

**KILKENNY MIXED USE  
(RESIDENTIAL AND COMMERCIAL)  
DRAFT DEVELOPMENT PLAN  
AMENDMENT**

**PRIVATELY FUNDED**

**WRITTEN SUBMISSIONS RECEIVED**

**APRIL 2020**

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSIONS**

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 1**

## Jim Gronthos

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**From:** Rebecca Gurr [REDACTED]  
**Sent:** Wednesday, 12 February 2020 10:22 AM  
**To:** Jim Gronthos  
**Subject:** Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission

To whom it may concern,

I wish to oppose the current draft DPA for the below reasons.

- There will no addition of green space in this development- I find it concerning that such large scale development will offer no green space for the residents ultimately resulting in the somewhat 500+ residents spilling out into the adjoining park (MJ McInerney Reserve). Additionally as it stands this reserve is at capacity most days of the week .
- Traffic increase- The traffic increase of over 400% on the adjacent streets is not viable, with many of these narrow un- maintained streets only fitting one car at a time causing traffic congestion at the non - peak times of the day.
- Parking- will there be visitor parking as well as the allocated car spaces for each property? I live on Cavendish street and on a Saturday and Sunday there is very limited street parking with people travelling for the reserve. This is already concerning and to increase this by a minimum 400% would make it almost impossible to park inform of my property.
- Property value- Furthermore the market value of our property is something we have worked very hard for and to potentially has this decrease due to affordable housing is very disappointing.

I look forward to your response,

Kind regards,

Rebecca Gurr

6 Cavdendish Street, West Croydon

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 2**

Submission Copied from Yoursay Spreadsheet

| Date Received   | Name       | Address                          | Comments  | Wish to be heard |
|-----------------|------------|----------------------------------|---|------------------|
| 7 February 2020 | Dean Earle | 59 Harvey Street, Woodville Park | I have just been made aware of the proposed redevelopment in Kilkenny. I would definitely approve of domestic rezoning in this area, such as single and double storey dwellings only, as built at St. Clair, if it was carried out in a tasteful, respectful and sustainable manner. It should be in keeping with the existing adjacent area. I feel that the current plans are totally inappropriate for the location. This area has insufficient green space as it is, and the additional traffic in the area would be detrimental to the existing residents. It would seem unfortunate that the council is considering permanently downgrading and overpopulating the area, to permit short term profits for a few developers. I would suggest that a door to door survey would find very few local people who would find this development an improvement to the suburb! I hope common sense will prevail and much more thought is given to this proposal. | No               |

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 3**

**Submission Copied from Yoursay Spreadsheet**

| <b>Date Received</b> | <b>Name</b>      | <b>Address</b>                  | <b>Comments</b>  | <b>Wish to be heard</b> |
|----------------------|------------------|---------------------------------|--|-------------------------|
| 11 February 2020     | Victor Sebastiao | 11 Shirley Avenue, Croydon Park | <p>I do not agree with multi storey medium to high density living. It should be limited to double storey houses and have full land rehabilitation to allow the house owners to safely grow fruit and vegetables in the soil.</p> <p>The surrounding area would not benefit from high density living.</p> | No                      |

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 4**

Submission Copied from Yoursay Spreadsheet

| Date Received    | Name         | Address                      | Comments   | Wish to be heard |
|------------------|--------------|------------------------------|--|------------------|
| 13 February 2020 | Toni Simpson | 71 Alfred Road, West Croydon | <p><i>While I'm for the redevelopment of the Bianco site I do not agree with the number of homes or the 5 story dwellings planned for the site.</i></p> <p><i>Kilkenny population is approx. 1,600 and this redevelopment could see it double in size without any known plans to upgrade the current infrastructure. The roads proposed as entry and exit sites are already over crowded with street parking and this is only going to get more congested.</i></p> <p><i>I live in Alfred Road West Croydon and this street is already used a thoroughfare to by pass the David Terrace/Kilkenny Road train line to use the underpass in Rosetta Street. The 40km speed limit has done little to reduce this traffic and the speed on long this road. If a population of approx. 500 to 1,000 people choose to reside in the new redevelopment I have grave concerns that Alfred road is only going to get busier and dangerous.</i></p> <p><i>Please reconsider the 5 story dwellings along the railway line and reduce the number of dwellings proposed for this site so that our surrounding suburbs don't become as congested as Bowden.</i></p> | No               |

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 5**

Submission Copied from Yoursay Spreadsheet

| Date Received    | Name         | Address                                 | Comments  | Wish to be heard |
|------------------|--------------|---|---|------------------|
| 17 February 2020 | Matt Lazarus | 2/195 Military Road, Henley Beach South | <p><i>I have been waiting a long time for this great news, congratulations to the council being agreeable to the private funded DPA. Kilkenny has a rich history with some beautiful character homes but unfortunately are overshadowed by this derelict and uninhabited zone.</i></p> <p><i>We all know it will be great to finally breathe new life into this area and I hope we do not listen to any negative feedback by change fearing residents only thinking about their own little bubble. This will be great for young families looking for a new TOD area to move to, so close to the city but not unaffordable.</i></p> <p><i>Rare this is said but listen up... "I am proud of my council the city of Charles Sturt for being forward thinking and brave enough to see the future and accept change".</i></p> <p><i>Make this great and do not accept fear and negativity. Take the opportunity to make 2020 a new dawn in council initiatives. Do not be run by residents fear and lack of vision.</i></p> | Yes              |



**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 6**

Submission Copied from Yoursay Spreadsheet

| Date Received    | Name          | Address                       | Comments  | Wish to be heard |
|------------------|---------------|-------------------------------|---|------------------|
| 17 February 2020 | Shannon Linke | 22 Burke Street, West Croydon | <p><i>67% population increase - too small a footprint for this added mass. Flow on effects from this are added stress to stormwater, sewer.</i></p> <p><i>Parking - Increased use of the redeveloped park has already impacted the narrow streets in the area, and additional 500 homes would further congest the area.</i></p> <p><i>Open Space - Rules relating to open space are applied to all renovations in the area. Why can this development make use of the Parks open space.</i></p> <p><i>Rain water mitigation from additional roof spaces. How will this be dealt with</i></p> <p><i>In the DPA it states 1.25 Parking allotments - will this .25 mean there is an additional 1 car park between 4 homes or is the .25 relating to a storage cage for each apartment?</i></p> <p><i>Building Design - Is there a set of preliminary building plans available, detailing car parking areas off and on street. What energy ratings will these buildings be designed to - new rules come into effect March.</i></p> <p><i>5 Story Building - Far too high for this location. All homes in this area are at max 2 story homes. A 5 story would be an eyesore at the park. The current structure at this location would only be equivalent to 3 story and already blocks sunlight from the park.</i></p> <p><i>Commercial retail - Building plans detailing retail areas and size would be great to view, this also leads to added congestion from retail shopping in the narrow streets.</i></p> <p><i>Although it would be great to see this area modified / demolished I don't think a project of the scale and size is the right fit for the area. A smaller scale redevelopment maxing out as 3 story loft apartments with ample greenways and small retail area in the existing heritage structure would be a much better fit.</i></p> <p><i>Alternatively subdivided blocks made available to the public to build spec homes with frontages that fit to the residential character rules may work also.</i></p> | No               |

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 7**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Saturday, 22 February 2020 8:49 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Ricky

**Last Name**

Charles

**Postal Address**

4 Burke st West Croydon

**Email Address**

[REDACTED]

**Please place your written submission here**

I like the idea of making the Bianco site residential but not into 500 new residences. MJ McInerney Reserve is already very busy and not capable to facilitate another 500+ people. Traffic is another unwanted issue. We already get hoons driving down our street well over the speed limit. I have young children in my street and extra traffic just becomes dangerous. Multi level is ugly. Why can't the site be residential but contain block sizes similar to the rest of the area?

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 8**

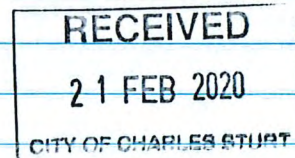


a castle of  
West Croydon 5000

I have had a close look at  
your plans to build multi  
story ~~street~~ dwelling adjacent  
to the McInerney Reserve,

I consider ~~to~~ the size of these  
dwellings unreasonable  
I do ~~object~~ to the plan  
Single story houses more  
reasonable. There is no  
parking near the Rosebery row.  
+ side streets

Lawson Dalhousie

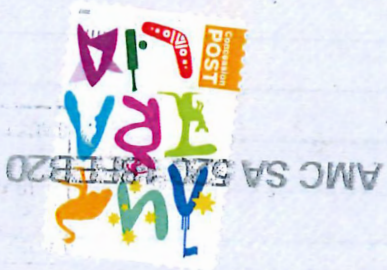






5011

Charles Sturt  
72 Woodville Rd  
Woodville





**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 9**

## Jim Gronthos

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**From:** Shirley Cullinan [REDACTED]  
**Sent:** Thursday, 27 February 2020 1:05 PM  
**To:** Jim Gronthos  
**Subject:** FW: Draft Kilkenny Mixed Use (Residential & Commercial) DPA

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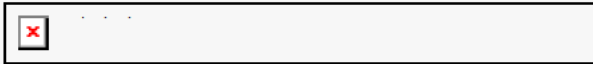
**From:** Shirley Cullinan [REDACTED]  
**Sent:** Thursday, 27 February 2020 12:42 PM  
**To:** 'jtagliaferri@charlessturt.sa.gov.au' <jtagliaferri@charlessturt.sa.gov.au>  
**Subject:** Draft Kilkenny Mixed Use (Residential & Commercial) DPA

To the planning officer,  
My husband and I would like to give our concerns in regard to the proposed Biancos redevelopment at Kilkenny. While we think is a good idea to have to site developed, we do worry about the increased traffic this will create and also parking in that area. My sister now resides in the new development at Elizabeth Street, Woodville West and we have noted the lack of parking space due to the residents parking in the street and also at the playground carpark, near the soccer fields, so when visitors come there is not much extra parking left at all. So in regard to the Biancos redevelopment with 3-5 storey buildings going up, how much parking space will be available to the new residents and if they start parking on and around the McInerney Reserve, which has been quite popular with local residents and their children already living in this area, how much space will there be for people coming to the playground. Also the extra traffic this will create on David Terrace/Kilkenny Road, as it can be quite built up even now at particular times, we have to wait sometimes for a train to come or people crossing near the railway line, till we can get out from Harvey Street East. Also in our street on weekends mainly, we have cars parked both sides of our street and have to be very careful exiting our property . (Due to people attending the temple on David Terrace or the garden shop on the corner. We hope these issues will be taken into consideration, having seen what it is like at Woodville West it is a worry.  
Shirley & Lindsay Cullinan  
90 Harvey Street East, Woodville Park. 5011

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 10**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 3 March 2020 8:25 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Nogol

**Last Name**

Salehi

**Postal Address**

15 Tarcowie Street, Kilkenny SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

My main concern about this is how it will impact the traffic and parking in the area. The streets, including my street, are already narrow enough, causing street parking to be a major issue. By adding over 50% more residents in the area, this will only get worse. Adding permit parking will not be a fair solution as it is adding another expense that residents have to pay!! Furthermore, we already have expressed concerns to the council about speeding issues down our street because it happens frequently, as Tarcowie Street seems to be a thoroughfare for many people. Also, my car was victim to a hit and run at

the end of last year on our street which led to my car being written off, leaving me with the expense of having to purchase a new car (luckily I had insurance). These types of issues will only get worse.

I'm all for the Bianco sight being redeveloped for mixed use as it will only improve the area, but the issues above must be considered and a solution must be made. For example, ensuring that each building developed has to have minimum 1 carpark per household included in the price of the unit and 2 car parks for any dwelling that has more than 1 bedroom.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 11**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 17 March 2020 3:25 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Sean

**Last Name**

Healy

**Postal Address**

20 Yalllum Terrace, Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

It concerns me that the amount of traffic in the vicinity of this development will result in considerable congestion in the streets around the development including the main routes out of the suburb such as Kilkenny Road, Alfred Road, Wilpena Terrace and Aroona Road. With the development hard up against the railway line there is limited routes from it. Consideration should be given to routing Aroona Road underneath the railway line straight out onto Port Road. This would alleviate pressure on the streets north of the development. My second concern is the proposed 5-story development. This will have a significant

aesthetic impact upon the surrounding heritage area even though there is a proposed set back of 1-story immediately adjacent it. I realise it is an opportunity for high density development but would have thought that 3-story is suitable.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 12**

## Jim Gronthos

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**From:** Rick Chenoweth <rick.chenoweth@prospect.sa.gov.au>  
**Sent:** Thursday, 19 March 2020 1:41 PM  
**To:** Jim Gronthos  
**Subject:** Draft Kilkenny Mixed Use DPA (privately funded) for Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jim

Thank you for your letter and information on the DPA proposal that was provided for our comment. The City of Prospect does not have any comments to make in relation to this proposal.

