of Gawler. It will quality of life. The sound barriers for the development will be a huge eyesore. The sound barriers will completely block off direct sunlight for many properties in winter. Residents bought into the area wanting to live in a residential area, not an industrial estate. Traffic will cause chaos and will result in rat running to avoid the traffic jams and sets of traffic lights. Additional set of traffic lights will disrupt traffic and cause traffic jams and backlogs. Noise from the development will negatively impact the lives of the people living around it. Multiple other sites in Gawler that are more suitable. The racecourse will suffer. The gumtrees will be removed. Surrounding infrastructure cannot support. The huge amount of concrete will create large amounts of heat it will absorb and radiate. The building height is totally inconsistent with Gawler.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1	1	1	1	1	1		1	1	1	1	1	1
136	Maureen Addy	Oppose	Member of the public	Totally opposed. Inappropriate tree removal and will change entrance to Gawler. Cannot stand the thought of living next door to an industrial estate. It is not compatible with the character of Gawler. Will ruin quality of life. Will leave limited options to sell and relocate. Sound barriers will be a huge eyesore and completely block off direct sunlight for many properties in winter. Residents in the area bought into the area wanting to live in a residential area, not an industrial estate. Traffic will cause chaos and will result in rat running to avoid the traffic jams and sets of traffic lights. Additional set of traffic lights will disrupt traffic and cause traffic jams and backlogs. Noise from the development will negatively impact the lives of the people living around it. Multiple other sites in Gawler that are more suitable. The racecourse will suffer. The gumtrees will be removed. Surrounding infrastructure cannot support. The huge amount of concrete will create large amounts of heat it will absorb and radiate. The building height is totally inconsistent with Gawler.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1	1	1	1	1	1		1	1	1	1	1	1

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137	Andrew Warland	Oppose	Member of the public	Concerned with the scale of the proposed development and it's visual affect it will have. Feel this will be detrimental to it in a multitude of ways. Visual, Traffic congestion (in an already congested area), No guarantee on what will be developed in the area in question, Affect on Ames Drive in regards to traffic flow in an already very narrow and sometimes congested street, Noise generated from proposed site, will create a negative entry statement to the historical core of Gawler.	Refer to sections 4.2.1, 4.2.2, 4.2.3 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1																1
138	Nicola Addy	Oppose	Member of the public	Do not support. Main North Road will be significantly impacted due to the higher volume of traffic, including heavy vehicles. An additional set of traffic lights less than a minutes' drive from two other sets south of the site, will further congest Main North Road. Will promote 'rat running'. All but four trees will be removed from the proposed site, with minimal landscaping to replace them. Additionally, mature gum trees opposite the site will be removed for the widening of the road – detrimentally altering the aesthetics of the approach to Gawler. Residents will be significantly impacted due to noise pollution from construction, heat from the building and walls, and noise and light pollution from commercial activities on the site. Building height is not appropriate amongst residential homes. Does not align with Gawler Council's Community Plan 2030. 4.5m walls will overshadowing properties. Will be detrimental to residents' quality of life. Will negatively affect house prices.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1			1	1					1	1	1	1	1	1
139	Michael Swann	Oppose	Member of the public	Believe amendment is wrong for this locality. While the proposed traffic lights will generate significant additional traffic in an already congested area which already has two other sets of traffic lights in close proximity. Do not support additional traffic lights at this location. Additional traffic problems along Adelaide Road are likely to result in "rat running" in adjacent residential streets. The code amendment could lead to development that will create a negative entry statement to the historic core of Gawler.	Refer to section 4.2.1 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1																		1
140	Karen Wall	Support	Member of the public	Support the application	Support is noted																				
142	David Leske	Support	Member of the public	Support the Code Amendment. Employment zone is the most suitable use for this large allotment on the main road. It will deliver a coordinated development to benefit the area. This is also consistent with the existing business use of site, which predates zoning of adjacent areas for residential development. Thousands of people will be moving into the new housing developments around Gawler. They need jobs. Local jobs reduce carbon emissions from travelling every day to work. This is Gawler's last piece of land large enough, in a convenient position, for a decent size commercial zone. Local jobs for local people. Long term jobs not just during construction of houses. There is no room for bulky goods centres in main street. Parking is limited. Murray St. cannot cope with more traffic. So we need more business development areas away from the town centre. This site is ideal for that purpose.	Support is noted																				
143	Christine Mallison	Oppose	Member of the public	Strongly object. Buildings up to 13 metres high is visually unacceptable. Existing trees will be removed. Other areas in and around Gawler more suitable. Do not want to look out my windows and see a tin roof instead of trees. Other concerns: noisy machinery and vehicles operating from 7am-10pm causing major noise pollution, another set of traffic lights on Main North Rd, this will vastly increase traffic on Coleman Pde and other side streets, 9 metre exclusion area could still be used for trucks, forklifts, rubbish collection etc, acoustic barrier could be just an ugly 4 metre wall a prime target for graffiti, light pollution during the night, existing business does not detract from the area and to re zone this area for residential use would be more appropriate, will devalue existing homes in the area.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1	1		1	1	1	1		1	1	1	1			
144	Department for Environment and Water (DEW)	Neutral	Government Agency	DEW has no objection to the proposed rezoning. DEW notes that the affected area currently contains a number of existing mature trees. Mature trees provide benefits such as amenity, cooling and habitat which can't be replaced with new plantings. These existing mature trees are an important part of places being resilient to future climate changes. The policies contained in the Employment Zone call for landscaping to enhance visual amenity and DEW acknowledges that the proposed concept plan identifies an area around the perimeter of the site for landscaping. The Regulated and Significant Tree Overlay applies and is proposed to continue to apply to the affected area. This Overlay will require future development to assess the values of these trees in relation to amenity, habitat and species listing. At the moment this Overlay doesn't include the contribution an existing large tree might make to cooling and climate resilience. DEW suggests that consideration be given to how the Code Amendment could address this.	Refer to section 4.2.4 of the Engagement Report.																				
146	Andrew Cain	Oppose	Member of the public	Do not believe this is a suitable location for this kind of development. Should remain residential. Would be an eyesore from any side in the surrounding area. It does not fit with the neighbourhood and environment of the area. Would never have purchased a property here if this land has the zoning that is being proposed in this amendment. Will cause even more congestion on the main road.	Refer to section 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1							1									1
147	Anne Antigoni	Support	Member of the public	Agree with code amendment of the land.	Support is noted																				
148	Colin Ahrens	Oppose	Member of the public	Lack of foresight in the proposal. A bulky goods store (i.e. Bunnings) would be better accommodated in a greenfields site. There is the opportunity for housing on the subject land, and there could be some commercial use of the existing footprint of the garden centre only. The mitigations on amenity and the traffic changes proposed do not replace the fact that this is just a building development (via the code amendment) in the wrong place.	Refer to section 4.2.1, 4.2.2 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1		1			1				1									
149	Donna Harnett	Oppose	Member of the public	Strongly object to the proposed code amendment based on lack of demand for additional Employment zoned land in the area, impacts on accessibility and lifestyles of nearby residents, significant increase of tratfic congestion and noise, including the loading and unloading of goods in a residential setting, surrounding urban growth areas potentially provide a more appropriate location for the proposed development. Provided detailed assessment against strategic planning documents.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1

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150	Anne Davoli	Support	Member of the public	Gawler needs increased development and job opportunities, where people do not have to be transported to the city (ie reduce travel time to work), especially young people who have families. It will save travelling time and costs. Also, Gawler and its outskirts need increased development for the growing population.	Support is noted																				
151	Suzanne	Support	Member of the public	South Australia is expanding and infrastructure needs to grow in order to meet the needs of the citizens. It will create employment opportunities and provide amenities for the area. If land owners were not given approval for development, we would be living in a state with no future prospects.	Support is noted																				
152	Dianne Cooper	Oppose	Member of the public	Do not support the Code Amendment.	Noted and reported in the Engagement Report.																				
153	Malcolm Cooper	Oppose	Member of the public	Do not support the Code Amendment.	Noted and reported in the Engagement Report.																				
154	Rebecca Grocke	Oppose	Member of the public	Scale will impair the visual amenity impact on the Gawler community, will generate significant additional traffic in an already congested area, likely to result in rat running, landscaping of the site will be minimal, commercial activities will generate noise that will affect the lifestyles of adjacent residents, inconsistent with Council's Community Plan 2030+ and negative entry statement to the historic core of Gawler.	Refer to sections 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1						1	1			1	1
155	Stephen Strzelec	Support	Member of the public	Support changing the zoning to Commercial development to provide jobs, retail and business.	Support is noted																				
156	Gayle O'Donnell	Oppose	Member of the public	Do not believe an employment zone is appropriate for what is essentially a residential area. Don't think the investigation has taken full consideration to the impact on the area in regards to congestion of traffic and flow of traffic.	Refer to section 4.2.1 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1																		
157	Lorraine Hodgson	Oppose	Member of the public	Believe this re-zoning proposal will significantly impact all residents of the estate in many ways as well as the wider Gawler community. Will no longer be a quiet residential suburb, but a commercial hub attracting all hours activity. Will significantly reduce the quality of life of residents in its vicinity.Street aesthetics with large unsightly buildings. Height of building. Noise pollution generated by deliveries and other truck movements on site. Inadequate perimeter fencing to mitigate noise. Heat from concrete walls. Parking on adjacent streets from overflow at onsite parking. Traffic lights on Adelaide Road entrance causing vehicle congestion. Increased traffic on Coleman Parade. Lighting encroaching on nearby properties. After hours security. Graffiti and undesirable behaviour after hours. Inadequate landscaping. Retention of established trees.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1		1	1	1	1	1	1	1	1	1	1		1
158	Maria Pissas	Support	Member of the public	Support the application to develop the land. It is a huge site in the town, and would be excellent for industrial or business retail. It would also be good for employement both in the re development and any businesses built there for employing people. It would only make the town grow.	Support is noted																				
159	Judith and Brian Arnold	Support	Member of the public	Support the application for rezoning from residential to commercial retail use.	Support is noted																				
160	Leanne and Ian Button	Oppose	Member of the public	Concerned with the scale of the proposed development will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community and residents. Traffic congestion, rat running, safety, landscaping will be minimal, including loading and unloading of goods in a residential area will generate increased noise and congestion that will affect the lifestyles of adjacent residents, inconsistent with Council's Community Plan 2030+, will create a negative entry statement to the historical core of Gawler, stormwater management also a concern.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1			1				1		1	1	1	1	1	1
161	Adam Roberts	Oppose	Member of the public	Oppose the code amendment. Concerned about traffic congestion, additional set of lights, rat running, sight distance, noise, noise wall height and overshadowing, reduction in quality of life, scale of development will will significantly impair the visual amenity, tree retention and landscaping, provided assessment against strategic documents, does not align with Gawler Councils Gawler Community Plan 2030+, there is no need for this code amendment, should remain as General Neighbourhood.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1	1	1	1		1		1		1	1	1		1	1
162	Gawler Environment and He	Oppose	Community Group	Impact on residential area and existing residential places. There is no attempt to actually assess the negative impacts on the local area or the town generally. The documentation presented shows the clear failures of developer initiated changes to zoning. Sheriff Street entry to "Old Gawler", stormwater, visual amenity, overshadowing, landscaping, building height, there seems to be no real assessment of the visual impact looking from Main North Road and also from the Gawler Racecourse, trees and biodiversity, traffic congestion, very doubtful claim that the proposal will increase available land in Gawler for such activities by over 70%, there are other opportunities for creating additional "employment" land in Gawler.	Refer to section 4.2 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1			1	1	1	1	1	1		1					1	1			1
163	Linda Shaw	Oppose	Member of the public	Have concerns about the increased traffic flow in neighbouring suburban streets, in particular Mount Terrace and the Main North Road (which is already congested, close to schools and retail hubs and two pre-existing sets of traffic lights). Have environmental concerns due to loss of trees/urban heating, and noise pollution.	Refer to sections 4.2.1, 4.2.3 and 4.2.4 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1					1							1	1	1		