Regards

**Rick Chenoweth**  
Senior Policy Planner

T 08 8269 5355  
Payinthe - 128 Prospect Road, Prospect, SA 5082 | PO Box 171, Prospect SA 5082  
[rick.chenoweth@prospect.sa.gov.au](mailto:rick.chenoweth@prospect.sa.gov.au)



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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 13**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Saturday, 21 March 2020 4:11 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Bronwyn

## Last Name

Loechel

## Postal Address

15 Elizabeth St Croydon

## Email Address

[REDACTED]

## Please place your written submission here

I am concerned about increase in pollution and heat due to increased traffic, as well as disruption to the local environment by increased noise and activity. To help offset this, please complete the planting of trees along streets in the local area that was started during drought season, subject to whether residents could afford to water their own tree. (I am not sure what the area covered by this was, but I know it included Aroona Road.) This is

important as the new development will not contain adequate additional green spaces to balance the increased population. It will also help to improve the appearance of the local area and increase the value of the new development as well as existing nearby properties. Please also ensure there are adequate trees and vegetation to shade the greenway continuing through the subject land.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 14**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Saturday, 21 March 2020 4:18 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Chris

**Last Name**

Matty

**Postal Address**

7 Wilpena Terrace Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

I am against the rezoning of this area. It's already hard enough to park around our little nice streets let alone a big development project. The amount of people that this would affect is crazy. They should not re-zone the area to potentially build a monstrous housing complex. Leave the beautiful streets around Kilkenny station alone!

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm,  
Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 15**

**Jim Gronthos**

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**From:** [REDACTED]  
**Sent:** Thursday, 2 April 2020 4:15 PM  
**To:** Jim Gronthos  
**Subject:** Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'

Dear Jim

I am writing in relation to the proposed development at the Bianco site in Kilkenny.

I live at 20 Tarcowie St Kilkenny SA 5009. My house is on the corner with Arkaba Road. I have lived here for over 40 years and raised my kids here. My wife and I can see the Bianco site when we stand in our front yard, so this development is very significant for us.

My family are all **100% in favour** of the rezoning and the proposed developments. We cannot wait for the development to start being built.

This site has been a dreadful eye sore for many years. It has been awful for my family and my neighbours having this dilapidated, graffiti covered site on our doorstep. We have often felt unsafe going to Kilkenny train station with this derelict site next to it.

We cannot wait for the rejuvenation of Kilkenny that this proposed development will bring.

We think the proposed development is a fantastic idea and will provide much needed homes for families within close proximity to the city. We are very happy with the proposed density and proposed height of buildings and all other aspects of the plan.

I do not wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 but I do ask you please acknowledge via email that you got this message.

Thank you.


Best regards

Eugene and Vera Melnitchouk  
20 Tarcowie St  
Kilkenny SA 5009

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 16**

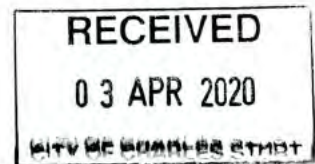
13a Yallum Tce.,  
Kilkenny SA 5009  
1<sup>st</sup> April 2020

  
30<sup>th</sup> March 2020

Draft Kilkenny Mixed Use (Residential and Commercial) DPA-  
Submission Chief Executive Officer,  
City of Charles Sturt,  
PO Box 1  
WOODVILLE SA 5011

Please find attached my submission for the redevelopment of the old Bianco site in Kilkenny.  
Hoping you will find it helpful and to the point.

Thanking you in anticipation,  
R. Jean Chinca



Jean Chinca  
13a Yallum Tce  
KILKENNY SA 5009

30<sup>th</sup> March, 2020

Draft Kilkenny Mixed Use (Residential and Commercial) DPA-  
Submission Chief Executive Officer  
City of Charles Sturt  
PO Box 1  
WOODVILLE SA 5011

I want to see the old Bianco site developed but this huge & numerous housing re-development planned is too high and too dense for the area.

I agree a development needs to happen on the site and it is great that something is being done and I can understand the builder needs to make a profit but the present residents also need to be regarded and considered.

Some existing homes will lose their privacy in their property with the top story windows overlooking their back & front yards.

All residents, those who have been here for some time and new incoming residents need to have trees and garden (greening) areas for wellbeing.

The amount of Gas, Electricity and power used, needs to be considered, as I have experienced, even now, the reduction of electricity when cooking the evening meal, a time when the majority of people are using their electricity or gas cookers.

The streets in Kilkenny are narrow and the 'on street parking' now make it difficult to drive safely along between parked cars, and with extra vehicles it is going to be worse and less safe.

Certain streets could possibly be one-way with parking on one side only.

Limited time parking with 'residential parking only' spaces signed, could be introduced.

The City of Charles Sturt Council and/or the developers need to address the heavy traffic situation that will occur, especially with approx.300 more vehicles using the thoroughfares around David Tce, Wilpena Tce, Kilkenny Road and other side streets.

The traffic congestion along David Tce is bad now with a train passing through every 15 minutes, plus the stoplight for cyclists and pedestrians to cross at the railway line causing the cars to be banked up both sides of the train line waiting to continue on their way.

On occasions the traffic on Kilkenny Road has been banked up as far back as the Port Road, and on the other side of the train track, along David Tce the traffic has been known to be banked up from Torrens Road to as far back as Tarcowie Street.

It is difficult to get into the flow of traffic on David Tce. from a side street, especially at peak traffic times and turning right into David Tce, is almost impossible and extra traffic will have a bigger impact on the street, causing more congestion, this could cause more traffic to use Rosetta Street causing an already busy road to be busier.

Where will visitors to the new dwellings park because 'on street parking' is causing problems in the area now.

The Rubbish trucks, Recycling & Green Waste trucks have difficulty getting down the narrow streets now when cars are parked both sides of the street. I have known the Rubbish truck to reverse all the way down the street, go around the block, re-enter the street at the other end to pick up the rubbish bins.

Emergency Services...Ambulances & other emergency services need to be able to have easy access to any house in the street and be able to park as close as possible to the front of the house for easy access to the patient etc.

Rainwater tanks should be installed in as many dwellings as possible and storm water storage area/s should be included to save and conserve water. This water could be used to water trees and green areas.

Water should be recycled and used wherever possible.

More 'greening' & gardens, other than M.J. McNerney Reserve would be needed for the recreation and wellbeing of the greater number of residents that will be living in Kilkenny.

Without more 'green areas' incorporating some trees, the area will be a 'hot area' and extra electricity will be needed for the use of air-conditioning in the dwellings. This would lead to more power shortages and black-outs.

Kilkenny is a historical area with workingmen's cottages... single story dwellings .... Classic red & cream brick, Mt Gambier stone and Tudor Style homes through the suburb.

I would prefer the buildings to be in similar colours because the recent trend of dark grey or black bricks with dark roofs is not environmentally friendly, they absorb heat which will make the dwellings 'hot boxes' to live in .

Five (5) Stories would be too high for the area, and be too much of an environmental impact on the area because 500 dwellings in such a small area would create cramped and over-crowded conditions for all concerned.

Three (3) stories high would be more acceptable as the height would probably be more acceptable by most people, the number of people would be less and the number of vehicles would be less hence, less traffic congestion in local streets.

During construction how would damage to existing buildings, especially the much older heritage listed buildings, which are a very important part of 'historical' Kilkenny be handled?

A large shopping complex is unnecessary because there are adequate shopping and commercial areas nearby, but possibly a Café and a restaurant for residents to enjoy relaxation time.

More parking spaces are really needed for MJ McNerney Reserve, maybe parking bays could be 'cut' into MJ Mc Inerney Reserve along Sackville Street making more parking

spaces as well as making it safer and more convenient for residents in Sackville Street to reverse out of their driveways.

The existing Community Centre on Wilpena Tce would need to be extended and more facilities included to cope with the influx of people needing to use the facility for recreation, celebratory parties and other uses. Car parking is already inadequate for the local residents and the Centre.

Yours faithfully,

A solid black rectangular box used to redact the signature of Jean Chinca.

Jean Chinca

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 17**





Mr Gino Chinca  
13a Yallum Tce  
KILKENNY SA 5009

30/3/2020

Draft Kilkenny Mixed Use (Residential and Commercial) DPA-  
Submission Chief Executive Officer  
City of Charles Sturt,  
PO Box 1,  
WOODVILLE SA 5011

Dear Sir,

As a long term resident of the Kilkenny area and a rate payer of the Woodville Council/City of Charles Sturt it concerns me very much that the present Council at this point of time wants to support the proposal of the DPA's draft of part of Kilkenny to be rezoned as mixed use of a high density and high rise units. And of having a Developer build 5, 3 & 1 story dwellings in the area from the Kilkenny Railway Station to Mundulla Street. I agree the area should be utilized but not to this extent. A scheme of a maximum of 3 stories high units would be adequate as it is at West Lakes today, 2020.

Nearby Pinda Street, Arkaba Road and Mundulla Street are very narrow now, and will cause more traffic congestion similar to David Terrace, Wilpena Terrace and Aroona Road, this will cause more anger from everyone who is delayed. Present residents should also be considered regarding parking in the narrow streets and once again this is already bedlam.

This area was previously known as Carlton and my information is that it means 'Serf village' and a non-affluent area, as some of these previous homes are single fronted and do not have driveways, like the affluent Northern part of Kilkenny.

For approximately 170 years the land that has been earmarked for housing has never been a history precinct area.

If the new development goes ahead, the new residents that have children going to school, would the Kilkenny Primary School, Challa Gardens Primary School, White Friars Primary School and St. Margaret Mary's Primary School cope with the extra children?

Consideration should be severely given as the area would need more essential services such as Electricity, Gas, Sewerage, deep drainage, postal deliveries and garbage collecting etc.

The nearby M.J. McInerney Reserve would need more facilities such as extra parking, BBQ's, tables and seating arrangements and toilets for the anticipated influx of people from the new housing area.

Will Council be prepared to supply and pay for these extras?

In past years there have been 16 various types of shops on nearby Wilpena Tce and 12 shops remain today but used as housing. Nearby shopping centres have absorbed all these businesses/shops, even with today's local population. I think new shops would not survive.

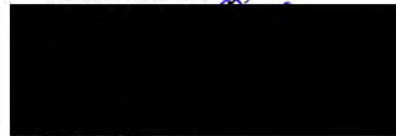
Lastly would the State Government see fit to provide more trains to cater for the anticipated new residents of Kilkenny.

I am against the proposed new development.

I submit the foregoing for your consideration and await your final decision.

I do not wish to speak at the Council meeting.

Yours faithfully,

A large black rectangular box redacting the signature of Gino Chinca.

Gino Chinca

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 18**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Sunday, 5 April 2020 3:09 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Pamela

**Last Name**

Thackray

**Postal Address**

73 Wilpena Tce, Kilkenny 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

I believe it's a good thing for the Biancos Redevelopment plan to provide more housing for this area however I do object to the proposal for 5 story buildings. I also feel 3 story buildings should be limited. As a resident on Wilpena Tce with expected 400 to 500% increase in traffic under the proposal I strongly feel the level of increase this will create is unacceptable.

David Tce cannot cope with a very large increase in traffic either. There is congestion on

this street at times with current traffic levels and the railway crossing can add to congestion. Future plans for a railway overpass should be provided.

If traffic increases substantially on Wilpena Tce I strongly believe that traffic lights will be needed at the Torrens Road intersection or it will become an accident hotspot. The increase in traffic would include delivery vehicles if retail areas are to be included in the development. Also plans would need to be made to increase train services to and from the city to cope with increased commuting needs. It would be necessary to put traffic and transport needs into operation in conjunction with the building program or it would be unworkable.

It has been suggested that the McInerney Reserve would cater for open space recreation needs, but I do not believe it would be large enough and small green spaces should be included in the development.

Having been a happy resident of Wilpena Tce since 1991 I am concerned that this development as it stands could change our street and the surrounding area in a negative way and great care needs to be taken to preserve the character of the area as much as possible.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 19**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Saturday, 4 April 2020 9:39 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Eugene

**Last Name**

Lamnek

**Postal Address**

75 Alfred Rd West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I believe high density living is not appropriate for the 'Affected Area' because it is inconsistent with the surrounding residential areas of Kilkenny and West Croydon. These areas are characterised by older homes (Villas, Bungalows and Tudor style houses) and the public spaces in these areas have seen a high level of community involvement with such things as street art, community gardens etc. The proposal to allow high density, multi-



storey living in Kilkenny will completely change the area's artistic feel and liveability both visually (by creating a skyline with 'out-of-place' multi-level modern buildings) and functionally (by increasing traffic volumes on previously low traffic streets and by creating overcrowding in public places such as MJ McInerney Reserve). I, like most residents of the surrounding area, would like to see this site re-developed into a residential space that integrates with and enhances the local area. However, I believe the proposed changes to the zoning to allow high density living could permanently and irreversibly scar the area. I believe the traffic impact study carried out as part of the DPA has not adequately addressed the potential impacts of increased traffic volumes and street parking created by the estimated number of new dwellings (potentially 500 apartments). For example, the traffic study did not include the impact on roads such as Alfred Rd. As a long-time resident of Alfred Rd, (myself and my family have lived in the same house on this road for 21 years) I am very concerned that our road will become a major exit/entry route for the new development. It will be very easy for cars coming from the proposed development to take Alfred Rd and then Rosetta Street in order to access Port Rd or Torrens Rd. The traffic study should have included the West Croydon area and specifically Alfred Rd and Rosetta St.

As a daily user on MJ McInerney Reserve I believe that this reserve is already fully utilised by locals as well as many people coming from further afield. I walk my dog in this reserve every day and have been doing this for 4 years. My children have grown up using this reserve as one of their main play and sport areas. Since its recent re-development I have noticed many signs that this reserve is already over utilised or at best, fully utilised. On weekends BBQ areas and the playgrounds area are always full and parking has become a major issue along Sackville St. Having another 500 or so dwellings with little or no backyards will totally overload this reserve and create significant issues with overcrowding, litter and amenity in general.

The proposal to waive the standard 12.5% public open space requirement in this DPA is not consistent with the current body of knowledge on the importance of open space to people's general wellbeing and mental health. There have been many of these studies and this is just one of them:

Braubach M., Egorov A., Mudu P., Wolf T., Ward Thompson C., Martuzzi M. (2017) Effects of Urban Green Space on Environmental Health, Equity and Resilience. In: Kabisch N., Korn H., Stadler J., Bonn A. (eds) Nature-Based Solutions to Climate Change Adaptation



in Urban Areas. Theory and Practice of Urban Sustainability Transitions. Springer, Cham  
See full text at: [https://link.springer.com/chapter/10.1007/978-3-319-56091-5\\_11](https://link.springer.com/chapter/10.1007/978-3-319-56091-5_11)

I believe the proposed Greenway re-alignment along the railway line and the small plaza do not mitigate the need for new open space included as part of any future development, especially towards the David terrace end of the development. Open space at the north western end of the development would provide residents of the development with some form of buffering from the traffic on David Terrace and would provide an alternative open space area which may reduce the impact on MJ McInerney Reserve.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 20**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Saturday, 4 April 2020 11:25 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

David

**Last Name**

Arkins

**Postal Address**

99 Day Terrace, West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I am writing to you about the Kilkenny mixed use development plan because I have several concerns about the project.

My family has lived in Day Terrace since 1990. When we moved here the Mcilnerney reserve was not developed. We have been very pleased that the development of that reserve occurred. Our daughter loved to play there with her school friends. She attended

Kilkenny Primary School . At that time the school had less than 200 students. It now has over 500 students and is still growing. This is because of urban infilling with blocks of land being subdivided and the housing density increasing. Car parking is already becoming a problem for us in Day Terrace. We have people who park their cars outside our house all day as they work at the school . At the school pick up and drop off times we have people who park across our driveway.

The MJ McInerney reserve has recently re opened after a long closure to modernize it and improve the facilities there. Since it has been reopened we have observed that it is now quite crowded. Families use the park often for birthday parties and other celebrations and car parking around the site has made it difficult to drive in the surrounding streets. I drive along Sackville Street and need to drive at a very slow speed because there are cars parked on both sides of the street leaving a narrow carriageway between the cars. Several times I have had people in the parked cars open their car doors as I have driven down the road . I have nearly hit their car doors on a few occasions. Also children dash out from behind the cars. People who use the park come from outside the immediate area as the park is very attractive and there are so few alternative places available .

I raise these concerns because the proposal to build a potential 500 additional houses in Kilkenny will detrimentally affect the McInerney reserve and surrounding area. If the proposal goes ahead more green space is needed to cope with the additional number of residents. The current proposal has only a limited amount of public space and this is for a bikeway along the railway line to be used by all of Adelaide not for locals.

There are traffic issues already along David Terrace close to the Kilkenny railway line. Traffic banks up when trains cross the road particularly at peak hours. The Mixed development proposal will exacerbate the current situation. With a potential 700 extra car parks to be provided on the development site enormous pressure will be put on the exit roads to the main arterial roads. With bottle necks on David Terrace drivers will use other back streets to get out putting pressure on existing narrow streets.

I feel that the Mixed Development needs to either be halted , that is, remain an industrial site or scaled back so that the number of people and cars is reduced to diminish the impact on surrounding streets.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm,  
Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 21**

## Jim Gronthos

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**From:** Kip Fuller & Tony Williams [REDACTED]  
**Sent:** Monday, 6 April 2020 4:41 PM  
**To:** Jim Gronthos  
**Cc:** Georgina House  
**Subject:** 'Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Jim

Thank you again for your helpful assistance answering our queries regarding the proposed development in our telephone conversations and the eve meeting you attended with other CCS colleagues and many interested residents in the Kilkenny Community Centre.

The following details in 27 point form are our formal submission in response to Council's ***Your Say*** invitation

***'Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'.***

1. ***Rezone the land*** :- Kilkenny and West Croydon residents are, in principle, in favour of and welcome change for the **Rezoning the land and limited future improvements** to the current condition of the long abandoned large industrial site and its fringe areas included in the proposed development. The site is on the border of three suburbs. It abuts the increasingly popular M J McInerney Reserve that straddles the important Council open space land. This Reserve attracts locals and visitors from Kilkenny, Croydon, West Croydon and Woodville Park. The large industrial site has been a terrible ugly blight on the Kilkenny neighbourhood, sadly detrimental to our suburban area and unsafe due to asbestos and contaminants etc. Its buildings have attracted criminal behaviour for far too many decades. With its proximity to busy David Terrace and Kilkenny Railway Station, the **industrial site and adjoining fringe properties** have been a very poor, and blatant negative advertisement for our City. Over the many years since industrial and commercial activity ceased on the various sections of the proposed large total development site, the long term neglect on this particular landmark site has been exasperating. Residents and visitors otherwise have noted so many improvements by Council in assets and infrastructure that have proudly been implemented. Residents have also proudly upgraded and renovated the lovely character homes in our Kilkenny and West Croydon neighbourhood. Many new home dwellings have been constructed. We are sure too the increase in property values in our local neighbourhood and City wide is appreciated.
2. ***Site's South west corner "The Austral Picture Palace" (1920's) Heritage Building***:- We are pleased to see the proposal, as we understand it, includes **retention of this old large industrial red brick building** by the David and Wilpena Terraces corner, just north of the Kilkenny rail station. Past use of the building was also as a suburban cinema ~ one hundred years ago many decades ago. We understand it is heritage listed and we are pleased to learn it has the structural integrity to be repurposed for non residential commercial use.
3. ***Density and lack of open space***:- The proposal for the high density dwellings especially four to five storeys is unprecedented in our valued over one century old suburban area of Kilkenny and West Croydon. The development site for **high density** is too constrained by its area limited by the Grange/ Outer Harbor railway line, busy David Terrace arterial road, and the historical Kilkenny village with its narrow streets and M J McInerney Reserve. We believe the density of the proposed development of up to five storey dwellings is **far too high** and intense for this site. The imposition of a "rack and stack them" **500 dwellings** proposal plus the combination of an additional large commercial and retail area is **not acceptable**. We urge Council to **reject the four and five storey** dwellings part of the application. For the needs of **people now** in the local area, **low to medium density additional dwellings are acceptable** eg one to two storey buildings close to Pinda, Arkaba, Mundulla Streets and M J McInerney Reserve with up to additional maximum height of

**three storey buildings** adjacent to Kilkenny rail station. **More open space** should be also required within the footprint of the total area to be developed. We strongly **disagree** with the suggestion *“that additional public open space in the local popular M J McInerney Reserve area is not needed”*.

4. **Temporary and longer term Impact:** - During construction, it will be highly disruptive for residents eg widespread concern for guarantee being achieved for careful and safe management of - asbestos removal, soil contamination remediation, earthworks, noise imposition and traffic movements generated etc . After completion, effectively it will be a new suburb in terms of population, with its separate unique character contrasting to the neighbourhood structures of the older adjacent dwellings. It will create a gross **negative impact on the amenity and quality of lifestyle** and disturbing for residents in the adjacent well established suburbs of both West Croydon and Kilkenny especially.
5. **Council and State Government Infrastructure Due Diligence:-** Will the important existing suburban infrastructure for water supply, sewage systems, stormwater drainage, gas and electricity utilities supply be seriously reviewed for the ability of all these systems to be able to cope with the combined proposed development of the vertical suburban apartments - up to 500 dwellings and added commercial and retail development?
6. **Inadequate off street car parking:-** We have reviewed the proposal for vehicles belonging to the new dwellings’ occupants **plus their visitors plus staff and customers and deliveries** etc to the commercial and retail areas. We and many other neighbourhood residents are **not convinced** that the **off street car parking arrangements** is adequate nor satisfactory nor realistic. Our concern is that the already narrow streets adjacent to the development will be used for too high a proportion of these vehicles for short and longer term car parking.
7. **Emergency Vehicles access :-** How will the imperative for any number of Emergency Vehicles to be able to attend be seriously addressed for the new development? We already have issues with parked cars causing through traffic obstacles and restrictions in the narrow Kilkenny and West Croydon streets. We realistically foresee and anticipate that a large number of new residents and visitors to the new medium to high density dwellings and the commercial areas will be parking vehicles on the adjacent old narrow suburban streets outside of the development site area.
8. **Traffic master plan:** Will there be in the near future as a priority, a **car parking and traffic master plan** finalised for the Kilkenny and West Croydon zones? Council needs to ensure Emergency Vehicles and other regular daily passenger and larger vehicles including garbage removal vehicles access in and around the proposed site area at all times. These narrow streets already have manoeuvring problems for motorists where car parking causes traffic flow hazards for oncoming traffic eg Mundulla, Tarcowie, Aroona, Arkaba etc. Current traffic problems exist eg large garbage collection trucks have to regular reverse out of these narrow streets and enter the street from the opposite end to complete the collection service.
9. **Increased vehicle traffic movements:-** The **population growth** assured with the high density proposal will also have negative impact on the amenity of the adjacent **Woodville Park** residents as the **increased vehicle traffic** on the already congested **David Terrace**. That is a major arterial road with only two lanes in the mid section by the proposed site and a busy train crossing for both the Adelaide to Outer Harbor and Adelaide to Grange commuter lines plus freight. The train crossing barriers cause prolonged lengthy delays for road traffic and large passenger commuter and industrial vehicles’ queues – north and south - especially during peak hours. Nearby **West Croydon** and also **Croydon** residents will also be affected in future by more unwanted additional **vehicle traffic seeking alternatives** to the even more congested David Terrace for accessing arterial Port and Torrens Roads for regular commuting journeys and avoiding long delays on railway line crossings.
10. **Suburban side streets impacted:-** Many Residents in the three suburbs of both **West Croydon, Kilkenny and Woodville Park** will have further difficulties with the foreseeable **great increase of traffic movements** in the number of suburban side streets - eg Pinda, Wilpena, Mundulla, Arkaba, Aroona, Tarcowie, Alfred, Rosetta, Day Terrace etc etc. This detrimental consequence will be the result from the large number of new residents plus the variety of visitors to **500 proposed new homes** and the new two commercial and retail business areas in the proposed site development during construction and aftermath. Car movements in this local area are already challenging in terms of safety risk. It will be increasingly hazardous for drivers attempting to access and exit from David Terrace that currently has **nearly 20,000 daily vehicle movements** according to DPTI 2019 figures. That is already close to the daily traffic volume now on Woodville Road. Like Woodville Road, David Terrace also has a **busy rail crossing** that Kilkenny and West Croydon



residents will try to avoid. We have noted that narrow David Terrace has more truck movements than the four lane Woodville Road.