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164	Hannah Simmonds	Oppose	Member of the public	The most appropriate use for this land is low-density residential, in keeping with the surrounding area. Queried the statistics re land supply and jobs, there are a number of vacancies in existing employment zones, is unfair to imply that the current family business onsite is at all comparable, low-density residential would not require a third set of traffic lights, does not take into consideration the visual impact to properties that overlook this site or the increased traffic to the general area, and the burden to those who currently access Main North Road via Sherriff Street and First Street, residents face the very real risk of lowered property values, have not been able to get clear answers on how much noise will be reduced by the noise barrier, what constitutes 'unreasonable impact,' or what consideration there is of people with a disability in regards to determining how much noise is reasonable, concept plan shows no vehicle access from Sherriff St, but does not make the same guarantee for Coleman Pde or Ames Dr, policies in regards to noise, loading zones and hours of operation are vague and use subjective language such as "does not unreasonably impact" which are not helpful to residents. Have a chronic illness with sensory sensitivity, proposal poses a risk to my well-being, lifestyle and financial security.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1	1	1	1	1	1	1			1					
165	Justin Simmonds	Oppose	Member of the public	Strongly oppose the proposed rezoning of the area from "general neighbourhood" to "employment", proposal will have negative impacts on the environment, traffic conditions across the entire town of Gawler and the quality of life of existing residents, deeply concerned about whether the noise mitigation is going to be sufficient particularly for family member living with chronic illness, proposed 4.5m wall to mitigate the noise is unenviable, further concerned by the traffic management plans that fail to identify rat running through Coleman Parade and the increased traffic noise that this will bring, the noise report should be factoring in the likelihood of commercial vehicles and trucks accessing the facility as customers, thus, the noise assessment has been determined on understated modelling about noise generation with this development, deeply concerned about the impact that this rezoning will have property value, proposed buildings will be out of scale with the existing structures in the area, and their construction would significantly compromise the character and quality of life in the neighbourhood, as well as disrupting the urban tree canopy, reducing heat island effect, and improving air quality, sits outside of the Gawler Community Plan 2030+, sheer size of the noise barrier will create a sense of oppression and confinement in backyards, proposed setbacks and landscaping do not adequately allow for integration into the existing landscape, traffic management and access issues for Main North Road, will cause local traffic issues and rat running, employment land supply and existing vacancies, flood lighting, consultation process, abundance of other lands within the expansion areas that should be zoned according to this type, that would integrate far more effectively into the existing transport infrastructure and would have far less impact on the community in which they are built.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
166	Jeffrey Norman	Oppose	Member of the public	Do not support the proposed Code Amendment. Main North Road will be significantly impacted due to the higher volume of traffic, including heavy vehicles, to and from the site, additional set of traffic lights less than a minutes' drive from two other sets, thus promoting 'rat running' through small residential streets, all but four trees will be removed from the proposed site – detrimentally altering the aesthetics of the approach to Gawler, residents will be significantly impacted due to noise pollution from construction, heat from the building and walls, and noise and light pollution from commercial activities on the site, building height is not appropriate, does not align with Gawler Council's Community Plan 2030, leafy outlook will be replaced with 4.5m walls overshadowing their properties, will be detrimental to residents' quality of life, will negatively affect house prices.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1			1	1				1	1	1	1	1	1	1
167	Angela Zanette	Oppose	Member of the public	Development will cause undue stress on the community and negatively impact the quality of life for residents, significant traffic concerns as well as unacceptable levels of noise and air pollution in the surrounding area, adequate engagement was not undertaken, traffic concerns, additional set of lights, rat running, safety, noise pollution, height of noise walls, operating hours, visual amenity, pollution from trucks and cars can have a range of negative impacts, will likely compromise our fresh air, bringing dust and other particles that will impact on our ability to safely operate our evaporative air conditioner, buffer zones are not suitable, landscaping buffer is not an adequate width to accommodate 6m trees without significant overhang, no report or modelling of the overshadowing that could be expected by the proposal, including from the 4.5m wall, 6m trees and possible 13m structure, does not clearly outline the use of the proposed 9m building exclusion area,proposal will have a negative impact on property values, concerns with consultation process and consultation area.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1
168	Cynthia Roberts	Oppose	Member of the public	Concerned with the scale of the proposed development will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community and residents. Traffic congestion, rat running, safety, landscaping will be minimal, cannot verify if noise wall be effective, overshadowing, inconsistent with Council's Community Plan 2030+, will create a negative entry statement to the historical core of Gawler, will place strain on existing infrastructure including opens spaces, shops, utilities and roads.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1			1				1		1	1	1	1	1	1
169	Tony Piccolo	Oppose	State MP	Submission included 462 signatures of members of the public who are opposed to the code amendment. The scale of the development permitted by the proposed code amendment will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community. While the proposed traffic lights are essential if the amendment proceeds, to will generate significant additional traffic in an already congested area which already has two other sets of traffic lights in close proximity. Additional traffic problems along Adelaide Road is likely to result in "rat running" in adjacent residential streets. Landscaping of the site will be minimal and have a negative impact on the appearance/amenity of the area. The commercial activities will generate noise that will affect the lifestyles of adjacent residents. The amendment is inconsistent with elements of Council's Community Plan 2030+. The code amendment will lead to development that will create a negative entry statement to the historic core of Gawler. LMA is no guarantee.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1		1		1						1	1			1	1

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170	Ian Mathison	Oppose	Member of the public	Strongly opposed. Traffic congestion, additional set of traffic lights, ootential increase in traffic far greater than modelled in the preliminary plan, transport investigation does not appear to take into consideration the net effect of developments in the surrounding are that have the potential to increased traffic numbers to the site, transport investigation does not appear to consider Sunday traffic, increase in traffic congestion and addition traffic lights will only worsen the situation, amendment will increase noise and pollution in the area, will have adverse effects on the health of the residents, particularly those who have pre-existing respiratory conditions, lack of proper research and data analysis on how the amendment will affect the community in the long run, concept plan access, wastewater easement along back of properties, height, placement and construction of noise wall, building height and visual amenity, overshadowing, lack of information and conflicting reports, insufficient investigations and poor community engagement.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1			1	1	1	1	1		1	1	1			1
171	George Ginos	Support	Member of the public	Support the proposed Code Amendment. There is already a lawful non-residential land use on the subject site. The proposed rezoning will not result in a significant loss of residential land given the current land use and the large amount of residential land supply in and around Gawler. The recent Concordia announcement is testament to this. The subject site is more conducive to the uses which are identified in the new Zone given the main road frontage. There is a lack of employment land in Gawler. New employment lands are required to support the growing population through new employment opportunities. The proposed traffic arrangement will not impact local residential streets. The residential interface has been appropriately managed from a traffic and noise perspective.	Support is noted																					
172	David Costello	Oppose	Member of the public	Proposed rezoning represents a significant change to land utilization, rather than a continuation of the current situation. Only option is for the zoning to remain as 'General Neighbourhood'. Suggested employment growth resulting from the rezoning is merely an estimate and will not necessarily translate into actual increased employment opportunities. Increased traffic congestion will result from the rezoning, increasing travel times, increasing noise and pollution levels, adversely impacting on emergency vehicle response times. The high walls around the proposed development will be unsightly, out of character, will reduce the quality of life of those residents. The thermic qualities of the proposed construction will result in significant heat retention across the site, will result in the removal of a large number of mature trees, likely to negatively impact on property prices, conflicts with the intent of the Gawler Community Plan 2030+.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1	1		1	1	1	1					1	1	1	1	1
173	Rikki-Lee Byrne	Oppose	Member of the public	Concerns are Traffic congestion, Traffic diverting down Coleman pde. Visual appearance entering gawler, Overshadowing of sunlight, air circulation, treescape view privacy, cutting down more trees, height of building,height of boundary fence,feeling caged in, daily noise, visually unappealing entering Gawler, future change of business owner, safety concerns, Gawler park has very low occupancy. Plenty of "employment"zoned land elsewhere.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1	1	1	1	1				1			1	1			1
174	Nicholas Sharrad	Oppose	Member of the public	Strong opposition to the proposed code amendment. Scale of the development will significantly impair the visual amenity of the locality and have a detrimental impact on the Gawler community. Too large and will dominate the surrounding area, causing an eyesore. Proposed traffic lights will generate significant additional traffic in an already congested area. Likely to result in "rat running" in adjacent residential streets. Will cause a significant disturbance to the peaceful and quiet nature of the community. Landscaping of the site will be minimal and have a negative impact. Will not blend in with the existing landscape. Commercial activities will generate noise that will affect the lifestyles of adjacent residents. The noise pollution caused by the proposed development will cause a significant disturbance to the residents' daily lives, causing stress and reducing the overall quality of life. Inconsistent with elements of Council's Community Plan 2030+. Will create a negative entry statement to the historic core of Gawler.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1					1			1	1		1	1	1		1	1
175	Malcolm Riach	Oppose	Member of the public	Will have a negative impact on the Gawler community and a bigger impact on residents within close vicinity. High possibility of devaluation. Scale of the proposed development will greatly impair visual amenity. Proposed traffic lights will only congest traffic further. Commercial activities that take place within the propose re zoning area will generate noise that will impact the lifestyles of surrounding residents. Will lead to development which will create a negative impact on the historical culture of Gawler. Will also have a massive impact on all the wildlife that currently resides within the proposed rezoning area. Propose times for business within the area of re zoning along with added light pollution and ongoing noise level during these times I feel will heavily impact the surrounding community and the health and wellbeing.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1					1	1			1	1	1	1	1			1
176	Emily King	Oppose	Member of the public	Increased traffic flow associated will cause further traffic congestion. Is out of character for the heritage of the Gawler area. Will cause drivers to speed and possibly endanger the public who frequently use the parks and footpaths along local streets. Being so close to a residential area would have a negative affect the lifestyle of the adjacent residents with an increase in noise from large trucks and heavy vehicles, unloading and loading. Will have a negative impact on health, safety and well-being of local residents. Scale will significantly impact on local residents with a building height of up to 13 metres nearby homes would be completely overshadowed in winter. Landscaping will be minimal, causing the area to heat up during summer due to the low amount of tree canopy cover and increase the consumption of energy to cool houses in the area.	Refer to section 4.2 and 4.3 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1	1	1	1			1	1			1		1	1	1	1		1
177	Dylan Fincher	Support	Member of the public	Need more employment land in Gawler due to the lack of supply.	Support is noted																				
178 (received via Minister's office)	Lyn Kennett	Oppose	Member of the public	Concerned there could be a building up to 13 metres high (4 stories) and many other infrastructure. Would impact on our view. Large ugly buildings would be an eyesore, extra traffic including trucks and machinery would create unacceptable noise levels, also the traffic levels would be extraordinary which would add to Gawler's bottle neck traffic problems. Many areas around Gawler that would be a better option. Gawler Park has many unleased large buildings. Leave as general neighbourhood zone. Would have devastating impact on our health and wellbeing.	Refer to sections 4.2.1, 4.2.2, 4.2.3, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1			1		1		1		1				1					

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179	Deborah Harris	Oppose	Member of the public	I think this is wrong. All good saying buffering for noise traffic Gawler is so congested now it doesn't flow thru ANYWHERE safely entering Gawler. Back streets like Hill St will be used as a main Rd. Employment opportunities??? Amazing how significant trees can be removed to make way for $$$$ Build a beautiful park like across from Elizabeth for families.... lake BBQs .. a better playground area walking tracks thru. But more shops doctors businesses. I'm sticking with current zone, plenty empty places down Murray st.	Refer to sections 4.2.1, 4.2.4 and 4.2.5 of the Engagement Report. Further investigations were undertaken in relation to traffic, refer to Appendix 7 of the Engagement Report.	1	1						1	1		1									
180	Lee-Anne Chenoweth	Oppose	Member of the public	Don't want this to go ahead due to the impact of visual appearance, the noise and overshadowing on current residents privacy and lack of protection to amenity, lack of knowledge and information on existing traffic management and inadequate infastruction provisions although your storm water management appears to be sufficient if the Gawler and jocky club agrees.	Refer to section 4.2.1, 4.2.2, 4.2.3 and 4.2.4 of the Engagement Report. Further investigations were undertaken in relation to noise and traffic, refer to Appendix 6 and 7 of the Engagement Report.	1	1		1	1				1						1					
181	Dr Timothy Goh	Support	Member of the public	Support the development of this site. It will create new jobs and help maintain jobs in the township, which will have flow on impact to the other businesses in the area. It is an exciting project that could bring $40 million worth of investment into the town. Increasing employment availability and opportunities in SA is very important for our continued prosperity and to attract more investment and improve population growth in Adelaide and SA.	Support is noted																				
182	David Harvey	Oppose	Member of the public	Strongly object to any zoning of this land & it should be for new housing development only so more houses are available for people to buy/move in or get on the rental market. Will suffer more drug deals/crime in the area as this carpark will be used for all kinds of illegal activities at night.	Refer to section 4.2.5 of the Engagement Report.											1		1							
183	James Feeney	Oppose	Member of the public	Adelaide Road homemaker centres and the Phoenix Plazza in the middle of Gawler not successful. Both of these developments are under utilised, with many units lying empty. There are also many shops on Murray Street that are also empty, which begs the question as to the need for further industrial/commercial development in the area. The proposed development site is in a predominantly residential area. The main road in and out of Gawler is already very congested. Another major junction in the area is not going to alleviate this. There needs to be consideration of the long-term plans and direction of future development for the town. Don't believe that the proposed code amendment will be of benefit to anyone. It seems to be at odds with the local community, it will add to local traffic congestion.	Refer to sections 4.2.1 and 4.2.5 of the Engagement Report.	1							1			1									
184	Department for Infrastructure	Support	Government Agency	Generally supportive of the Code Amendment, however, it is considered that the provision of signals at Sheriff Street would provide greater benefit to the broader road network and provide improved accessibility to the Evanston Park and Gawler South areas. Whilst it's the Department's preference that the new traffic signals should be located at the Sherriff Street junction, the Department is amenable to the new signals being located at either the Sherriff Street junction or to exclusively service the subject site. It is considered that either option can be made to work acceptably in terms of arterial road operation. Any future signalised access to/from the site should be consistent with Austroads Guidelines/Australian Standards Including but not limited to, appropriate sight distance, clear zone requirements, taper and merge lengths. Allowance should be made in the final access treatment to provide two through lanes in each direction on Main North Road between the Main North Road/Tulloch Road junction and the new signalised access. It is noted that sufficient land to facilitate duplication of Main North Road has been set aside as road reserve along the western side of Main North Road as part of the previous development(s) of the racecourse site. This land was previously identified for road widening under the Metropolitan Adelaide Road Widening Plan. It is advised that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage(s). Consideration should be given to how any final access treatment will impact on pedestrian and cycling linkages.	Refer to section 4.2.1 of the Engagement Report.																					
				TOTAL		76	61	5	51	11	16	32	25	52	23	36	18	17	9	38	17	16	11	10	21

APPENDIX 3. SUBMISSIONS REDACTED

Please refer to separate attachments.