11. **Limits and conditions for the scope of the proposed development** :- We believe many of the affected Kilkenny and West Croydon residents would support low to medium residential development to **reduce the number of dwellings** proposed. In this rezoning situation, we feel that **five storey dwellings to be included** is unbearable and insufferable. We trust that Council will seriously consider the long term impact of the current proposal and decide on restricting Council approval to **reduced density for a viable community benefit and sustainable future acceptable amenity** for the many residents currently in Kilkenny and West Croydon. We also seek Council's serious consideration to **reduce the proposed floor space area** and type of services to be operating from the **commercial and retail spaces** in the development area. From long term past dormant abandoned industrial areas to the new busier area's activities of the combined new residential and commercial and the daily visitation traffic – this will have a drastic negative impact on the very established residents in the adjacent low density Kilkenny village and West Croydon community. **Noise disturbances and air pollution** will increase from traffic flow including delivery vehicles, car parking and the residential and commercial areas activities.
12. **New development versus old suburban environments**:- The scale of the development **proposal detracts from the existing character of the older homes** in the two adjacent suburbs. The medium to high density proposal is alien to our neighbourhood. It is in conflict with the existing local neighbourhood amenity in form and function. The proposed mini suburb's residential density, including non residential commercial area activity and associated vehicle movements is not compatible with the older Kilkenny and West Croydon suburbs dwellings features. The proposal is not like the new suburban developments of the larger Woodville West or St Clair densities with their varying heights for residential dwellings as there is not a close interface with older low density dwellings close by in the adjacent area.
13. **Types of new services**:- For the proposal to *"Allow low impact and low intensity non-residential development to service the needs of the local area"* – it is not clear **what type of needs** are to be serviced in the "local area" and for **whose benefit?** Any commercial retail or other allied business or industrial (eg warehousing?) activity needs to be **viable , long term and sustainable**. Can we please have **transparency and examples** on what is considered to be *"low impact and low intensity non-residential development"*? Local residents already have access to established **other retail and business precincts** close by at Arndale, Welland, Beverley with Hindmarsh and Woodville business areas within car and short journey public transport commuting distance. Existing shopping precincts nearby should also be considered to avoid duplication and unnecessary competition with other existing retail and commercial places performing under capacity.
14. **Type of residential dwellings**:- Can Council please promptly confirm that the **resident occupiers in the proposed 500 dwellings will be long term** – either owner/ occupiers and long term tenants rather casual occupiers like "air bnb" or short term rental apartments?
15. **"Affordable Housing' overlays to the land"**:- This is listed as *one of "the key proposed changes"* but it is not clear what that means eg what **% of up to 500 dwellings** are envisaged to be reserved for 'Affordable Housing'? We seek a development outcome winning Kilkenny landmark accolades and praise for quality urban design including energy efficient dwellings, commercial and retail areas, high or 100% capacity occupancy rates. Affordable housing should include the best available energy efficient systems and building design for the occupants and our environment eg will recycled grey water be used; any rainwater tank systems?
16. **New vertical mini suburb proposal**:- The **medium to high density** residential development will, if approved, effectively create a **new mini suburb** with high rise apartments contrasting to the **low density population of Kilkenny and West Croydon**. The population growth of hundreds of occupants in 500 dwellings proposed is conservatively estimated to be **54% of the Kilkenny population** (ref 2016 Census) with the number of Kilkenny **dwellings increasing by over 66%**. We consider this application for the high density dwellings in contrast to the existing built form of one storey dwellings in adjacent streets to be **unacceptable** especially adjoining by Pinda, Arkaba and Mundulla Streets, Aroona Road and the M J McInerney Reserve.
17. **Green / organic waste removal**:- Council should ensure this ongoing regular waste collection from the completed development site will be undertaken by Council and not the future strata title and commercial areas' management. We believe Council will do the better consistent and efficient service for maximising the green waste removal for recycling to avoid site waste going to general landfill.

18. **M J McNerney Reserve visitors traffic:-** Since the recent M J McNerney Reserve major upgrade by Council, many more visitors are enjoying the facilities now there. We note there have been some noise and late night behaviour issues in the recent warmer months. However, this attractive Reserve has created **traffic and car parking issues** for local residents nearby especially in Sackville St, Aroona Road and Mundulla St as Council Officers should be aware. These **nearby Kilkenny roads and other nearby West Croydon streets** are **narrow** and were surveyed **over eighty to 100 years ago**. We consider the increased traffic generated from the proposed combined residential and commercial development occupants and visitors to be too **onerous and unacceptable** to local residents.
19. **Enlarging M J McNerney Reserve:-** Re Council/ City of Charles Sturt's related brochure statement following extract:- *"Public Open Space - The proximity to MJ McNerney Reserve (2.45 Ha) suggests that additional public open space in the local popular M J McNerney Reserve area is not needed . The DPA does anticipate the establishment of a public plaza adjacent to Wilpena Terrace near the northern station platform and extension of the Outer Harbour Greenway through the subject land."* ..... **M J McNerney Reserve** straddles the important Council open space land between two suburbs and attracts locals and visitors from Croydon, West Croydon, Kilkenny and Woodville Park. Parts of these suburbs are poorly serviced for open space provision as Council Officers have acknowledged in related reports on Open Space provision in our fair City. M J McNerney Reserve is the largest regional Park for **thousands of residents** in these **four suburbs** to access until crossing over the four lane busy hazardous Woodville road traffic to the St Clair Reserve up to a few kilometres distant. Since the land was acquired by the City of Woodville, the former clay mining pughole gained its first significant upgrade ~ 30 years ago and the appreciated second upgrade completed in 2019. There are only a few other minor but important open space Council reserves eg Alton, Croydon Rail Station, Cedar Ave provided for the large population of these four to five inner north west Railway Corridor suburbs from Croydon to Woodville Park. With the current housing demands resulting in infill areas and increasing subdivision of the large 1920 – 1940's allotments / land parcels, this population is continuing to grow in the four suburbs near M J McNerney Reserve. The Open Space Reserve is only currently a **modest size (2.45 Ha)**. The size of this Reserve is **relatively low** considering the population's adjacent catchment area it serves and the lack of a comparable size Council Reserve for the suburban areas for kilometres from South Road, Croydon to Woodville Road, StClair.
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Regards

**Tony Williams**

BA (Recreation), Grad Dipl Group Work (Health Counselling)

West Croydon resident over 40 + years

**Kip Fuller**

B Social Work, Registered Nurse/ Midwife  
West Croydon resident 38 years

19 Rowell Crescent  
West Croydon 5008

## Jim Gronthos

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**From:** Kip Fuller & Tony Williams [REDACTED]  
**Sent:** Sunday, 12 April 2020 3:35 PM  
**To:** Jim Gronthos  
**Cc:** Georgina House  
**Subject:** new additional item for Submission FW: 'Draft Kilkenny Mixed Use (Residential and Commercial) DPA-Submission'

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Jim

Re attached email submission copy

As we discussed a few days ago, we wish to **add to our 6/4/2020 submission** with the following statement:

**9A new:**

The additional **pedestrian/ bicycle traffic lights by the railway crossing** will also contribute to further delays for the already busy David Tce. This other road crossing's traffic lights serve users of the continuing Greenway shared path especially the City to Port Adelaide bikeway corridor users. David Terrace is a major road, only two lanes around the rail/ bikeway crossing. David Tce will be even busier with the proposed development that we believe is too excessive in its density and traffic movements generated for all three components for the DPA i.e. 500 residential dwellings, commercial and retail areas. The pedestrian bikeway crossing will also contribute to future further delays for the busy David Tce traffic queues. We note that the information provided by Council from the DPA applicant on **future/ forecast traffic movements** has been estimated to be "conservative". That DPA information also did not take into account, seemingly ignored the impact on adjacent West Croydon narrow streets eg Aroona and Alfred Rd, Reynell St for the site's traffic movements seeking alternative routes to Torrens Rd, Rosetta St and Port Road arterials as commuters try to avoid David Tce bottlenecks and frequent delays.

\* " **9. Increased vehicle traffic movements:-** The **population growth** assured with the high density proposal will also have negative impact on the amenity of the adjacent **Woodville Park** residents as the **increased vehicle traffic** on the already congested **David Terrace**. That is a major arterial road with only two lanes in the mid section by the proposed site and a busy train crossing for both the Adelaide to Outer Harbor and Adelaide to Grange commuter trains plus freight. The train crossing barriers cause prolonged lengthy delays for road traffic and large passenger commuter and industrial vehicles' queues – north and south - especially during peak hours. Nearby **West Croydon** and also **Croydon** residents will also be affected in future by more unwanted additional **vehicle traffic seeking alternatives** to the even more congested David Terrace for accessing arterial Port and Torrens Roads for regular commuting journeys and avoiding long delays on railway line crossings. "

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West Croydon resident over 40+ years

**Kip Fuller**

B Social Work, Registered Nurse/ Midwife  
West Croydon resident 38 years

19 Rowell Crescent  
West Croydon 5008

Sent from [Mail](#) for Windows 10

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**From:** [Kip Fuller & Tony Williams](#)  
**Sent:** Monday, 6 April 2020 3:42 PM  
**To:** [jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au)  
**Cc:** [ghouse@charlessturt.sa.gov.au](mailto:ghouse@charlessturt.sa.gov.au)  
**Subject:** 'Draft Kilkenny Mixed Use (Residential and Commercial) DPA -Submission'

Dear Jim

Thank you again for your helpful assistance answering our queries regarding the proposed development in our telephone conversations and the eve meeting you attended with other CCS colleagues and many interested residents in the Kilkenny Community Centre.

The following details in 27 point form are our formal submission in response to Council's **Your Say** invitation

**'Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'.**

1. **Rezone the land** :- Kilkenny and West Croydon residents are, **in principle, in favour of and welcome change** for the **Rezoning the land and limited future improvements** to the current condition of the long abandoned large industrial site and its fringe areas included in the proposed development. The site is on the border of three suburbs. It abuts the increasingly popular M J McInerney Reserve that straddles the important Council open space land. This Reserve attracts locals and visitors from Kilkenny, Croydon, West Croydon and Woodville Park. The large industrial site has been a terrible ugly blight on the Kilkenny neighbourhood, sadly detrimental to our suburban area and unsafe due to asbestos and contaminants etc. Its buildings have attracted criminal behaviour for far too many decades. With its proximity to busy David Terrace and Kilkenny Railway Station, the **industrial site and adjoining fringe properties** have been a very poor, and blatant negative advertisement for our City. Over the many years since industrial and commercial activity ceased on the various sections of the proposed large total development site, the long term neglect on this particular landmark site has been exasperating. Residents and visitors otherwise have noted so many improvements by Council in assets and infrastructure that have proudly been implemented. Residents have also proudly upgraded and renovated the lovely character homes in our Kilkenny and West Croydon neighbourhood. Many new home dwellings have been constructed. We are sure too the increase in property values in our local neighbourhood and City wide is appreciated.
2. **Site's South west corner "The Austral Picture Palace" (1920's) Heritage Building**:- We are pleased to see the proposal, as we understand it, includes **retention of this old large industrial red brick building** by the David and Wilpena Terraces corner, just north of the Kilkenny rail station. Past use of the building was also as a suburban cinema ~ one hundred years ago many decades ago. We understand it is heritage listed and we are pleased to learn it has the structural integrity to be repurposed for non residential commercial use.
3. **Density and lack of open space**:- The proposal for the high density dwellings especially four to five storeys is **unprecedented** in our valued over one century old suburban area of Kilkenny and West Croydon. The development site for **high density** is **too constrained** by its area limited by the Grange/ Outer Harbor railway line, busy David Terrace arterial road, and the historical Kilkenny village with its narrow streets and M J McInerney Reserve. We believe the density of the proposed development of up to five storey dwellings is **far too high** and intense for this site. The imposition of a "rack and stack them" **500 dwellings** proposal plus the combination of an additional large commercial and retail area is **not acceptable**. We urge Council to **reject the four and five storey** dwellings part of the application. For the needs of **people now** in the local area, **low to medium density additional dwellings are acceptable** eg one to two storey buildings close to Pinda, Arkaba, Mundulla Streets and M J McInerney Reserve with up to additional maximum height of **three storey buildings** adjacent to Kilkenny rail station. **More open space** should be also required within

the footprint of the total area to be developed. We strongly **disagree** with the suggestion “*that additional public open space in the local popular M J McInerney Reserve area is not needed*”.

4. **Temporary and longer term Impact:** - During construction, it will be highly disruptive for residents eg widespread concern for guarantee being achieved for careful and safe management of - asbestos removal, soil contamination remediation, earthworks, noise imposition and traffic movements generated etc . After completion, effectively it will be a new suburb in terms of population, with its separate unique character contrasting to the neighbourhood structures of the older adjacent dwellings. It will create a gross **negative impact on the amenity and quality of lifestyle** and disturbing for residents in the adjacent well established suburbs of both West Croydon and Kilkenny especially.
5. **Council and State Government Infrastructure Due Diligence:-** Will the important existing suburban infrastructure for water supply, sewage systems, stormwater drainage, gas and electricity utilities supply be seriously reviewed for the ability of all these systems to be able to cope with the combined proposed development of the vertical suburban apartments - up to 500 dwellings and added commercial and retail development?
6. **Inadequate off street car parking:-** We have reviewed the proposal for vehicles belonging to the new dwellings’ occupants plus their visitors plus staff and customers and deliveries etc to the commercial and retail areas. We and many other neighbourhood residents are **not convinced** that the **off street car parking arrangements** is adequate nor satisfactory nor realistic. Our concern is that the already narrow streets adjacent to the development will be used for too high a proportion of these vehicles for short and longer term car parking.
7. **Emergency Vehicles access :-** How will the imperative for any number of Emergency Vehicles to be able to attend be seriously addressed for the new development? We already have issues with parked cars causing through traffic obstacles and restrictions in the narrow Kilkenny and West Croydon streets. We realistically foresee and anticipate that a large number of new residents and visitors to the new medium to high density dwellings and the commercial areas will be parking vehicles on the adjacent old narrow suburban streets outside of the development site area.
8. **Traffic master plan:** Will there be in the near future as a priority, a **car parking and traffic master plan** finalised for the Kilkenny and West Croydon zones? Council needs to ensure Emergency Vehicles and other regular daily passenger and larger vehicles including garbage removal vehicles access in and around the proposed site area at all times. These narrow streets already have manoeuvring problems for motorists where car parking causes traffic flow hazards for oncoming traffic eg Mundulla, Tarcowie, Aroona, Arkaba etc. Current traffic problems exist eg large garbage collection trucks have to regular reverse out of these narrow streets and enter the street from the opposite end to complete the collection service.
9. **Increased vehicle traffic movements:-** The **population growth** assured with the high density proposal will also have negative impact on the amenity of the adjacent **Woodville Park** residents as the **increased vehicle traffic** on the already congested **David Terrace**. That is a major arterial road with only two lanes in the mid section by the proposed site and a busy train crossing for both the Adelaide to Outer Harbor and Adelaide to Grange commuter lines plus freight. The train crossing barriers cause prolonged lengthy delays for road traffic and large passenger commuter and industrial vehicles’ queues – north and south - especially during peak hours. Nearby **West Croydon** and also **Croydon** residents will also be affected in future by more unwanted additional **vehicle traffic seeking alternatives** to the even more congested David Terrace for accessing arterial Port and Torrens Roads for regular commuting journeys and avoiding long delays on railway line crossings.
10. **Suburban side streets impacted:-** Many Residents in the three suburbs of both **West Croydon, Kilkenny and Woodville Park** will have further difficulties with the foreseeable **great increase of traffic movements** in the number of suburban side streets - eg Pinda, Wilpena, Mundulla, Arkaba, Aroona, Tarcowie, Alfred, Rosetta, Day Terrace etc etc. This detrimental consequence will be the result from the large number of new residents plus the variety of visitors to **500 proposed new homes** and the new two commercial and retail business areas in the proposed site development during construction and aftermath. Car movements in this local area are already challenging in terms of safety risk. It will be increasingly hazardous for drivers attempting to access and exit from David Terrace that currently has **nearly 20,000 daily vehicle movements** according to DPTI 2019 figures. That is already close to the daily traffic volume now on Woodville Road. Like Woodville Road, David Terrace also has a **busy rail crossing** that Kilkenny and West Croydon residents will try to avoid. We have noted that narrow David Terrace has **more truck movements** than the four lane Woodville Road.

11. **Limits and conditions for the scope of the proposed development** :- We believe many of the affected Kilkenny and West Croydon residents would support low to medium residential development to **reduce the number of dwellings** proposed. In this rezoning situation, we feel that **five storey dwellings to be included** is unbearable and insufferable. We trust that Council will seriously consider the long term impact of the current proposal and decide on restricting Council approval to **reduced density for a viable community benefit and sustainable future acceptable amenity** for the many residents currently in Kilkenny and West Croydon. We also seek Council's serious consideration to **reduce the proposed floor space area** and type of services to be operating from the **commercial and retail spaces** in the development area. From long term past dormant abandoned industrial areas to the new busier area's activities of the combined new residential and commercial and the daily visitation traffic – this will have a drastic negative impact on the very established residents in the adjacent low density Kilkenny village and West Croydon community. **Noise disturbances and air pollution** will increase from traffic flow including delivery vehicles, car parking and the residential and commercial areas activities.
12. **New development versus old suburban environments**:- The scale of the development **proposal detracts from the existing character of the older homes** in the two adjacent suburbs. The medium to high density proposal is alien to our neighbourhood. It is in conflict with the existing local neighbourhood amenity in form and function. The proposed mini suburb's residential density, including non residential commercial area activity and associated vehicle movements is not compatible with the older Kilkenny and West Croydon suburbs dwellings features. The proposal is not like the new suburban developments of the larger Woodville West or St Clair densities with their varying heights for residential dwellings as there is not a close interface with older low density dwellings close by in the adjacent area.
13. **Types of new services**:- For the proposal to *"Allow low impact and low intensity non-residential development to service the needs of the local area"* – it is not clear **what type of needs** are to be serviced in the "local area" and for **whose benefit?** Any commercial retail or other allied business or industrial (eg warehousing?) activity needs to be **viable , long term and sustainable**. Can we please have **transparency and examples** on what is considered to be *"low impact and low intensity non-residential development"*? Local residents already have access to established **other retail and business precincts** close by at Arndale, Welland, Beverley with Hindmarsh and Woodville business areas within car and short journey public transport commuting distance. Existing shopping precincts nearby should also be considered to avoid duplication and unnecessary competition with other existing retail and commercial places performing under capacity.
14. **Type of residential dwellings**:- Can Council please promptly confirm that the **resident occupiers in the proposed 500 dwellings with be long term** – either owner/ occupiers and long term tenants rather casual occupiers like "air bnb" or short term rental apartments?
15. **"Affordable Housing' overlays to the land"**:- This is listed as *one of "the key proposed changes"* but it is not clear what that means eg what **% of up to 500 dwellings** are envisaged to be reserved for 'Affordable Housing'? We seek a development outcome winning Kilkenny landmark accolades and praise for quality urban design including energy efficient dwellings, commercial and retail areas, high or 100% capacity occupancy rates. Affordable housing should include the best available energy efficient systems and building design for the occupants and our environment eg will recycled grey water be used; any rainwater tank systems?
16. **New vertical mini suburb proposal**:- The **medium to high density** residential development will, if approved, effectively create a **new mini suburb** with high rise apartments contrasting to the **low density population of Kilkenny and West Croydon**. The population growth of hundreds of occupants in 500 dwellings proposed is conservatively estimated to be 54% of the Kilkenny population (ref 2016 Census) with the number of Kilkenny dwellings increasing by over 66%. We consider this application for the high density dwellings in contrast to the existing built form of one storey dwellings in adjacent streets to be **unacceptable** especially adjoining by Pinda, Arkaba and Mundulla Streets, Aroona Road and the M J McInerney Reserve.
17. **Green / organic waste removal**:- Council should ensure this ongoing regular waste collection from the completed development site will be undertaken by Council and not the future strata title and commercial areas' management. We believe Council will do the better consistent and efficient service for maximising the green waste removal for recycling to avoid site waste going to general landfill.
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night behaviour issues in the recent warmer months. However, this attractive Reserve has created **traffic and car parking issues** for local residents nearby especially in Sackville St, Aroona Road and Mundulla St as Council Officers should be aware. These **nearby Kilkenny roads and other nearby West Croydon streets** are **narrow** and were surveyed **over eighty to 100 years ago**. We consider the increased traffic generated from the proposed combined residential and commercial development occupants and visitors to be too **onerous and unacceptable** to local residents.

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West Croydon resident over 40 + years

**Kip Fuller**

B Social Work, Registered Nurse/ Midwife  
West Croydon resident 38 years

19 Rowell Crescent  
West Croydon 5008

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 22**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 7 April 2020 1:42 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Brett

**Last Name**

Stafford

**Postal Address**

37 Aroona Road Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

We are in favour of the development on the Bianco site, but are strongly against high density, which is aesthetically unacceptable and detrimental to the psychological and physical well-being of residents and ruin the heritage 'village' feel of Kilkenny. We feel that a two story dwelling should be the maximum and must blend in character with the heritage feel of the area. Our main concerns are; 1) Huge increase of traffic in Aroona Road and

other local streets which are narrow and not designed for modern vehicles, trucks, etc. Half of Aroona Road narrows, making through traffic difficult in peak times. Backing of caravans, trailers, boats etc. is very difficult or impossible into driveways, stalling traffic flow/ especially if cars are parked opposite. Aroona road turns into Mundulla Street making the obvious route for new planned residents to gain access to/from Torrens Road (there is a train line crossing on David Tce and Wilpena Tce has roundabouts). 2) Parking –Already an issue and some streets often impassable forcing some residents to park two wheels illegally on footpaths which impedes wheelchair access and pedestrians. 3) Lack of local shops/supermarkets in walking distance. This will force most people to drive their cars to either Amarda Arndale or Welland shopping Centres. 4) Heritage Area - As residents we have restrictions to what is permissible when renovating or planning additions (why should a developer be exempt from these same restrictions?) 5) Environmental Concerns - Any new development should have -: A) Access to train station B) Greenways, walkways, bike lanes. C) Communal Gardens, trees (to cool area) D) Efficient water catchment/run-off 6) Poor Infrastructure – A new underpass/overpass on the train crossing would be necessary on David tce to allow for the proposed massive increase in traffic/population. This would be essential to reduce traffic load off the already choked local streets.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say Charles Sturt.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 23**

## Jim Gronthos

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**From:** Melanie Ford [REDACTED]  
**Sent:** Wednesday, 8 April 2020 11:59 AM  
**To:** Jim Gronthos  
**Subject:** Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission by Melanie Ford and Lloyd Gedling

We are owner occupiers at 6 Wilpena Terrace Kilkenny, located immediately to the west and north of the proposed area to be rezoned. We understand that the rezoning of the existing Urban Employment Zone to Mixed Use (Residential and Commercial) will directly affect us and the amenity of our home in a number of ways. Please find below our concerns with the current Draft Development Plan Amendment.

### Vehicle movements and on street parking

The existing streets of Kilkenny particularly in the immediate vicinity of the area proposed to be rezoned are narrow. When one side of the street has parked cars, only one additional car can safely drive past. Traffic travelling in both directions at the same time safely is impossible. There are already congestion issues in Mundulla St between Wilpena Tce and David Tce when cars are parked on either side of the road.

#### Issues

- The streets already have car parking and vehicle movement issues because they are narrow.
- The draft plan will allow for more than 1400 additional car movements on the streets and a significant increase in on-street parking by 200-300 cars, effectively clogging the streets.
- Streets cannot be widened because existing residences are often built on allotment boundaries.
- Increased car movements particularly at morning peak will cause significant time delays and safety issues with traffic likely to be banked up on several streets and intersections waiting for a break in traffic to enter already busy David Tce.
- Increased car movements at afternoon peak will cause safety issues turning onto Mundulla St and others, from David Tce, particularly with access to Pinda St changed. The short right turn lane on David Tce is a refuge from busy traffic and often means a lengthy wait for a break in the traffic to turn. More than 2 cars are unlikely to safely be able to wait here.
- Providing an additional point of access/egress from Port Rd via Aroona Rd to the south of the current Bianco site should be fully investigated.
- Future commercial space should be limited to fronting onto David Tce to minimise further traffic congestion in the suburban streets.

### Proposed increase in built density

The majority of residences surrounding the proposed area are single storey. The majority of residential sites are small in size with dwellings having a variety of character and form. The draft proposal will enable density to be increased exponentially, with the likelihood of massive built volumes (height as well as footprint) with minimal variety and articulation. This is not in keeping with the existing historic conservation area objectives to retain the aesthetic appeal and history of the area.