INTERIM ENGAGEMENT REPORT

APPENDIX 4. EVALUATION RESULTS

INTERIM ENGAGEMENT REPORT

Results of the community minimum mandatory evaluation indicators

	Evaluation statement	Strongly disagree	Somewhat Disagree	Not sure	Somewhat Agree	Strongly agree
1	I feel the engagement genuinely sought my input to help shape the proposal (Principle 1)	x%	x%	x%	x%	x%
	Comments:					
2	I am confident my views were heard during the engagement (Principle 2)	x%	x%	x%	x%	x%
	Comments:					
3	I was given an adequate opportunity to be heard (Principle 3)	x%	x%	x%	x%	x%
	Comments:					
4	I was given sufficient information so that I could take an informed view.(Principle 3)	x%	x%	x%	x%	x%
	Comments:					
5	I felt informed about why I was being asked for my view, and the way it would be considered. (Principle 4)	x%	x%	x%	x%	x%
	Comments:					
	Additional Evaluation					
6		x%	x%	x%	x%	x%
	Comments:					
7		x%	x%	x%	x%	x%
	Comments:					

INTERIM ENGAGEMENT REPORT

Results and Evaluation of Designated Entity's engagement

The engagement was evaluated by [insert name, position, company as relevant].

	Evaluation statement	Response options (*Select answer)*
1	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme (Principle 1)	• Engaged when there was opportunity for input into scoping • Engaged when there was opportunity for input into first draft • Engaged when there was opportunity for minor edits to final draft • Engaged when there was no real opportunity for input to be considered *Add comment*
2	Engagement contributed to the substance of the Code Amendment (Principle 1)	• In a significant way • In a moderate way • In a minor way • Not at all. *Add comment*
3	The engagement reached those identified as the community of interest (Principle 2)	• Representatives from most community groups participated in the engagement • Representatives from some community groups participated in the engagement • There was little representation of the community groups in engagement *Add comment*
4	Engagement included the provision of feedback to community about outcomes of their participation	• Formally (report or public forum) • Informally (closing summaries) • No feedback provided *Add comment*
5	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement (Principle 5)	• Reviewed and recommendations made in a systematic way • Reviewed but no system for making recommendations • Not reviewed

INTERIM ENGAGEMENT REPORT

		Add comment
	Identify key strength of the Charter and Guide	
	Identify key challenge of the charter and Guide	

INTERIM ENGAGEMENT REPORT

APPENDIX 5. UPDATED CONCEPT PLAN

INTERIM ENGAGEMENT REPORT

Concept Plan Boundary

No vehicle access

Landscaping (minimum depth of 1.5 metres)

Landscaping (minimum depth of 3 metres)

Acoustic barrier

Building Exclusion Area (9 metres from boundary)

Signalised vehicle access

N

0 10 20 30 40 50 metres

Concept Plan

MAIN NORTH ROAD

APPENDIX 6. UPDATED ACOUSTIC ASSESSMENT

INTERIM ENGAGEMENT REPORT

550-560 Main North Road

Acoustic Assessment

Planning and Design Code Amendment

S7037C4

sonus.

Document Title :	550-560 Main North Road Acoustic Assessment – Planning and Design Code Amendment
Document Reference:	S7037C4
Date:	March 2023
Prepared By:	Byron Holmes, MAAS
Reviewed By:	Chris Turnbull, MAAS

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1. INTRODUCTION

A Planning and Design Code Amendment (**Code Amendment**) is being considered for 550-560 Main North Road, Evanston (**the Affected Area**). The proposed amendment seeks to rezone land within the Affected Area to an *Employment Zone.*

The Affected Area is currently within a *General Neighbourhood Zone* in accordance with the Planning and Design Code (**the Code**). The Affected Area and the current zoning within the locality are shown in Figure 1 below.

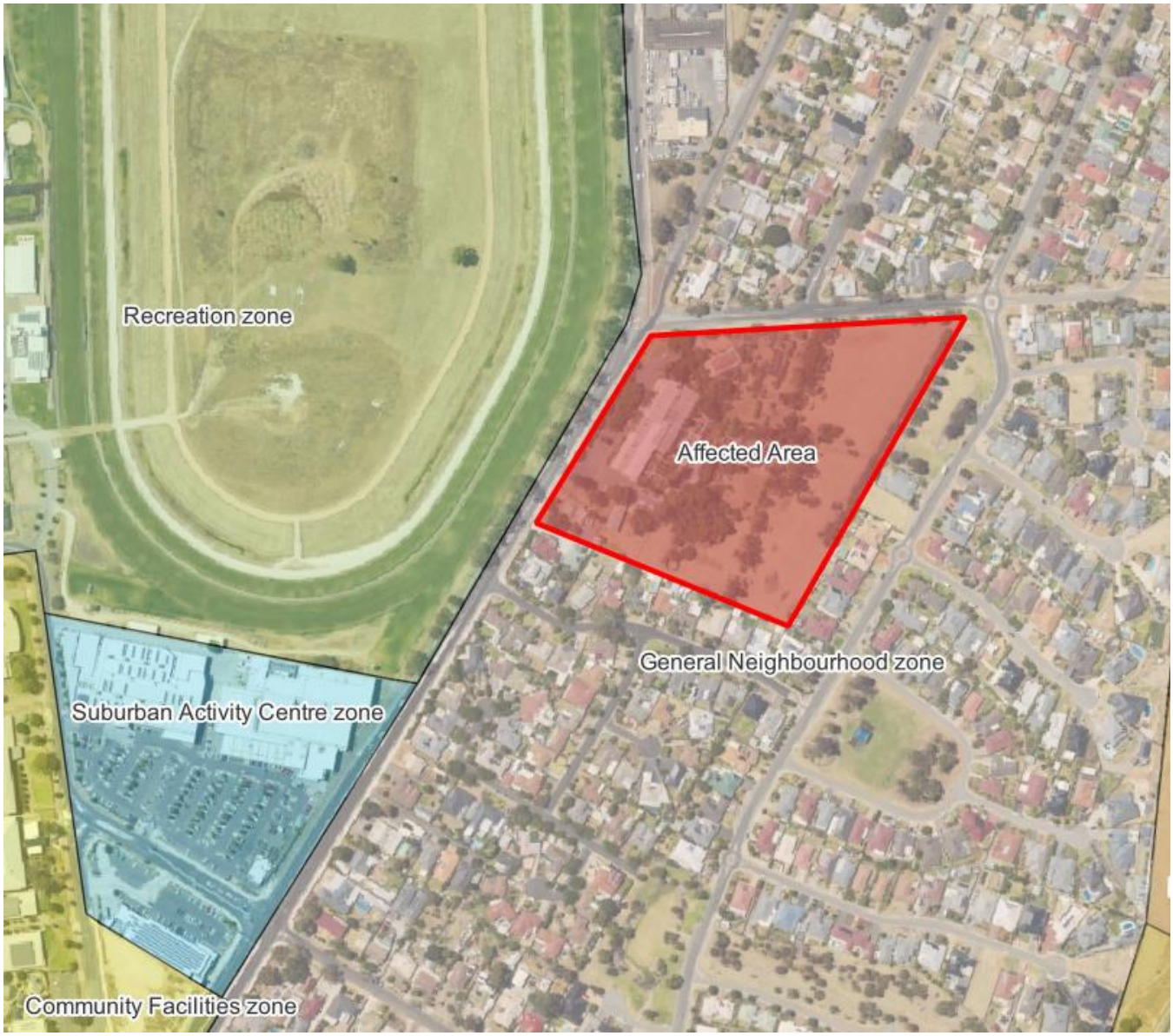

Figure 1: *Affected Area and surrounding locality.*

The environmental noise impacts associated with the proposed Code Amendment were previously considered in Sonus report S7037C3 (the **Previous Sonus Report**). Public Consultation on the Code Amendment was held from 30 January 2023 to 12 March 2023. Subsequent to the Public Consultation, the concept plan for the Affected Area has been revised to provide a 3-metre wide buffer at the boundary of the Affected Area. The revised concept plan for the Affected Area is provided in Appendix A.

This assessment represents an update to the previous environmental noise assessment (as detailed in the Previous Sonus Report) which considers the revised concept plan for the Affected Area.

The assessment determines the suitability of the noise criteria that will result from the Code Amendment, and also considers the likely acoustic treatment measures that would be required, based on the understanding that the most intensive form of development likely to occur on a land parcel of this size and configuration in an *Employment Zone* is a bulky goods retail complex (including a large bulky goods outlet as an anchor tenant complemented by a number of smaller tenancies).

2. CRITERIA

The proposed Code Amendment will result in the Affected Area being changed from a *General Neighbourhood Zone* to an *Employment Zone* in accordance with the Code. The closest noise sensitive locations to the Affected Area comprise residences to the north, east and south which will remain within the *General Neighbourhood Zone*.

Planning and Design Code

The Planning and Design Code has been reviewed, and the following provisions apply to environmental noise.

Part 4 - General Development Policies

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

DO 1: Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 *Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*	*DTS/DPF 1.2* *None are applicable.*
Activities Generating Noise or Vibration	
PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 4.1* *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.*

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:* *1. locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *2. when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *3. housing plant and equipment within an enclosed structure or acoustic enclosure* *4. providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*	*DTS/DPF 4.2* *None are applicable.*

Environment Protection (Noise) Policy 2007

The *Activities Generating Noise or Vibration* PO 4.1 references the *Environment Protection (Noise) Policy 2007* (**the Policy**). The Policy provides goal noise levels to be achieved by noise from a site at nearby noise sensitive receivers (residences).

The goal noise levels are based on the principally promoted land uses of the zones in which the subject site and the noise sensitive receivers are located.

Goal Noise Levels Resulting from the Planning and Design Code Amendment

The proposed amendment will require that any *new development* within the Affected Area achieve the following allowable external (outdoor) goal noise levels at receivers within the *General Neighbourhood Zone*:

- an average (L_{eq}) noise level of 51 dB(A) during the daytime (7am to 10pm);
- an average (L_{eq}) noise level of 44 dB(A) at night (10pm to 7am); and,
- a maximum (L_{max}) noise level of 60 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 tonality, impulsiveness, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level.

Noise from bulky good outlets at a minimum would usually comprise a modulating character associated with vehicle movements, deliveries and other activities within loading dock areas; a 5dB(A) adjustment would typically apply to these activities (where they are the dominant noise source) and would need to be considered based on the particular circumstances of any future development considered for the site (along with any further potential adjustments for other annoying characteristics).

Suitability of the Goal Noise Levels

To assess the suitability of the goal noise levels reference is made to the *World Health Organisation Guidelines* (**the WHO Guidelines**) to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area.

The WHO Guidelines provide the following recommendations for external (outdoor) noise:

- an average (L_{eq}) noise level of 50-55 dB(A) to protect against annoyance in an outdoor areas during the day;
- an average (L_{eq}) noise level of 45 dB(A) to protect against sleep disturbance at night; and,
- a maximum (L_{max}) noise level of 60 dB(A) to protect against sleep disturbance at night.

It is also noted that a comparable *Employment Zone* already exists in the vicinity of the Affected Area approximately 600 metres to the south. Consistent with the Affected Area, this *Employment Zone* also shares substantial interfaces with the *General Neighbourhood Zone*. The allowable noise levels that would result from the proposed Code Amendment are consistent with those that already apply to development within the existing *Employment Zone* when assessed at noise sensitive receivers within the *General Neighbourhood Zone*.

Based on the above, the Policy external (outdoor) goal noise levels that apply in the *General Neighbourhood Zone* will satisfy the noise level recommendations of the WHO Guidelines, and achieve a comparable level of amenity to existing residences within the *General Neighbourhood Zone* in the vicinity of the nearby existing *Employment Zone*.

3. ASSESSMENT

For a development within the Affected Area, the most important noise sensitive receivers (residences) from an acoustic perspective will be those located within the *General Neighbourhood Zone* to the south and east of the subject site, and to a lesser extent those opposite the site across Sherriff Street to the north.

Likely Acoustic Treatment Measures

Although the final proposed use of the site is not yet confirmed, an indicative assessment has been based on the revised concept plan that has been prepared for the site, and is provided in Appendix A.

The revised indicative assessment considers noise associated with a bulky goods retail complex comprising a large bulky goods retail outlet and a number of smaller tenancies. It is expected that such a complex is representative of the most intensive land use likely to be able to be accommodated on the site and as such the assessment is conservative.

The assessment has considered the following level of activity (representative of a bulky goods retail complex) within a 15-minute period[1]:

- Continuous operation of air conditioning plant associated with the large bulky goods tenancy and smaller retail tenancies;
- Activity associated with a single delivery to the large bulky goods retail tenancy within a dedicated loading area;
- A single delivery vehicle arriving or departing the loading area associated with the large bulky goods tenancy;
- A single delivery to loading areas associated with the smaller retail tenancies;
- Activity associated with a vehicle movement into or out of a representative number of car parking bays (100 bays);
- A representative number of light passenger vehicle movements through the car parking area (100 vehicle movements).

The sound power levels associated with each of the above noise sources are provided in Appendix B.