#### Issues

- The proposed density is not reflective of or sympathetic to the existing historic conservation area. It is dramatically at odds with the existing built form within the area, including basic century-old infrastructure such as roads.
- The proposal would allow for new developments to dominate existing residences at 3-5 storeys, both directly and indirectly through distant views. This will change the micro climate within the immediate area affecting access to sun and prevailing breezes for nearby existing residences.



- Limiting built form to 2 storeys maximum at the fringes to the proposed area particularly immediately abutting existing residences or directly across the road from, including Pinda Street, would be strongly preferred to minimise visual and physical impacts including overlooking into private spaces.

#### Environmental Impact

The significant increase in density will increase the area of hard surfaces radiating heat into the immediate surrounding area. The amendment is allowing future development to minimise green open space making use of existing green space in lieu of creating more. Green space requirements on the existing Bianco site will be mostly located on the southern side adjacent the railway line to be used as part of the Outer Harbour Greenway. It is likely that additional green space will not be incorporated into the development elsewhere if the percentage of green space requirement is used for the greenway. Open public green space in Kilkenny and the surrounding area is already minimal.

Minimal green space is likely to increase the proportion of hard ground surfaces. This will increase stormwater runoff and loss.

Opportunities should be seized to take advantage of evolving research and new professionally accepted and endorsed design practices to include requirements to provide alternative methods for minimising the effects of radiated heat and changes to micro climate, and making best use of stormwater within new dense urban developments.

The new developments at St Clair are a prime example of minimal open green space within developments. Driveways between townhouses and apartments are vacant, unpleasant, functional spaces that are for vehicles only, increasing radiated heat and air temperatures, and creating additional stormwater run off.

We are not opposed to new development. We are opposed to new development which significantly impacts the existing amenity of the area, particularly the addition of a significant number of cars and vehicle movements in the narrow streets around the site, and dominating built forms around existing single storey dwellings.

Please do not hesitate to contact us if you require any clarification to the points raised above.

Regards

Melanie Ford and Lloyd Gedling  
6 Wilpena Tce, Kilkenny



Sent from my iPad

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 24**

## Jim Gronthos

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**From:** William Cornish [REDACTED]  
**Sent:** Wednesday, 8 April 2020 5:20 PM  
**To:** Jim Gronthos  
**Subject:** Draft Kilkenny Mixed Use (Residential and Commercial) DPA-Submission  
**Attachments:** Photo 1 John Hindmarsh Frontage Renown Park.JPG; Photo 2 Town houses on John Hindmarsh Frontage Renown Park.JPG; Photo 3 Plaque commemorating Rowley Park Speedway.JPG; Photo 4 Francis Ridley Court Renown Park.JPG; Photo 5 Vine St Prospect Example of poorly planned housing.JPG

### To Whom It May Concern

Our names are Elsje Stolk and Bill Cornish. We have lived in our privately owned house at 75 Wilpena Terrace since July 2002. In that time, we have grown to love Kilkenny and the quiet and comfortable lifestyle it has offered us. We write this letter regarding the proposed mixed development at the old Bianco site at the corner of Pinda St and Wilpena Terrace.

Whilst we acknowledge the need for more housing in Adelaide and welcome a redevelopment of the neglected Bianco site, the possibility of over 500 homes with up to 5 stories being built causes us great concern. We believe that any development which brings more residents to Kilkenny is going to have an impact on the neighbourhood. However, a critical mass needs to be reached where that increase in population and traffic does not have too great a negative impact on the lifestyles of the current residents in the area.

At a meeting for interested residents held at the Kilkenny RSL on March 3 2020, people from the Charles Sturt Council explained that the most effective way to influence what happens with this development is to put in a submission with concerns and suggestions.

### Concerns

- We believe more vehicles will use the side streets near the development particularly Pinda St, Wilpena Terrace and other side streets that come off Wilpena and that this could destroy the quiet ambience of the area
- We believe that 500 homes in the area is far too many. If carried through we would likely be confronted with all the issues and challenges such housing models can bring including overcrowding, social dysfunction and crime. [See Attachment Photo 5] This is the front of a block of flats in Prospect
- We believe the current limit of 5 stories for the homes in the new development is too high.
- Parking for nearby residents might also become an issue if the new development does not provide sufficient garaging space for each home.
- The newly renovated MJ McInerney Reserve at the end of Pinda St and Aroona Road has a lot of use particularly on weekends. This park would not be big enough to cope with the increased demand that the new redevelopment would bring.

### Suggestions

- Traffic flow through the side streets be monitored to determine the impact of higher usage on nearby homes
- An upper limit of 150 homes be placed on the development and that

- A maximum of 2 stories per home be enforced on the development and the homes be 1 and 2 story town houses built in clusters in cul-de-sac settings [See Attachments Photos 1-4] This is John Hindmarsh Frontage Renown Park a beautiful example of 1-2 story town houses in a cul-de-sac setting
- Sufficient parking including 2 allocations per home plus visitor car parks be provided
- Ample parks with playgrounds and barbeque facilities be included in the plan

In conclusion while we welcome the redevelopment of the Bianco site which will upgrade a neglected blot on our neighbourhood as well as providing much needed housing in the area, we strongly believe that restraint needs to be exercised in what the developer can do with the site. We do not want our beautiful neighbourhood ruined by the problems associated with poor planning and overcrowding.

Thank you for taking the time to read our submission.

Yours sincerely

Elsje Stolk

Bill Cornish











THE PLACE WHERE CHAMPIONS GATHERED

1949

1979

PLACED BY THE S.A. SPEEDWAY SUPPORTERS  
THIS PLAQUE SERVES AS A REMINDER THAT ROWLEY  
SPEEDWAY OPERATED ON THIS SITE FOR THIRTY YEARS  
UNVEILED JOINTLY BY KYM BONYTHON A.C. D.F.C. A  
& THE MAYOR OF HINDMARSH, FLORENCE PENS  
14 SEPTEMBER 1991.









**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 25**



8 April 2020

The Chief Executive  
City of Charles Sturt  
PO Box 1  
WOODVILLE SA 5011

**Attention:** Jim Gronthos

By Email: [jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au)

Dear Mr Gronthos,

RE: DRAFT KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DPA -  
SUBMISSION ON BEHALF OF OI GLASS

## EXECUTIVE SUMMARY

This submission has been prepared by OI Glass in response to the Draft 'Kilkenny *Mixed Use (Residential and Commercial) Development Plan Amendment* (DPA) and serves to inform the Charles Sturt Council, the Minister for Planning and all other key stakeholders, that **OI Glass is strongly opposed to the rezoning**. For the reasons set out in this submission, OI Glass considers and requests that the DPA be **discontinued** and **abandoned**.

The DPA seeks to rezone a portion of the existing 'Urban Employment Zone' in Kilkenny (located to the north of the outer harbour railway line) to the 'Suburban Activity Node Zone' to facilitate higher density residential and mixed use development ranging from 2 to 5 storeys in height. The Draft DPA would result in an additional 500 multi-storey dwellings located within the 'Affected Area' which is as close as 25 metres from a new OI Glass warehouse and 40 metres from the long standing OI Glass plant.

Whilst the Kilkenny DPA does not propose to rezone the OI Glass land (plant and associated warehouse) it dramatically affects and impacts the OI Glass land.

The plant is OI Glass' main site for the production of wine bottles and is set up to service the wine Industry in South Australia. It is the major wine bottle producer and supplier to Barossa, McLaren Vale, and the Hunter Valley and currently produces approximately 500 tonnes of glass containers per day and over 170,000 tonnes of glass annually. Glass is more sustainable than any other packaging and infinitely recyclable.

The West Croydon Plant of OI Glass is a longstanding manufacturing activity of considerable significance to the economy of the Western Region of Adelaide and the State.. The Plant has been operating since 1914 and has an estimated relocation capital cost of \$350M (Source: Hudson Howells, November 2019). Under typical operating conditions the Plant generates an employment benefit of 468 Jobs (direct and indirect) and contributes over \$154M to Gross State Product. (Source: Hudson Howells, November 2019).

The plant is subject to stringent environmental management requirements, administered by the EPA. As a result of extensive infrastructure investment and assiduous community engagement, OI Glass is meeting all relevant environmental requirements and obligations and is experiencing a very low level of complaints from adjacent residential areas.

The experience of OI Glass is that high density residential development cannot occur in a manner that is compatible with glass manufacturing (24 hours a day / 7 days a week) at such close proximity. Encroachment of sensitive land uses within the vicinity of the plant and warehouse presents the risk of ‘reverse amenity impacts’ on OI Glass, which will in turn restrict and limit current and future operations on site and ultimately burden OI Glass with reducing those reverse amenity impacts.

An increase in the number of ‘sensitive’ properties close to the plant and operations will make OI Glass’ environmental challenge considerably more complex and, based on our experience in other jurisdictions, create conflict between OI Glass and the residents of those properties. To operate effectively in a competitive economic environment, OI Glass requires certainty regarding the operating conditions as well as legislative controls and policy provisions applying to its plant, operations and to adjacent land. The global market environment that OI Glass operates within means that any encroachment from incompatible activities, or any increase in environmental management costs, will impact directly and immediately on the viability of the plant and hence the security of employment on the site. In particular, we are strongly concerned with the possibility of future residential complaints and the inevitable escalation of our environmental licence and conditions which would require significant investment in our plant and seriously impact our competitive position in supplying class containers to the Australian Market.

Pursuant to Council’s own Privately Funded Development Plan Amendments (DPA) Policy there are a number of broad considerations to consider before initiating a proposed rezoning of land including:

- *The proposed policy amendments are consistent with the Government’s planning Strategy and Council’s strategic documents;*
- *The current policy over the subject land is considered outdated;*
- *The proposed amendments address social, environmental and economic outcomes.*

The proposed DPA does not meet Council’s own criteria to undertake a privately funded DPA and should never have been initiated given:

- The proposed future policy framework is not aligned with nor justified by the ‘State Planning Policies’ or policies within the ‘30 Year Plan for Greater Adelaide’ that seek the prevention of land use conflicts and the protection of employment lands from residential encroachment;

- The plant is located within a ‘Prime Urban Employment Area’ as recognised by the recent Charles Sturt Council *Urban Employment Land Review* dated July 2019. The recommendations of the ULER – 2019 report were ‘...provided to inform a clear strategic direction over the City’s Prime Employment Areas to maintain a balance of employment land for the future and to assist in the overall assessment of future rezoning proposals of Urban Employment Zoned precincts for alternative land uses.’ The report highlights that there is a large supply of housing potential over the next few years in the City of Charles Sturt and identifies that ‘Future considerations for rezoning Prime Urban Employment Areas should therefore not be solely based on the potential for greater housing stock in the City’. On this basis, there is no local strategic basis upon which to support initiation of the DPA.
- The existing policy framework applying to this land is the ‘Urban Employment Zone’ which was only recently introduced on 31 October 2017 and represents suitable and contemporary policy that appropriately reflects the existing range of well entrenched land uses within the area.
- Rather than addressing social, environmental or economic outcomes the proposed Privately Funded DPA will *create* negative economic outcomes for manufacturing in this precinct.

Finally, there are a number of clear shortcomings, errors and omissions in the investigations and analysis undertaken to inform the DPA. In particular, there are a number of flawed assumptions on how future interface issues (i.e. noise, air emissions and odour etc.) can be successfully managed including reliance on existing statutory and legislative regimes as well as proposed future policy ordinance. These shortcomings of the Draft DPA include:

- An endeavour to resolve the inherent incompatibility or conflict arising from residential uses being located close to industrial uses by ‘managing’ that incompatibility by the introduction of management type techniques in a Development Plan and/or reliance on the imposition of conditions of consent at the development application stage (noting that such an approach is wrong as a matter of principle);
- The assumption that the existing (full existing potential) operations of OI Glass will not change in the future recognising that the ‘analysis’ section of the Draft DPA does not address the possibility, nor therefore the implications of OI Glass expanding or changing its operations at the plant;
- If the DPA proceeds, the context and environment within which OI Glass operates will change and OI Glass’ operations at the site may be constrained and/or OI Glass may be forced to undertake additional noise, odour or air emission mitigation works at significant cost to meet its general environmental duty and licence obligations;
- The ‘Air Quality Impact Assessment’ that Council has relied upon to inform the DPA (prepared by ‘Enviroscan Industrial and Marine Surveys’) has been subject to a peer review that raises serious concerns and doubts about the reliability and accuracy of the findings in the report and seriously challenges the Council’s contention that no specific policy response is required in the DPA for the management of air quality from the OI Glass land;
- There is no acoustic engineering support for the position adopted by the Council in the DPA on the issue of noise impacts given the ‘Environmental Noise Assessment’ that Council has relied upon to

inform the DPA (prepared by Sonus – 2019) incorporated recommended policy provisions that were not ultimately adopted in the Draft DPA; and

- Council’s proposed approach to manage noise impacts from the OI Glass plant and warehouse relies on the operation of the ‘Noise and Air Emissions Overlay’ which will trigger acoustic specifications and requirements under the Ministers Specification SA78B, yet this approach is fundamentally flawed as no formal trigger exists to mandate industrial noise be considered as part of the Ministers Specification.