[1] Default assessment period of the Policy

Based on the above noise sources and the assumed representative level of activity, the following indicative practical acoustic treatment measures are likely to be required to achieve the Policy goal noise levels following the Code amendment:

- Boundary fencing to a height of up to 3.5 metres to the southern and eastern site boundaries, including adjacent to loading areas associated with the large bulky goods tenancy. The fencing should be constructed from minimum 0.48mm *base metal thickness* (BMT) profiled sheet steel ('Colorbond' or similar) or an alternative material with the same or greater surface density (in kg/m^2).
- Boundary fencing to a height of 2.4 metres along the northern site boundary. The fencing should be constructed from minimum 0.48mm *base metal thickness* (BMT) profiled sheet steel ('Colorbond' or similar) or an alternative material with the same or greater surface density (in kg/m^2).
- Acoustic absorption material, with a *Noise Reduction Coefficient* (**NRC**) of at least 0.8 installed to the full practical extent of the 3.5 metre high fencing in the vicinity of loading areas adjacent to the southern and eastern boundaries (facing the loading areas). An example of a suitable acoustic absorption material comprises minimum 50mm thick 32kg/m^3 insulation installed behind a perforated sheet metal facing with an open area of at least 15%.
- Restricting deliveries to the hours of 7:00am to 10:00pm;
- Ensuring that only electric forklifts are used within loading areas;
- Ensuring that forklifts or other mobile plant/equipment used on the site are fitted with broadband reversing alarms;
- Ensuring that delivery vehicles do not idle while being loaded or unloaded;
- Restricting rubbish collection to the least sensitive period of the day.

With practical acoustic treatments in place, consistent with the indicative treatments described above, noise from a bulky goods retail complex constructed on the site would readily be able to achieve the Policy goal noise levels at all nearby residences within the *General Neighbourhood Zone*.

As noted above, the treatments are based on an indicative assessment which considers a bulky goods retail complex (representative of the most intensive land use likely to be able to be accommodated on the site). As such, the final treatment measures required for a specific development will vary based on the proposed activity and location on the subject land.

The above measures are consistent with those which would be required for similar development within the existing *Employment Zone*, and will result in a comparable level of amenity at nearby residences.

4. SUMMARY

An assessment has been made to consider the environmental noise criteria that would result from the proposed Planning and Design Code Amendment (**Code Amendment**) being considered for 550-560 Main North Road, Evanston (**the Affected Area**).

The goal noise levels which would apply to development within the Affected Area following the Code Amendment have been determined in accordance with the *Environment Protection (Noise) Policy 2007* and are summarised in Section 2 of this report.

The proposed amendment to rezone the Affected Area to an *Employment Zone* will result in noise criteria consistent with the recommendations of the *World Health Organisation Guidelines.* Compliance with these levels will prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. The resulting goal noise levels are also consistent with those that already apply within a nearby area of the *General Neighbourhood Zone* for development within the *Employment Zone* approximately 600 metres to the south of the Affected Area.

An indicative acoustic assessment has been conducted, which considers noise associated with a bulky goods retail complex (expected to be representative of the most intensive land use likely to be able to be accommodated on the site). The assessment provides indicative practical acoustic treatments which could be applied to such a development on the site to achieve compliance with the goal noise levels which would apply under the Policy following the Code Amendment (described in Section 3 of this report). The treatments are consistent with those which would apply to a similar development in other areas of the *Employment Zone*, and will result in a comparable level of amenity at nearby residences.

Based on the above, the existing *General Development Policies (Interface between Land Uses)* provide a suitable level of acoustic amenity at residences, and will result in the incorporation of practical acoustic treatment measures which are typical for similar developments located adjacent to residences.

APPENDIX A – Proposed Concept Plan

Concept Plan Boundary

No vehicle access

Landscaping (minimum depth of 1.5 metres)

Landscaping (minimum depth of 3 metres)

Acoustic barrier

Building Exclusion Area (9 metres from boundary)

Signalised vehicle access

N

0 10 20 30 40 50 metres

Concept Plan #
MAIN NORTH ROAD

APPENDIX B – Noise Sources and Sound Power Levels

	Equipment/Activity	Sound Power Level
Car Park Activity	General activity	83 dB(A)
	Moving car	82 dB(A)
Mechanical Plant	Commercial Evaporative Cooler	82 dB(A)
Delivery Activity	Electric Forklift	84 dB(A)
	Moving truck	101 dB(A)
	Truck Idling	97 dB(A)

APPENDIX 7. ADDITIONAL TRAFFIC INVESTIGATIONS

INTERIM ENGAGEMENT REPORT

MLM/21-0117

15 April 2023

Traffic • Parking • Transport

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FULLARTON SA 5063

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MFY Pty Ltd
ABN 79 102 630 759

Mr Michael Osborn
Future Urban
Level 1
74 Pirie Street
ADELAIDE SA 5000

Dear Michael,

PROPOSED CODE AMENDMENT, 550 MAIN NORTH ROAD, EVANSTON

We refer to your request to provide traffic engineering advice in relation to safe and convenient access requirements which should be provided for a site at 560 Main North Road, Evanston ("the subject site") and a review of potential traffic impact on that land. The site is the subject of a Code Amendment assessment which considers rezoning the land to Employment.

Previous iterations of this report provided technical advice relating to the proposal, particularly in relation to access requirements. The assessment has now been expanded to consider the following:

- concerns raised by the Gawler Jockey Club in respect to the proximity of the proposed signaised intersection to the existing racecourse;
- representations received by adjacent residents as they relate to traffic and parking implications; and
- a peer review traffic assessment commissioned by Council.

In reviewing the above, I have given consideration to the potential traffic impact and proposed mitigation measures in order to inform this assessment.

1 EXISTING SITUATION

The subject site has frontages to Main North Road and Sheriff Street, with access currently provided via two crossovers on Main North Road and one crossover on Sheriff Street. In considering the potential access for the site, we have liaised with the Department for Infrastructure and Transport (DIT) and reviewed the potential highest and best use of the land, namely a bulky goods development.

Main North Road is an arterial road within the care and control of the Commissioner of Highways. It has an annual average daily traffic (AADT) in the order of 24,100 vehicles. Sheriff Street is within the care and control of Council and primarily services residential dwellings.

Main North Road and Sheriff Street form an intersection with First Street adjacent the site. This intersection is partially closed and has a number of significant conflict points as a result of its design. The intersection does not meet appropriate Australian Standard or Austroads design criteria but nonetheless has been constructed to permit southbound traffic movements to Main North Road from Sheriff Street and First Street.

In relation to the subject site, a review of the existing situation identified the following constraints:

- the road network north of Sheriff Street consists of residential streets. There is a risk that drivers generated by the site could use this network to access Fifth Street which intersects with Horrocks Highway at a roundabout;
- the intersection of Main North Road and Sheriff Street is substandard and would not support a substantial increase in traffic movements. There would be a requirement to upgrade this intersection should additional traffic be generated on Sheriff Street;
- there is inadequate capacity at the existing Main North Road access to provide for right turn movements from the site. There would therefore be considerable delays should drivers wish to turn right from the site (and an increased crash risk); and
- the difficulty of the right turn exit would result in the majority of drivers turning left from the site and either execute a U-turn or navigate through residential streets if they wish to travel north as there is no convenient arterial road route.

2 PROPOSED ACCESS REQUIREMENTS

When considering any development, it is important to identify how safe and convenient access can be provided for the particular land use. The key to providing a safe and convenient access solution for a development relies on the following:

- sufficient capacity to accommodate the forecast traffic volumes;
- adequate distribution to the road network;
- the adjacent environment as it relates to traffic impact and road safety; and
- consideration as to the type of traffic and where it is desirable to limit the interaction between commercial and domestic traffic movements.

The following advice was previously provided following preliminary investigations associated with access for a bulky goods development on the site:

- access should not be provided to Sheriff Street. While there could potentially be an upgrade to the Sheriff Street/Main North Road intersection, there would be an increase in traffic

movements on this residential street (and potentially on streets to the north albeit that would depend on the proposed intersection treatment);

- access should be provided to and from Main North Road. Such an access should have adequate capacity and be designed to provide for right turn movements from the site and therefore enable traffic associated with the development to use the arterial road en-route to and from the site and not circulate on residential streets or execute undesirable traffic movements on Main North Road; and
- commercial vehicle access should be to and from Main North Road to remove the potential for such vehicles to impact on residential amenity to the north. The access for commercial vehicles may be limited to left-in/left-out movements.

3 SIGNAL ASSESSMENT

Further to the above, detailed investigations have been completed to assess the requirements to support access for the development of a multi-tenancy bulky goods facility with a floor area of approximately 18,000 m^2.

In developing the model, the following traffic generation rates identified in the *Guide for Traffic Generating Developments Technical Direction (TDT 2013/04a)* have been adopted:

- larger tenancy: two trips per 100 m^2 in the am peak hour, 2.85 trips per 100 m^2 in the pm peak hour and 5.6 trips per 100 m^2 on a Saturday; and
- smaller tenancies: one trip per 100 m^2 in the am peak hour, 1.5 trips per 100 m^2 in the pm peak hour and 3.9 trips per 100 m^2 on a Saturday.

Based on the above rates, it is forecast that the development could generate 340 trips in the am peak hour, and 495 trips in the pm peak hour and 975 trips on a Saturday.

Given the anticipated catchment for the development and the traffic distribution identified at existing intersections, the following distribution has been adopted for the assessment:

- 50% of traffic will originate to and from the north;
- 50% of traffic will originate to and from the south;
- 60% of traffic will enter and 40% of traffic will leave the site in the am peak hour;
- 45% of traffic will enter and 55% of traffic will leave the site in the am peak hour; and
- 50% of traffic will enter and 50% of traffic will leave the site in the Saturday peak hour.

The analysis identified that access for the site will need to be controlled to safely and effectively cater for the forecast volumes associated with a bulky goods development. The peak combined traffic periods (incorporating the traffic on the road network and the forecast traffic associated with the site) was identified as occurring during the afternoon commuter period and the Saturday peak trading period.

In order to establish the ability for an additional traffic signal to be accommodated on Main North Road, detailed traffic analysis to confirm the potential impact and how the additional traffic can be managed is required. These analyses include the development of a verified base case to establish the modelled scenario at intersections on the existing road network plus models of the forecast situation when the development is progressed.

Models of the verified base were accepted by DIT in June 2022 and are attached. Subsequent project case models have been accepted by DIT which are also attached, as is the modelling report which summarises the modelled performance output.

4 SIGNAL DESIGN

In parallel with the impact assessment enabled by the development of the models, DIT provided the following advice in respect to the design and location of the signals.

- *The Department has a strong preference for signals to be located at Sheriff Street rather than as shown. This would provide better signal spacing and improved connectivity to the local network. It would relieve pressure at the Main North Road/Ames Drive intersection and also enable the Main North Road/Sheriff Street/First Street intersection to be redesigned to address the existing design issues. It is understood that Council has reservations about signals at Sheriff Street however from a network operation perspective, this is a better location and has a broader community benefit.*
- *It should be noted that this section of Main North Road has been identified for future widening, including possible duplication. This planning is only in its initial stages, but any planning for works will need to consider this.*
- *In the event that the signals cannot be provided at Sheriff Street, the location of traffic signal will need to be visible for traffic arriving around the bend on Main North Road and traffic exiting from Sheriff Street. It is recommended that the proposed traffic signals be located further south. The proposed traffic signals will need to achieve the recommended warning sight distant (aiming distant) as per DIT Operational Instruction for Traffic Signal Faces.*

It will be a requirement that both DIT and Council support a proposed access solution for the site. The preferred solution for these Agencies can differ in that the priority for DIT is to limit access to its roads whereas Council may be concerned that its residents are not significantly impacted by a development.

While DIT has identified its preference based on an improved traffic engineering outcome, the commentary clearly recognises that there may be other factors to consider when confirming the signal location. The potential (or perceived) impact on adjacent residents was anticipated to be of concern to Council. This was reinforced at a meeting with Council officers who confirmed that the signalisation of Sheriff Street and Main North Road was not supported.

In my view, the most important aspect when considering access is safety and when reviewing access for the site either outcome can deliver a safe solution. Given the concern from Council and the community in respect to the location of a traffic signal, the analysis has been progressed on the basis that a signalised access will be developed to provide direct access for the site and there will

be no access to Sheriff Street. This will not impact the analysis of the potential impact on the broader road network as the forecast increase in volumes will be equitable regardless of the signal location.

A review of the earlier concept design solution for the site has therefore been completed such that it responds to the requirements of DIT for the scenario where access is provided directly to the site. In particular, consideration has been given to providing adequate separation to Sheriff Street and ensuring approach sight distance criteria are met.

Figure 1 illustrates a concept plan showing a revised location for the signalised access.

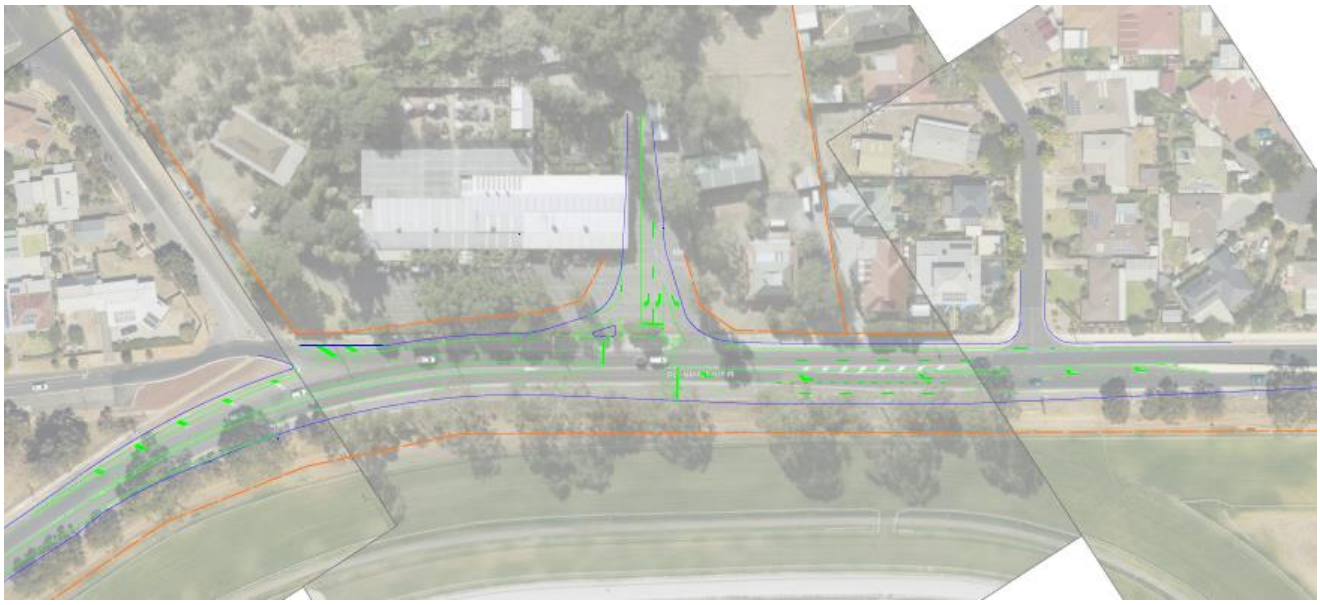

Figure 1: Potential signalised intersection

The above concept identifies widening of Main North Road to provide for the additional lanes on approach to the signal. In order to minimise any impact on the trees, it is proposed that the pavement be maintained within the existing sealed area (inclusive of the existing shared path). There will be a need to relocate the shared path as a result of the widening and it is anticipated that this is best achieved by diverting the path to the southern side of the trees. This section of land is within the existing road reserve albeit a portion of the road reserve would appear to be south of the racecourse fence.

The signalised access will be located to meet approach safety criteria identified in Austroads, including adequate sight distance, appropriate separation to Sherriff Street and to facilitate merging of dual lanes to match to the existing carriageway. Further, it would provide for the future duplication of Main North Road as required by DIT.

5 CONSULTATION

Further to the above assessment, consideration has been given to the representations received during the consultation process as they relate to traffic and parking requirements. The following matters were raised during the consultation:

- the road widening associated with the signalised intersection would impact the functionality of the adjacent racecourse;
- the additional signal would create increased delays on Main North Road and result in drivers choosing to divert via the local street network. Specifically concern was raised in respect to increased volumes on residential streets as a result of drivers diverting to Potts Road to avoid the new signal;
- there would be an increase in congestion on Main North Road as a result of the development proposal and the additional signal;
- the assessment has not included analysis of the potential traffic impact on a Sunday; and
- there is a potential for new access points to be created on adjacent residential streets, such as Coleman Parade and Ames Drive.

In addition to the above, the peer review undertaken for Council included the following recommendations:

Traffic generation rates for the proposed uses appear to be lower for weekday peak periods than recommended in the relevant guidelines referenced in the reports. These should be revised in the assessment or justification provided for the use of lower rates; and

It is acknowledged that the impact of this traffic on the local roads will be low however the modelling report should consider additional traffic that may use adjacent local roads in the area including First Street, Coleman Parade and Sheriff Street.

I have therefore completed further assessment and provide the following additional information to assist in the assessment of the Code Amendment.

5.1 TRAFFIC GENERATION RATES

The traffic generating rates documented in the *Guide to Traffic Generating Developments Technical Direction (TDT 2013/04A)* are based on data collected at numerous sites. The results are documented in the Trip Generation and Parking Generation Surveys Bulky Goods/Hardware Stores Analysis Report prepared by Hyder. This document details the results of the surveys for different traffic periods. An extract of Table 3.4 which is the traffic results summary for the Bulky Goods data is illustrated in Figure 2.

Vehicle-based Trips						
- Site Peak Hour	61	232	26	118	57	35
Trips/ 100m^2 GFA	1.42	1.56	4.33	1.96	4.75	2.06
- Network AM Peak Trips/ 100m^2 GFA	Network AM peak is outside of opening hours					
- Network PM Peak	35	180	Outside of	70	27	19
Trips/ 100m^2 GFA	0.81	1.21	opening hrs	1.16	2.25	1.12
Daily Total LV Trips	437	1743	133	898	319	170
Trips/ 100m^2 GFA	10.16	11.74	22.17	14.89	26.58	10.00
Daily Total HV Trips	9	0	18	12	28	4
Trips/ 100m^2 GFA	0.21	0.00	3.00	0.20	2.33	0.24
Daily Total Vehicle Trips	446	1,743	151	910	347	174
Trips/ 100m^2 GFA	10.37	11.74	25.17	15.09	28.92	11.60

Figure 2: Extract of Table 3.4 Trip Generation and parking Generation Surveys Bulky Goods/Hardware Stores Analysis Report which documents traffic generation rates identified during surveys

The above table identifies that the traffic generation rates during the afternoon commuter peak are significantly lower than the peak generated by the site. The rate adopted for this assessment reflect an average of the rates identified for the pm peak which is consistent with the recommended rates in the RMS guide (that is the rates recommended in the Guide are the average of the survey results for the development peak) and have been endorsed for the purpose of this assessment by DIT. It is relevant to apply the forecast volume during the pm commuter peak rather than the development peak if the two periods will not coincide to ensure the model of the potential impact on the road network is accurately reflected.

5.2 GAWLER RACECOURSE

The existing fence which provides delineation between Gawler Racecourse and Main North Road is located on the historical boundary of the site. Land adjacent that boundary was then identified within the Metropolitan Adelaide Road Widening Plan (MARWP) as a future requirement. The MARWP land has since been converted to road reserve and while the racecourse has had the benefit of this land being within the fenced area, it does not form part of that land.

Notwithstanding the above, a concept plan of the potential realignment of the shared path has been prepared on a survey to understand the extent of the road reserve which would need to be utilised to cater for the signalised intersection and, more importantly, the separation which would be maintained to the existing racetrack. The assessment identifies the following:

- The road widening to accommodate the signalised intersection, including the shared path, would be accommodated within the road reserve;
- In the event that all trees were maintained, the shared path could be accommodated between the trees and the existing boundary; and
- There would be a minimum clearance maintained to the existing rail surrounding the racetrack of 3.3m.

Any changes to the land holding which is currently road reserve but which is within the Gawler Racecourse fenced area will be a matter for the Gawler Jockey Club. Nonetheless, these investigations confirm that there is no additional land acquisition required to facilitate the access outcome. Further, there is potential for the boundary fence to be located further east than the site boundary should that be approved by DIT.

5.3 TRAFFIC DIVERSION

The potential for drivers to choose alternative routes due to increased delays on the arterial road network relates primarily to increased travel time (or perceived increased travel time). Two alternate routes which may be perceived to be considered by drivers were reviewed, namely:

- via Seventh Street, Riggs Hill Road and Kelly Court to Potts Road; and
- via Third Street, Mount Terrace and Coleman Parade.

In order to assess the likelihood of drivers choosing this route, travel time surveys were completed to understand the additional travel time and compare that with the additional delays which will be created by the signal.

The travel time surveys (five iterations) were completed during the afternoon peak hour period between the Main North Road/ Seventh Street and the Main North Road/Potts Road intersections. The following results were identified:

- a peak travel time of 6 minutes 16 seconds was recorded using the Seventh Street route;
- a peak travel time of 4 minutes 53 seconds was recorded using the Third Street route;
- a peak travel time of 4 minutes 18 seconds was recorded using Main North Road;
- an average travel time of 5 minutes 42 seconds was recorded using the Seventh Street;
- an average travel time of 4 minutes 16 seconds was recorded using the Third Street;
- an average travel time of 3minutes 27 seconds was recorded using Main North Road;
- the shortest travel time recorded on the Seventh Street route was 4 minutes 55 seconds;
- the shortest travel time recorded on the Third Street route was 3 minutes 49 seconds; and
- the shortest travel time recorded using Main North Road was 2 minutes 51 seconds.

Based on the above observations, the travel time is longer when using either of the alternate routes when compared to travelling on Main North Road.

The risk of drivers being diverted to the alternate route as a result of the additional signal relates to increased delays on the road which will occur following the installation of the signal. The modelling identifies that the proposed signal would only result in an increased delay of 14.4 seconds on the road network. Further, the model confirms that all drivers will clear the intersection within one phasing cycle.

The travel time assessment, therefore, confirms that there will still be a greater delay to drivers who choose to use the alternate route and hence the risk of additional drivers diverting from Main North Road as a result of the signal is minimal.

In regard to through movements on First Avenue, the proportion of traffic recorded during the peak hour (11%) is only marginally higher than the 10% typically recorded during that period. The additional percentage is likely to be related to the turn restrictions at the Main North Road/Sherriff Street intersection such that drivers are utilising First Street as part of their route to turn right to/from Main North Road.

The proposed traffic signal would not encourage any diversion via First Street as the intersection of First Street/Sherriff Street will be north of the signal (and hence drivers would not be avoiding this signal). The closure of the existing access points on Sherriff Street will result in reduced volumes associated with the site using Sherriff Street and First Street.

Of relevance is that the development of the subject site as a residential land use would likely be accessed via the local road network and hence would result in additional volumes on the adjacent residential streets. The volumes generated by the site would be related to the potential dwelling yield but could result in an increase between 500vpd and 1000vpd. Such volumes could be accommodated on the existing road network and hence drivers could use Ames Drive, Coleman Parade and Sheriff Street to access the site.

5.4 TRAFFIC CONGESTION

The detailed analysis completed in close consultation with DIT and reported in the modelling report identified that the proposed signal will result in minimal changes in delays to drivers on the road network and that drivers will be able to clear the intersection within a single phase sequence.

The design of the signal has also considered the future road widening requirements for Main North Road and hence will accommodate road upgrade projects should the traffic associated with the growth of Gawler and its surround create the need for additional capacity on the road infrastructure within the precinct. Traffic volumes associated with the development will be negligible when considered those generated as a result of the growth areas.

5.5 ASSESSMENT PERIOD

The assessment periods adopted for the traffic assessment considered the following scenarios:

- the peak operational periods on the road network, namely the morning and afternoon peak commuter period; and
- the peak development period which in the case of the proposal would occur on a weekend.

The most important period to assess is that when the combined traffic peak will occur, which, in the case of the subject site, will be on a Saturday during the development peak because the traffic volumes on the road are higher on Saturday than Sunday, resulting in the combined peak traffic volume on the Saturday.

6 SHERRIFF STREET INTERSECTION

Notwithstanding that the proposal would not impact the existing Sherriff Street/Main North Road intersection, Council previously indicated a potential desire for this intersection to be modified to respond to existing concerns raised by the community. Accordingly, consideration was given to options which could be considered to ensure that the signalised intersection would not compromise the ability for Council to complete such works. Figure 2 illustrates five options for the intersection which could be considered by Council and the community.

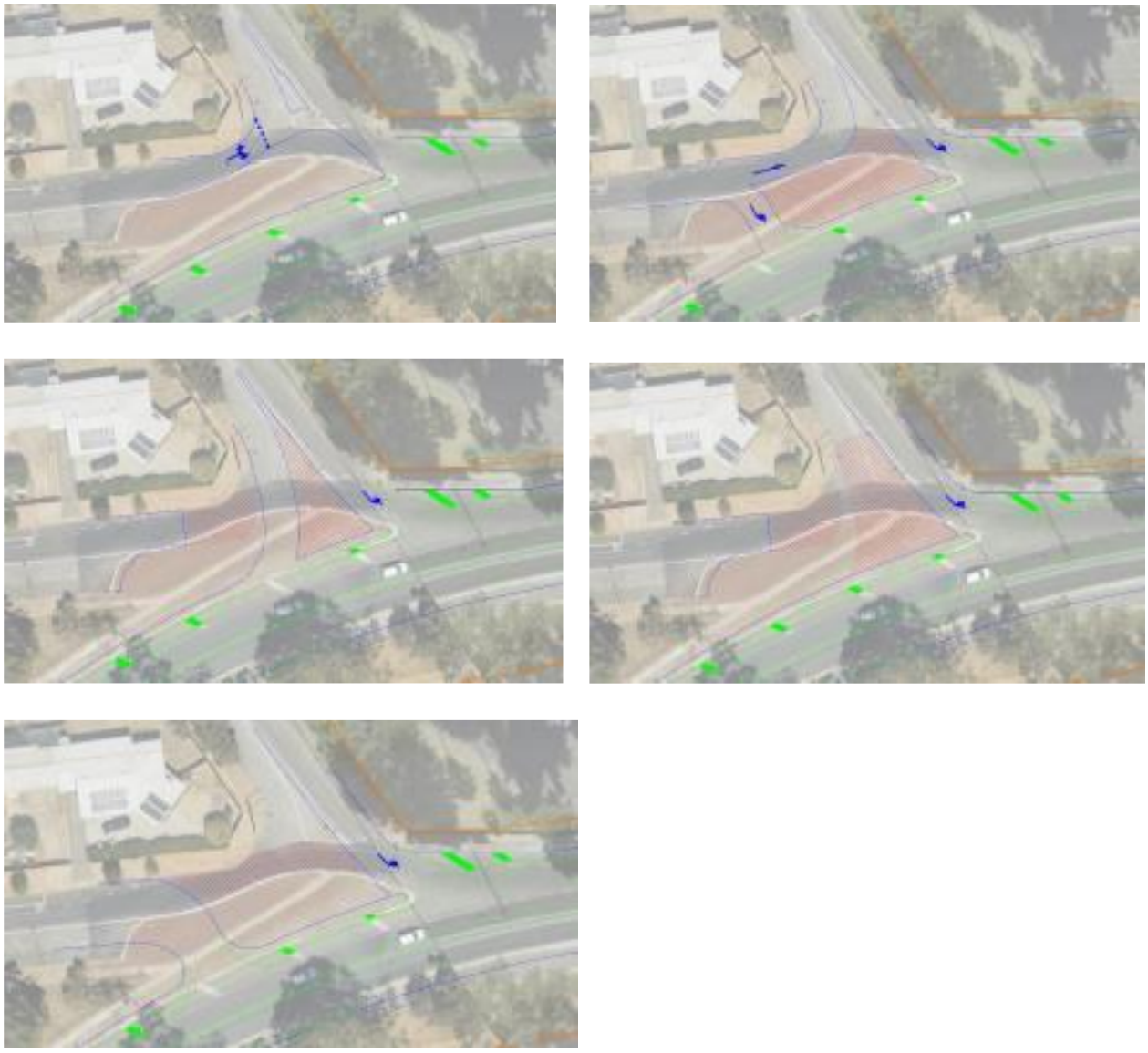

Figure 2: Potential Sherriff Street/Main North Road upgrade options

7 SUMMARY

The traffic investigations have identified that an effective access solution can be developed for the subject site based on the highest and best use of the land which could be achieved as a result of the proposed Code Amendment.