On this basis the ‘*Draft Kilkenny Mixed Use (Residential and Commercial) DPA*’ should be **discontinued and abandoned** and any rezoning of any land in the locality should be for the purposes of entrenching and strengthening the employment role of the precinct and not for any development that would jeopardise or erode that role.

## **1.0 INTRODUCTION**

This letter has been prepared as a submission to the City of Charles Sturt in response to the Draft ‘Kilkenny *Mixed Use (Residential and Commercial) Development Plan Amendment* (DPA) which is currently on public consultation until 5.00pm Tuesday 14<sup>th</sup> April 2020.

The purpose of this submission is to inform the Council, the State Planning Commission (SPC), the Minister for Planning, The Minister for Trade and Investment and other key stakeholders of the economic, social and environmental implications of the proposed DPA, with particular regard to the critical impacts that the rezoning would have upon the existing and intended future operations of the adjacent OI Glass manufacturing plant and associated warehouse facility at 32 Kilkenny Road, West Croydon.

The DPA seeks to rezone a portion of the existing ‘Urban Employment Zone’ in Kilkenny, located to the north of the outer harbour railway line. The area is proposed to be included within the ‘Suburban Activity Node Zone’ to facilitate higher density residential and mixed use development ranging from 2 to 5 storeys in height and located as close as approximately 25 metres from the recently approved OI Glass warehouse and 40 metres from the OI Glass plant.

The proposed Kilkenny DPA does not propose to rezone the OI Glass land (plant and associated warehouse) however it dramatically affects and impacts the OI Glass land.

OI Glass employs 150 full time equivalent (FTE) staff at the plant and generates an additional 318 FTE jobs State wide (468 FTE jobs in total), contributing \$154,650,000 per annum to Gross State Product (GSP). (Source: Hudson Howells, November 2019).

The OI Glass plant operates 24 hours per day seven days per week throughout the year in accordance with strict EPA licensing conditions. Whilst one furnace is currently running, the plant retains the capacity to operate a total of four (4) glass-making furnaces as production requirements dictate. The hardstand of the recently approved warehouse fronting Aroona Road and the Outer harbour rail corridor operates from 7.00am to 10:00pm 6 days per week and accommodates B-Double movements as well as ‘shuttle truck’ movements between the OI Glass plant and the warehouse.

The experience of OI Glass is that high density residential development cannot occur in a manner that is compatible with glass manufacturing (24 hours a day / 7 days a week) at such close proximity.

Encroachment of sensitive land uses within the vicinity of the plant and warehouse presents the risk of ‘reverse amenity impacts’ on OI Glass, which will in turn restrict and limit current and future operations on site and ultimately burden OI Glass with reducing those reverse amenity impacts.

To operate effectively in a competitive economic environment, OI Glass requires certainty regarding the operating conditions as well as legislative controls and policy provisions applying to its plant, operations and to adjacent land. The global market environment that OI Glass operates within means that any encroachment from incompatible activities, or any increase in environmental management costs, will impact directly and immediately on the viability of the plant and hence the security of employment on the site. In particular, we are strongly concerned with the possibility of future residential complaints and the inevitable escalation of our environmental licence and conditions which would require significant investment in our plant and seriously impact our competitive position in supplying glass containers to the Australian Market.

We are also concerned that the proposed DPA has been initiated without a true or accurate understanding of the potential environmental (acoustic and air quality) impacts of the OI Glass plant on potential future medium density residential development on the land that is proposed to be rezoned.

Accordingly, this submission serves to inform Council, and all other key stakeholders, that **OI Glass is strongly opposed to the rezoning.**

In particular, this submission seeks to identify the nature, extent and costs of the impacts that the Draft DPA will have on the O-I Glass plant and warehouse and based on these impacts, strongly recommends and requests that the proposed DPA is discontinued and abandoned.

## **2.0 ABOUT O-I GLASS**

OI Glass is a global manufacturer of glass containers serving the food, wine and beverage industries. The company operates 78 plants in 23 countries and has more than a century of experience crafting pure, sustainable glass packaging for many of the world’s best-known food and beverage brands.

The plant is OI Glass’ main site for the production of wine bottles and is set up to service the wine Industry in South Australia. It is the major wine bottle producer and supplier to Barossa, McLaren Vale, and the Hunter Valley and currently produces approximately 500 tonnes of glass containers per day and over 170,000 tonnes of glass annually. We supply South Australian beverage producers including TWE (Treasury Wines), Yalumba (Smith & Sons), Portavin SA (SMYA), Vinpac, Pernod Ricard Winemakers and Bickfords to name a few.

OI Glass’ Adelaide plant has been operating since 1914 and was founded and established well before planning legislation was introduced in South Australia under the *Town Planning Act, 1929*.

Whilst industry changes have previously had an impact on the number of glass furnaces that we run at the West Croydon plant, we are pleased to advise that our reconfigured manufacturing footprint has resulted in a significant improvement in productivity and our Adelaide plant is now one of the highest performing plants in

our APAC network. Ongoing productivity improvements are very important in order to compete against imports and ensure the competitiveness of glass manufacturing in Australia.

The recent warehouse expansion to the west of the plant (previous shearer site), over Aroona Road, also represents a recent economic investment of approximately \$40M with significant economic and community benefits including:

- A more efficient and cost-effective logistical operation with co-located warehouse facilities;
- Reduced heavy vehicle freight movements on the local and regional road network resulting in increased road safety and reduced infrastructure ‘wear and tear’;
- Significant environmental benefits associated with reduced freight movements including reduced air and carbon emissions etc.

This significant economic investment further consolidates and builds on the long-term viability of the site for ongoing manufacturing operations.

We also work closely with the community to minimise the impact of our operations. This includes a local residents’ consultation group which is hosted by OI Glass.

## **2.1 Site & Locality**

The OI Glass Plant is some 9.4 ha in area, situated on Port Road approximately 4.7km north-west of the Adelaide CBD within the City of Charles Sturt.

The recently constructed Warehouse is on a site of approximately 50,000 sqm which is located immediately adjacent to the plant to the west, over Aroona Road



**Figure 2.1**      *Location Plan (OI Glass Plant and Warehouse)*



The OI Glass Plant has frontage to Port Road and Aroona Road and is bound on the north by the outer harbor rail line. The OI Glass warehouse at 32 Kilkenny Road also has frontage to Kilkenny Road, Port Road and Aroona Road and is also bound on the north by the outer harbor rail line.

**Figure 2.2: Site and Locality Plan**

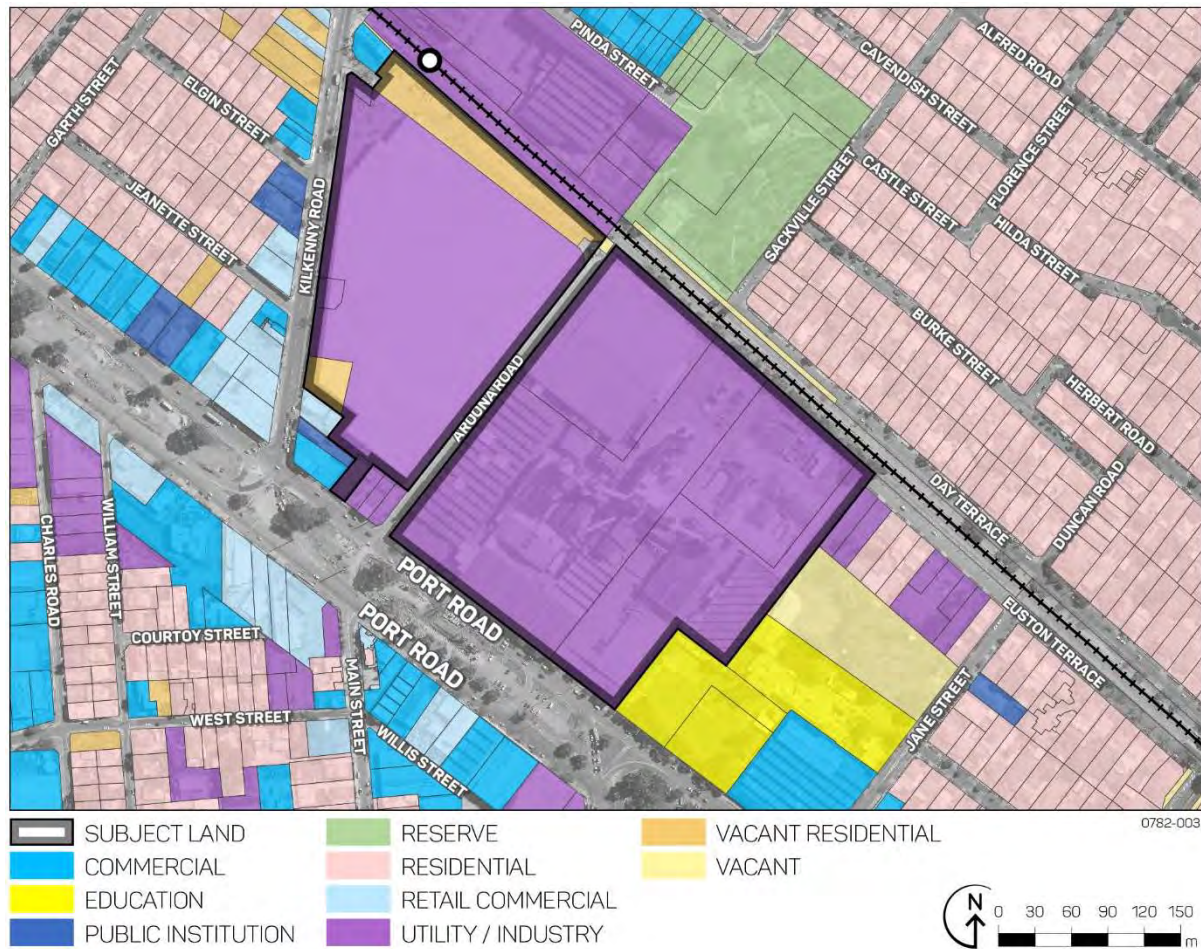


To the north, west and south of the plant are a variety of industrial and commercial activities. The site forms part of a recognised concentration of industrial activities known as the ‘West Croydon/Kilkenny South Precinct’, and adjoins a larger agglomeration of industrial land known as the ‘Beverly Precinct’.

Residential land uses at low density (generally single storey) predominate to the north-east of the plant, protected from the Plant’s noise emissions by a six (6) metre high acoustic wall along the sites north-eastern boundary that was constructed by OI Glass to reduce any impact on existing dwellings. To the east of the plant there is a mixture of land uses – residential, educational and commercial.