The key considerations for the access solution which has been developed are traffic safety both on the site and on the adjacent road network and ensuring negligible impact on the adjacent residential area as a result of the development. The proposed solution is not preferred by DIT but this Agency has provided design criteria for the direct access solution should it be progressed. Base The current direction of Council is that the preference is for the signal to be located in accordance with the current proposal and hence the investigations have progressed on this basis.

The modelling associated with the introduction of an additional signal on Main North Road has been accepted by DIT. The modelling has also confirmed that there will be minimal impact to the functionality of Main North Road, with only minor increases in delays as a result of the additional signal. Further investigations have also confirmed that the signal will not encourage drivers to use alternate routes to avoid Main North Road as a result of the signal.

The current concept design responds to the DIT design criteria for this option and confirms that a safe and convenient solution can be achieved. While the ultimate configuration of the intersection will be the subject of detailed design, further interrogation of the design based on site survey has also confirmed that the proposal can be accommodated within the existing road reserve, including relocation of the shared path to the west of the existing trees.

Further information provided in response to the traffic related commentary provided in the representations confirms that the proposed solution for the site has considered the best outcome for residents as it related to traffic impact and that there will be no change to the nature and function of Main North Road as a result of the proposal. Further, there will be safe and convenient access provided for the proposal.

Potential options for an upgrade to the Sherriff Street/Main North Road intersection which have been included in this report are not related to the Code Amendment assessment and are a matter for review by Council.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

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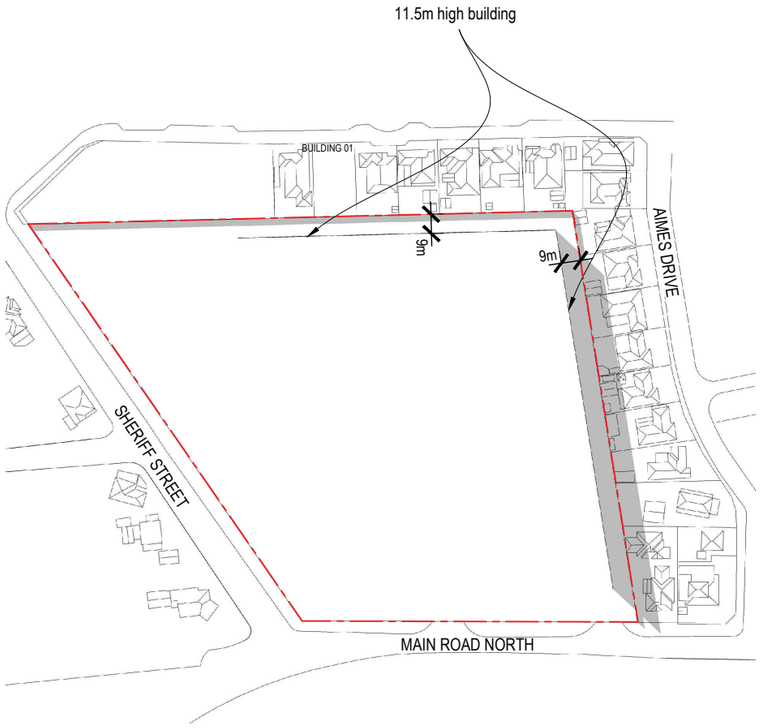
APPENDIX 8. SHADOW DIAGRAMS

INTERIM ENGAGEMENT REPORT



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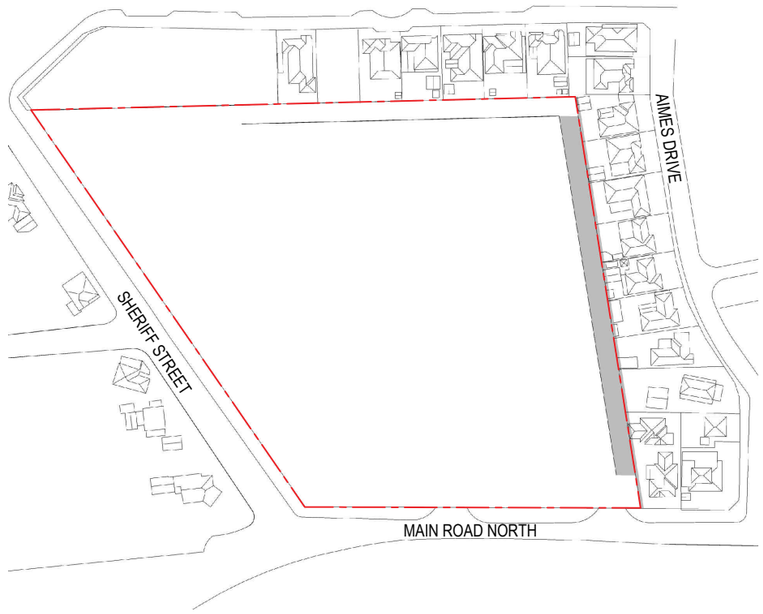

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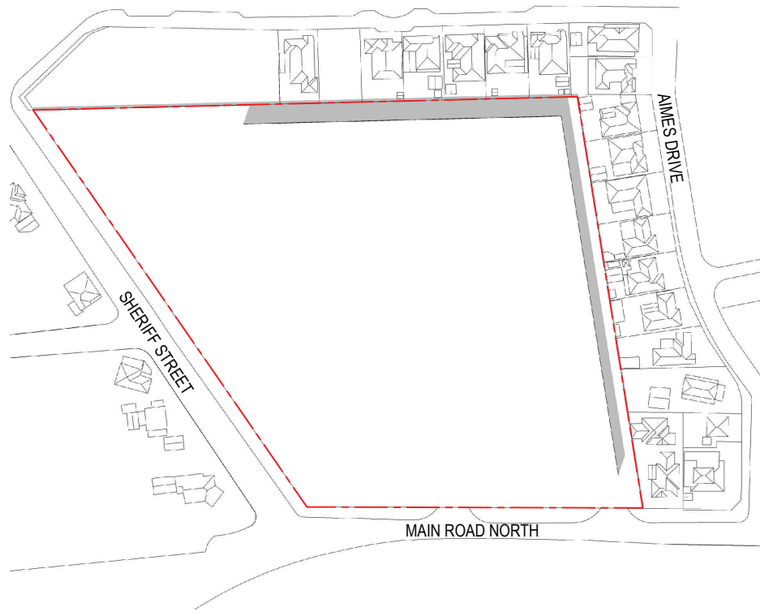

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March 20-SHADOWS STUDY

AUTUMN EQUINOX

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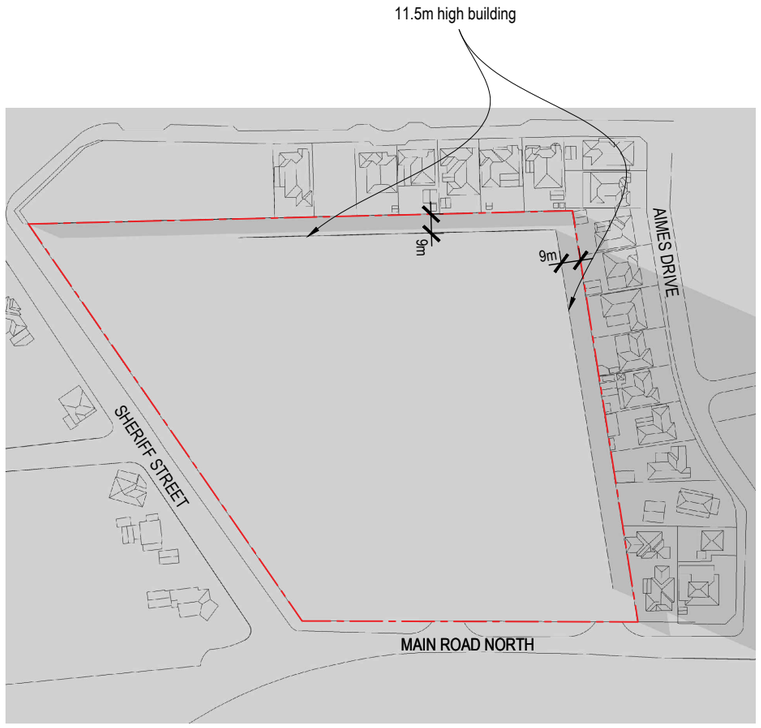

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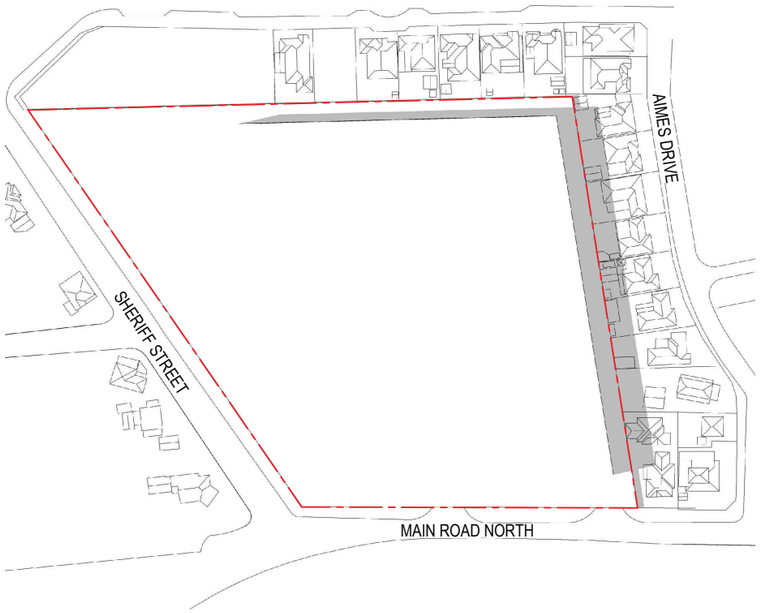

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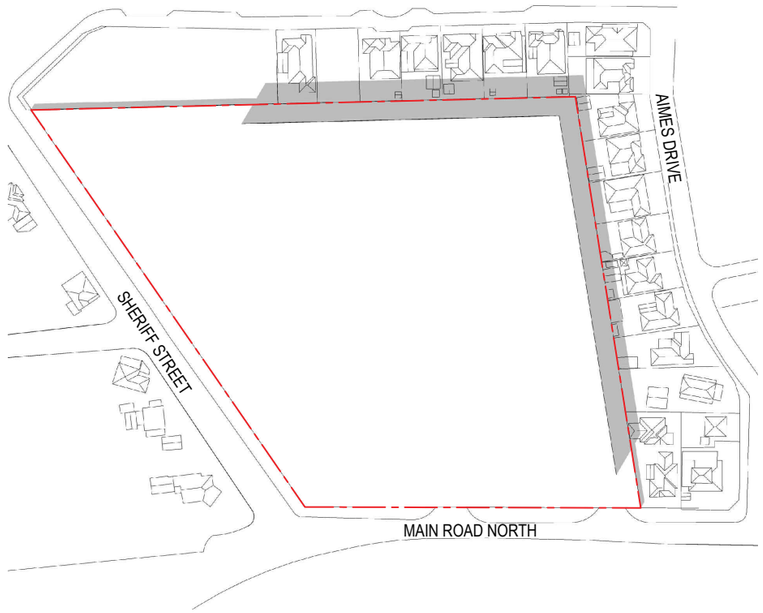

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JUNE 21-SHADOWS STUDY

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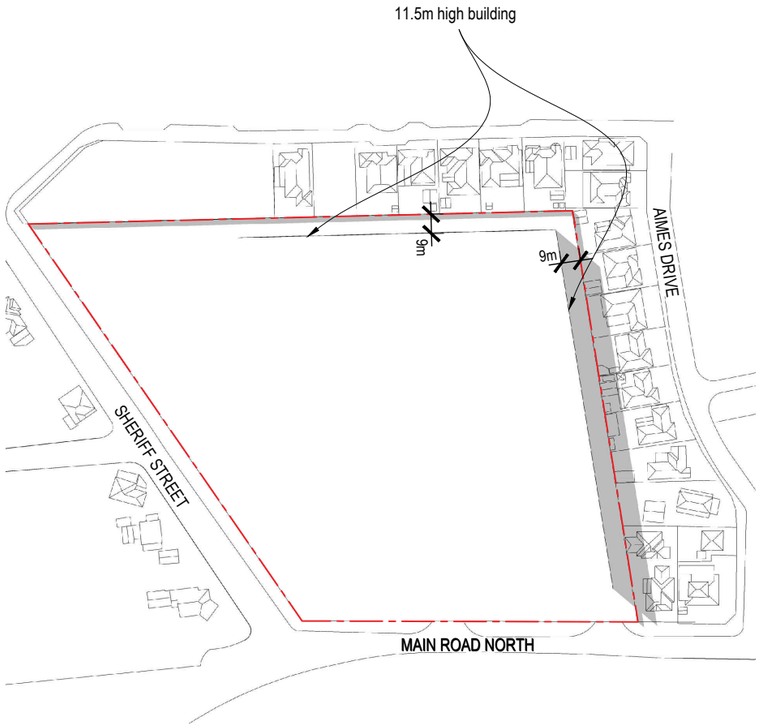

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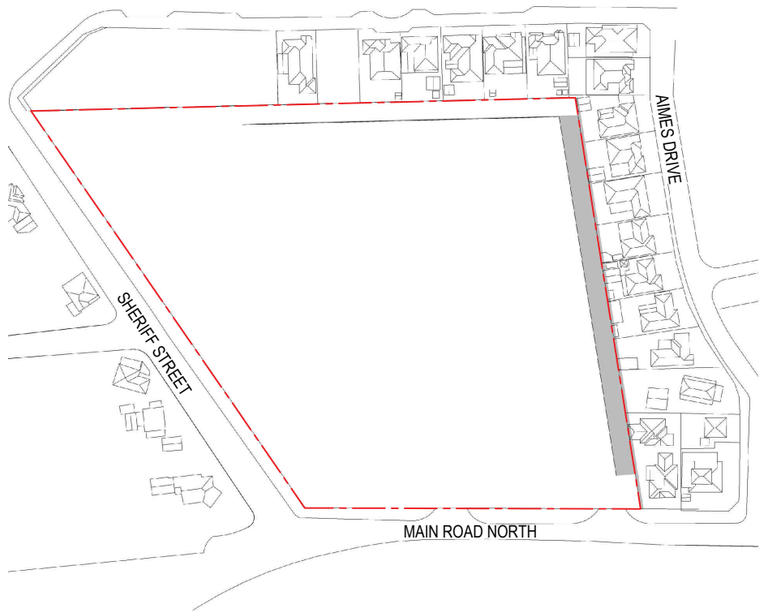

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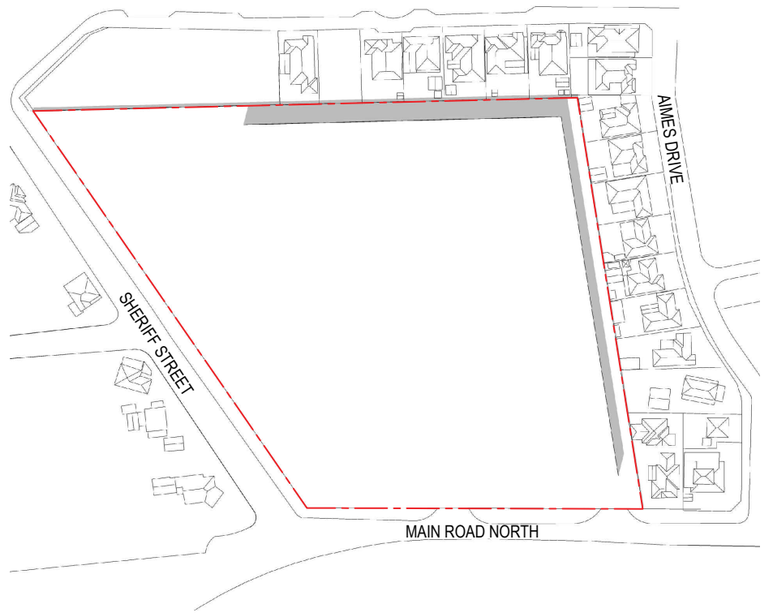

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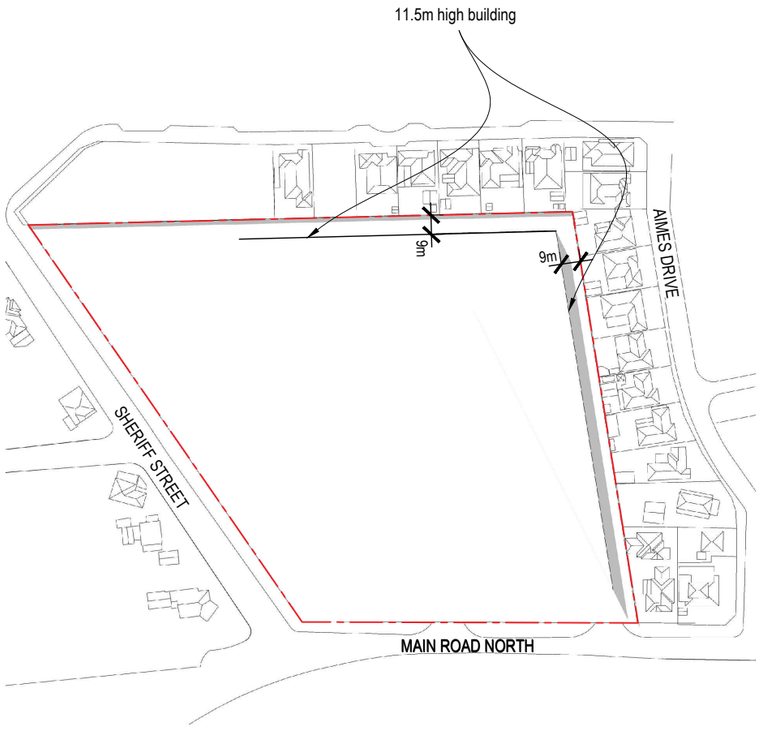

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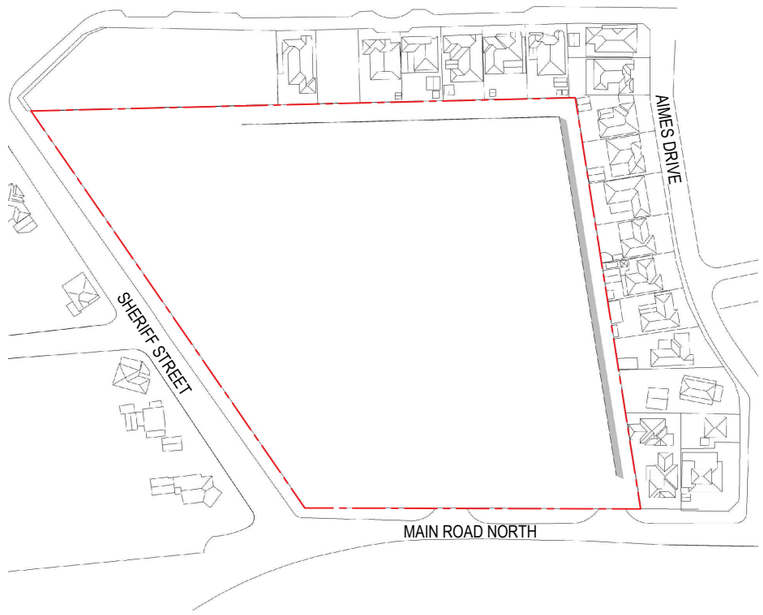

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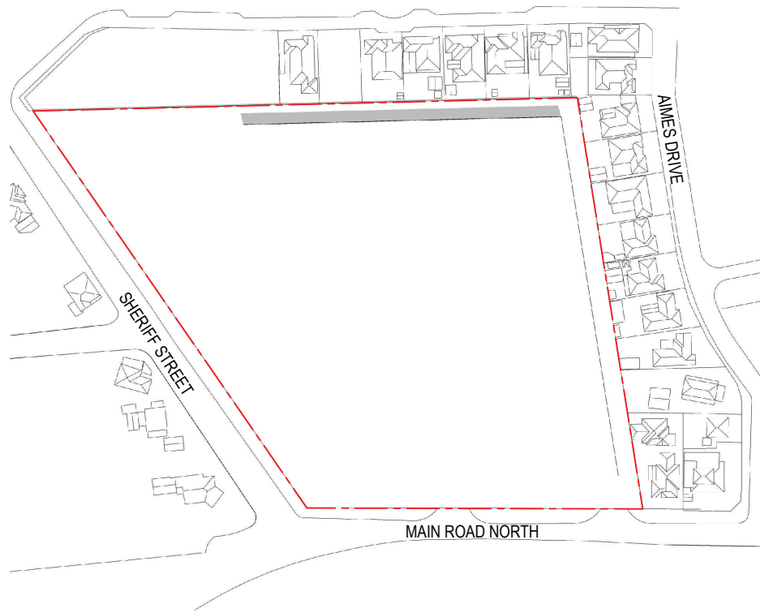

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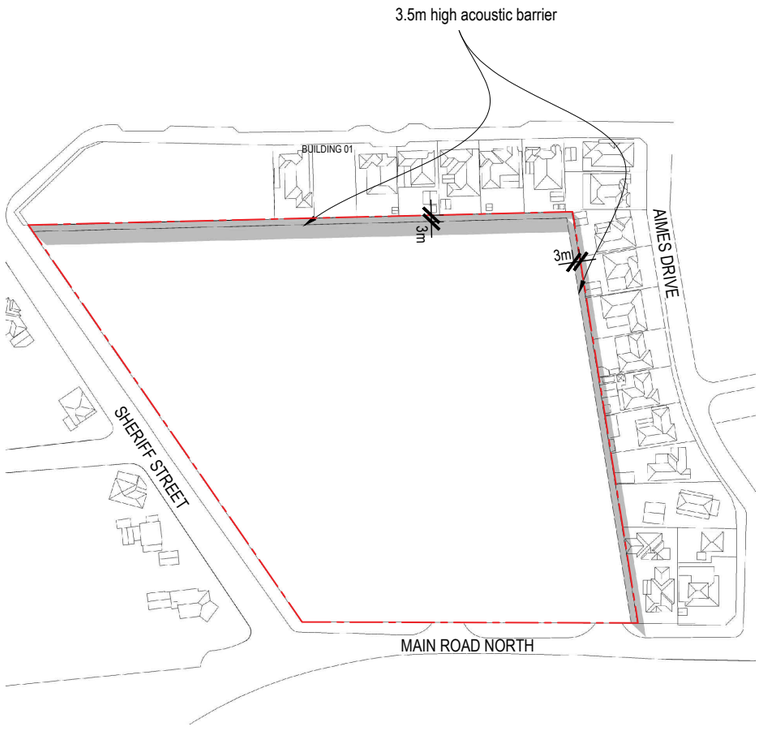

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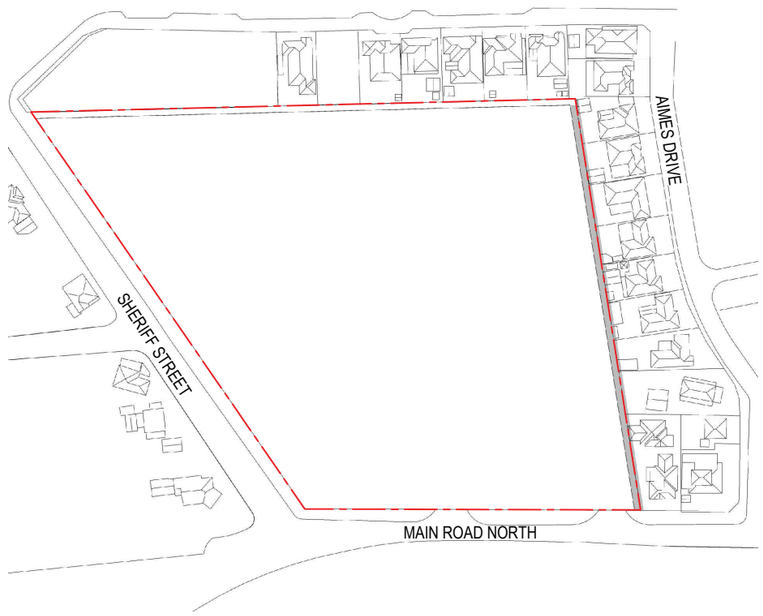

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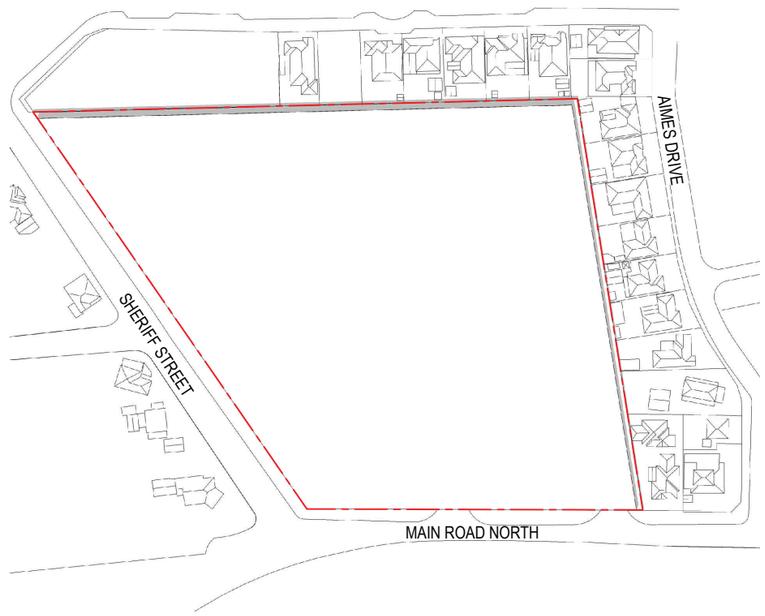

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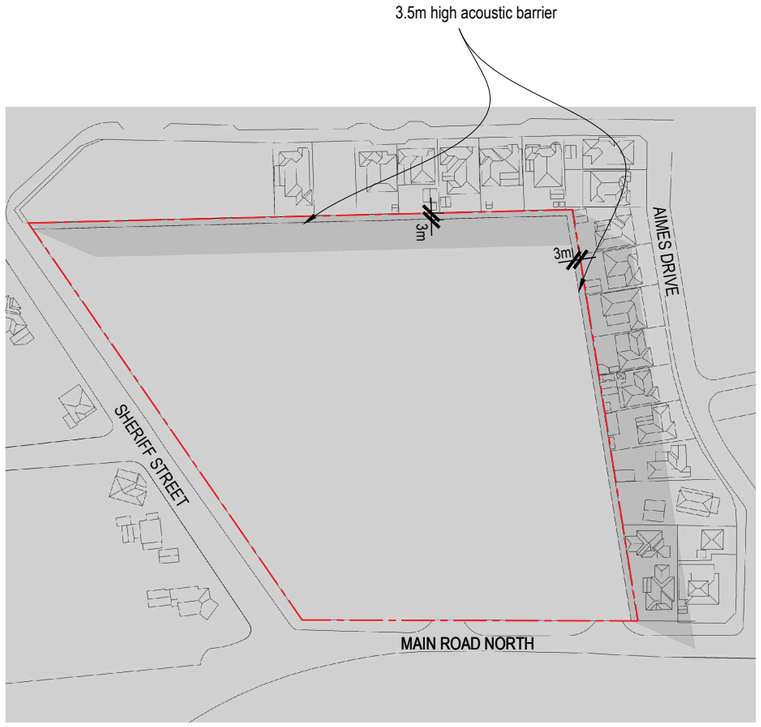

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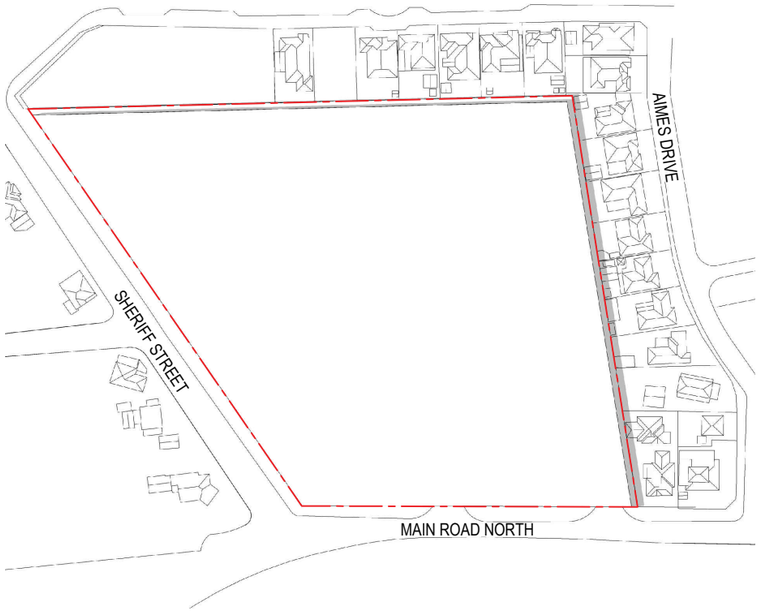

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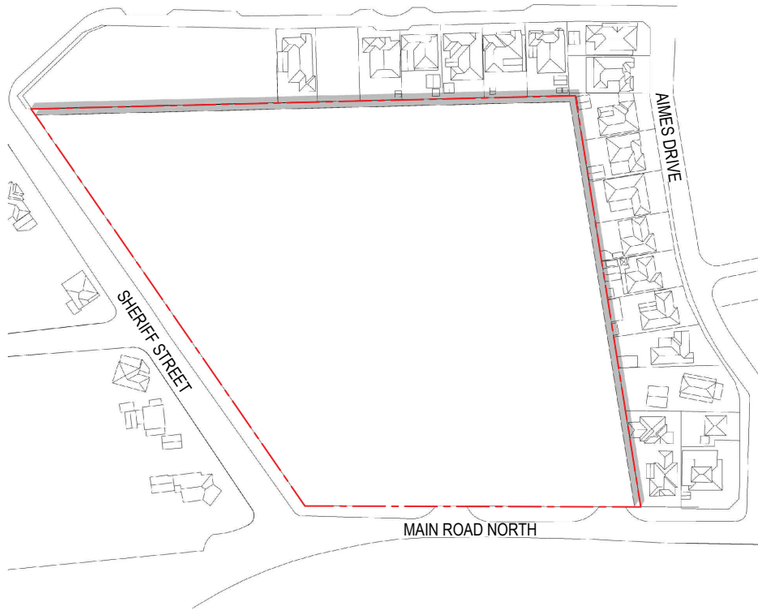

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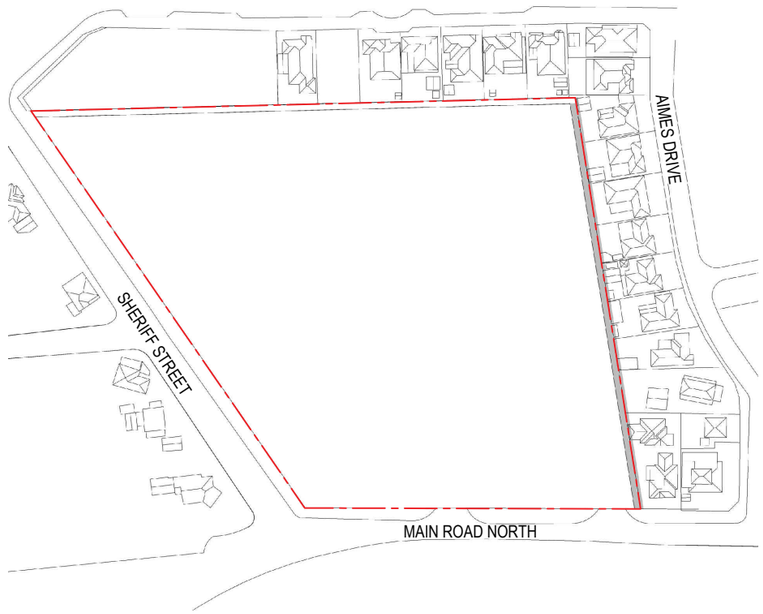

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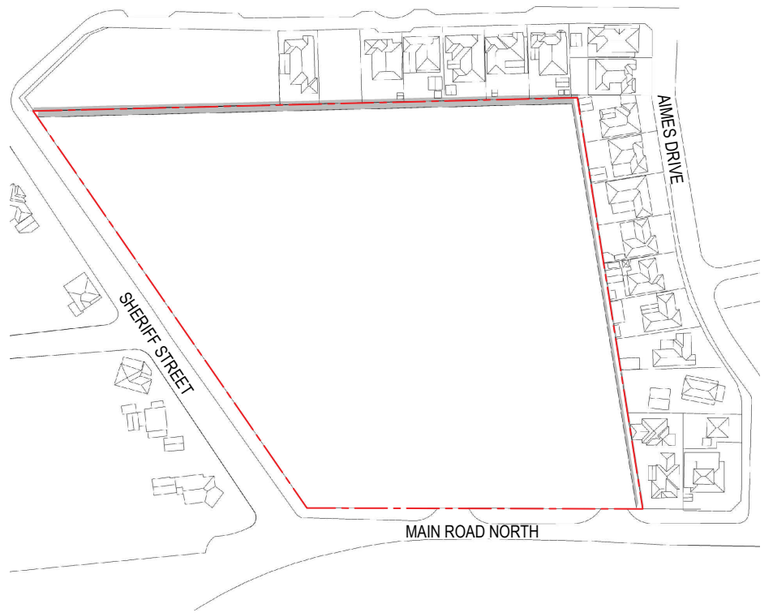

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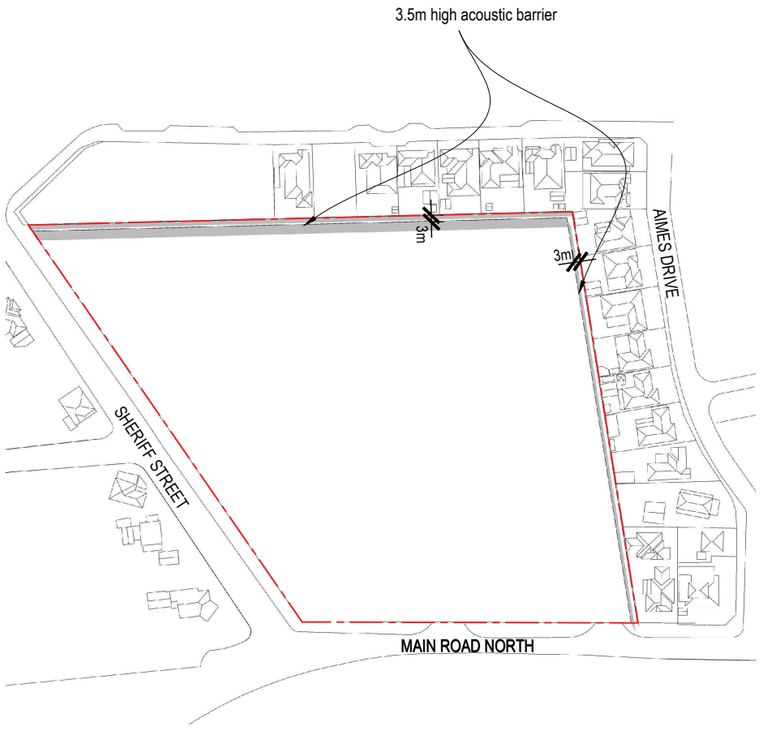

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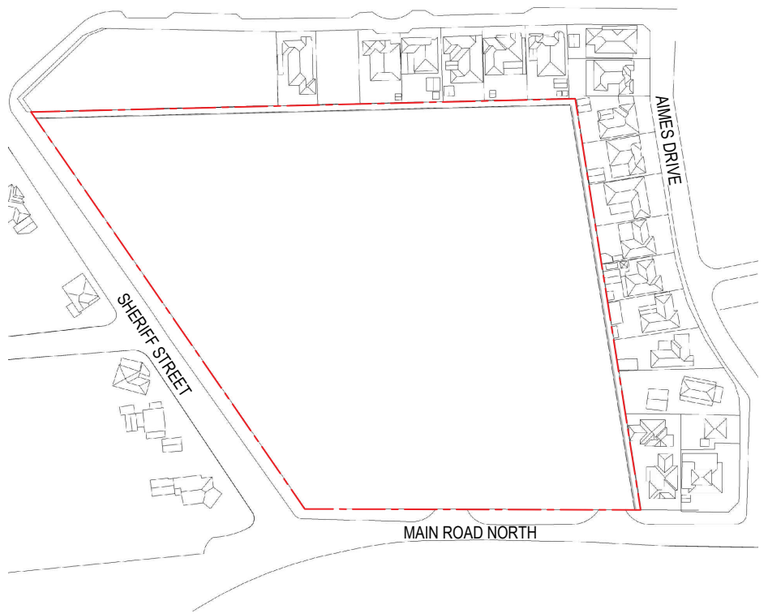

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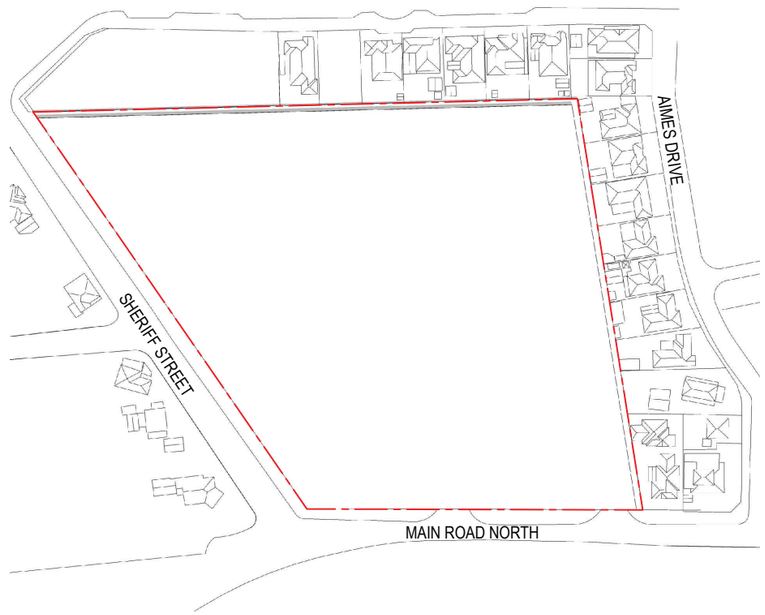

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December 22-SHADOWS STUDY

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