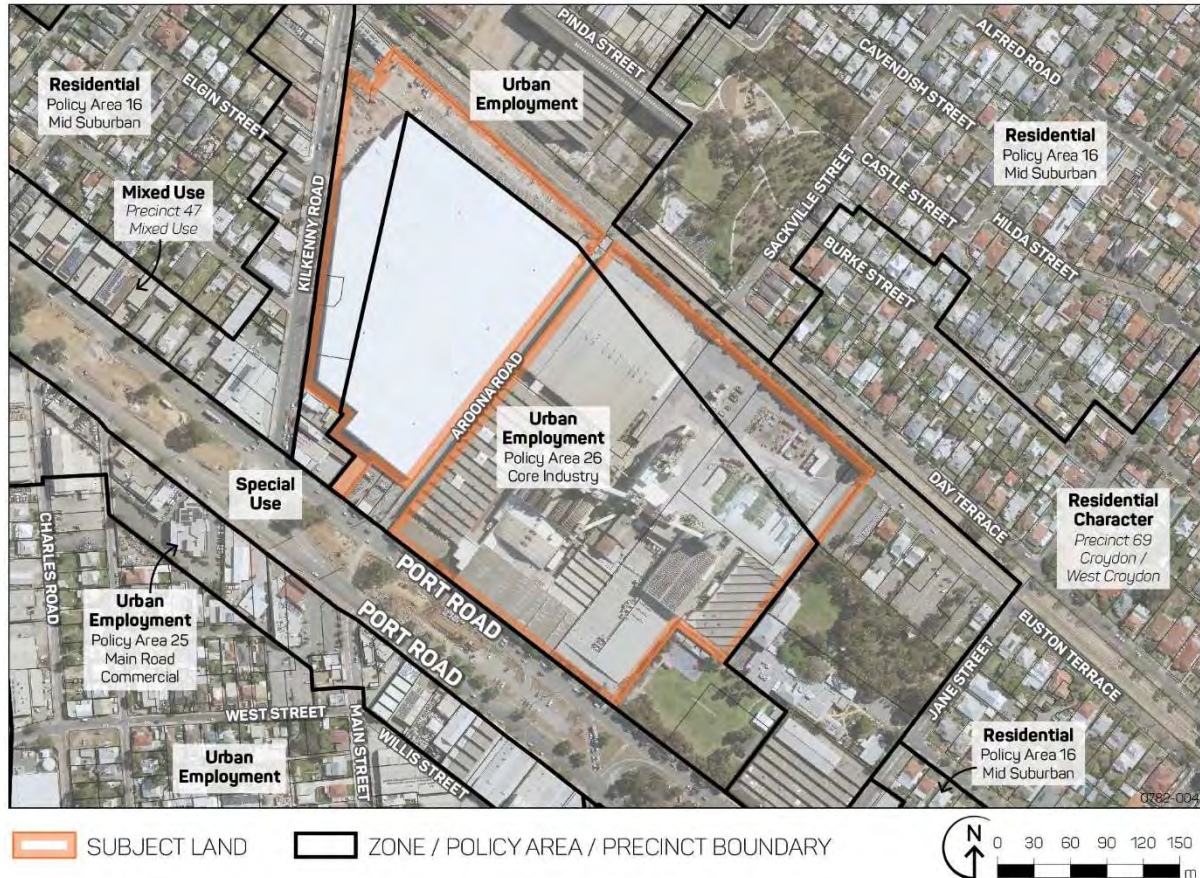
**Figure 2.3** *Land Use Composition of Locality*



The OI Glass plant is located within the 'Urban Employment Zone' of the Charles Sturt Development Plan Consolidated 13 February 2020. A portion of the plant is located within the 'Core Industry Policy Area 26'.



Figure 2.4 Zone & Policy Framework



The 'Urban Employment Zone' in the current Development Plan provides, amongst other things:

- (a) that it is a mixed-use employment zone that accommodates a range of industrial land uses together with other related employment and business activities (Objective 1)
- (b) that it is a zone that provides for "... large floor plate enterprises, such as major logistics and manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing transport networks". (Objective 4)
- (c) that the "... existence of a number of **well-established industrial activities**, which fulfil an important employment function for the surrounding residential areas and region, are protected from the intrusion of inappropriate uses which may reduce their potential operations and the utility of the land resource".
- (d) that "industry" is a form of development envisaged in the zone.
- (e) that, according to the Desired Character for the Core Industry Policy Area 26, that Policy Area "... will be developed as an **intensively industrialised**, high quality, landscape, **24 hour operation area**", and "**high impact industrial uses should locate in this area...**" (our emphasis)

- (f) that a "dwelling" continues to be a "non-complying" kind of development (except in the very limited circumstances).
- (g) on page 295 of the current Development Plan the Council states with respect to (amongst other land) most of the O-I land that:  
  
*"Activities which are potentially hazardous or **produce negative off-site impacts**, such as noise, air, water and waste emissions, significant volumes of industrial traffic or **have a detrimental impact on the amenity of properties in residential** or similar environmentally sensitive zones are not appropriate".*
- (h) on page 295 of the current Development Plan states with respect to the Kilkenny DPA land that:  
  
*"Much of the area has **residential interfaces**, which **experience impact** from some activities in terms of visual appearance, building bulk, minimal landscaping **noise, air quality**, overshadowing, 24-hour operation, industrial traffic and on-street car parking. This proximity to residential areas access act as a constraint on industrial operations".*
- (i) on page 295 of the current Development Plan that the Kilkenny DPA land (amongst other land) will be:  
  
*"... **protected from the encroachment of houses** which will **reduce the land resource for industry**". (our emphasis)*

By and large, these policies appropriately reflect the existing range of well entrenched land uses within the 'Affected Areas' of the DPA.

## 2.2 Manufacturing Operations

OI Glass is one of only two (2) glass container plants in South Australia and currently produces approximately 500 tonnes of glass containers per day and over 170,000 tonnes of glass annually.

### 2.2.1 Nature of Operations

Key elements of the activities on the site comprise:

- Receival facilities for raw materials:

Approximately 38 heavy vehicles deliver raw materials in bulk to the site every day, comprising a total of 76 vehicle movements. These vehicles access the north-western corner of the plant site via Aroona Road. This is the only heavy vehicle access to the site and is located approximately 40 metres from the 'Affected Area' of the new DPA. Vehicles arrive at all hours of the day and night, according to the supply requirements of the plant.

After checking in at the entry office, the vehicles proceed within the site and, after manoeuvring and unloading, exit the site via the Aroona Road access.

- Four Glass Furnaces:

Raw materials are mixed and batch fed into one of the furnaces on site. These furnaces operate at temperatures of in excess of 1550 degrees Celsius and are subject to stringent controls over noise, odour and other emissions. Each furnace has a replacement value in excess of \$30M.

Currently one furnace is in operation however OI Glass may choose to reactivate the other three furnaces subject to market conditions.

- Bottle Manufacturing lines:

Glass is fed from the furnace into a bottle manufacturing machine and subsequent inspection equipment. These require sophisticated control automation and procedures to ensure a high-quality product. Product that is not-fit for sale is recycled on-site by crushing and re-melting.

- Collection, Storage and Onward movement facilities:

Bottles are packed on pallets from the bottling line and then the pallets are plastic-sealed and collected in a short-term storage area via a fully automated system. The storage area is located within the north-west corner of the site, adjacent the Aroona Road Access.

Bottles are picked up from the storage area via heavy vehicles which deliver the bottles to the OI Glass warehouse at Wingfield, the new OI Glass Warehouse (32 Kilkenny Road) or direct to the end user. This primarily involves a 19 metre semi trailer making approximately 40 trips (80 movements) per day, which enter and leave the plant site at all times of the day and night via Aroona Road.

- Administration Facilities:

The site includes office and administrative facilities associated with the South Australian operations of OI Glass. These facilities are located generally along the north-western part of the Port Road frontage of the site.

- Manoeuvring and parking areas:

A large portion of the site is necessarily set aside for access, manoeuvring and parking of vehicles. The lack of alternate access points to the site requires that extensive provision be made for vehicle manoeuvring within the site.

The OI Glass facility is characterised by significant capital investment and by a number of activities which generate impacts that, while entirely appropriate within an industrial zone, require separation (buffer) and/or mitigation to ensure compatibility with residential and other sensitive land uses.

## **2.3 Economic Significance**

OI Glass Adelaide Plant comprises a very significant fixed capital investment, with an estimated relocation capital cost of \$350M and total employment on site of 150 full time equivalents (Hudson Howells, O-I Australia, Adelaide Plant Economic Impact Assessment, November 2019).

Hudson Howells have assessed the impact of OI Glass' Adelaide operations on the South Australian economy and the economy of the Western Region of Metropolitan Adelaide (refer to *Appendix 1*).

Key results are summarised in *Tables 2.1* and *2.2* below.

**Table 2.1: OI Glass Operating Data**

(Source, Hudson Howells, O-I Australia, Adelaide Plant Economic Impact Assessment, November 2019)

| <b>OI Glass Operating Data</b>           |  |
|--|--|
| Estimated Australian Turnover            | \$700,000,000  |
| Estimated South Australian Turnover      | \$150,000,000  |
| Adelaide Plant - Direct Employment       | 150 Full Time Equivalents  |
| Adelaide Plant Direct Costs              | \$90 million p.a.  |
| Adelaide Plant – Repairs and Maintenance | \$3.5 million p.a.   |
| Furnace Repair Costs                     | \$30,000,000 (Every 8 Years)<br>70% Imported Bricks              |
| Adelaide Plant Site Area                 | 78,000 m <sup>2</sup> (7.8 hectares)                             |
| Estimated Redundancy Costs if Closure    | \$22.5 million (150 FTEs @ \$150,000 each)                       |
| Estimated Relocation Capital Costs       | \$350,000,000 – Furnace, Land Costs<br>and Demolition & Clearing |

**Table 2.2: OI Glass Adelaide Plant Economic Impacts**

(Source, Hudson Howells, O-I Australia, Adelaide Plant Economic Impact Assessment, November 2019)

| <b>Estimated OI Glass Plant Economic Impacts</b>      |   |
|---|---|
| Contributions to Gross State Product                  | \$154,650,000 per annum   |
| Contribution to State Employment                      | 468 Full Time Equivalent Jobs <ul style="list-style-type: none"> <li>• 150 direct jobs</li> <li>• 318 induced jobs</li> </ul> |
| Contribution to Western Region Gross Regional Product | \$127,650,000 per annum   |
| Contribution to Western Region Employment             | 389 Full Time Equivalent Jobs   |



It is clear from this analysis that the OI Glass Adelaide Plant is a very significant contributor to the economic base of the State.

## 2.4 Sustainability

Glass is infinitely recyclable. From production to recycling, glass is more sustainable than any other packaging. Made from raw ingredients that are readily available, glass is kind to the environment: it doesn't breakdown into harmful chemicals in the earth or oceans.

As makers of glass, OI Glass has incorporated sustainability into our business practices for more than a century.

OI Glass is focused on continuous sustainable development and improvement with our 'Sustainability Goals' identified in Figure 2.5 below.

**Figure 2.5: OI Glass Sustainability goals**

| Our sustainability goals  |  |  |  |
|---|--|--|--|
| <br><b>25% Reduction</b>   | <b>At O-I, we care about climate change and working responsibly to do our part</b><br>Goal: 25% reduction in greenhouse gas emissions by 2030 (interim target of 10% by 2025). This exceeds the expected rate of improvement for our industry under the Science Based Targets initiative and the Paris Accord.   | <br><b>Increase Diversity</b> | <b>At O-I, people are our competitive advantage</b><br>Goal: We will continue to foster a culture of employee wellbeing and an environment where development opportunities exist for everyone. We are expanding our employee development programmes, with significant focus on leadership development and a greater level of diversity.  |
| <br><b>50% Target</b>    | <b>At O-I, glass recycling is essential to our future success</b><br>Goal: Increase the global average of post-consumer recycled content in our products to 50% by 2025 (2017 baseline was 38%). O-I is taking a tailored approach to increase recycled content rates across the enterprise as rates vary significantly by geography (e.g. New Zealand and Europe already exceed this goal). | <br><b>75% 2025</b>         | <b>At O-I, we play an important role in the communities that we serve</b><br>Goal: We see tremendous opportunity to positively impact the planet as well as improving conditions in the communities where we operate. We will collaborate with customers, NGO's, suppliers and local leaders with the goal of implementing glass container collection programmes in 75% or more of the communities we serve by 2025. |
| <br><b>Zero Injuries</b> | <b>At O-I, safety is Job #1</b><br>Goal: As part of our journey toward zero injuries, we are committed to a 35% improvement in O-I's three-year rolling average Total Recordable Incident Rate (TRIR) by 2025. We continue to enhance face-to-face communication with shop floor employees and increase employee engagement.   |  |  |

OI Glass are 'Cradle to Cradle Certified' which is one of the premier sustainability certifications for products around the world and across industries. The certification is based on five categories recognised by the Environmental Protection Agency: material health, material reutilisation, water stewardship, renewable energy use and social fairness.

OI Glass uses the internationally recognised 'Life Cycle Assessment' (LCA) to measure the environmental impact of our production processes. Covering the environmental impacts of glass from cradle to gate plus end-of-life, this LCA serves as the foundation for identifying additional sustainability improvements for O-I's operations, and is the stepping-off point for the 'Cradle to Cradle' certification.

In 2017, OI Glass refreshed its LCA in compliance with ISO 14044 standards. The report shows a downward trend in CO<sub>2</sub> equivalent emissions for all regions since 2010, resulting in a 24% reduction in absolute emissions over the period.



## **2.5 Environmental Management**

Since commencement of glass manufacturing on the OI Glass site over a century ago, the challenges of environmental compliance have multiplied and the sophistication of the response required has increased exponentially.

To meet these requirements, OI Glass has invested heavily in improved technology and mitigation measures, and in engaging with the Environment Protection Authority and the community surrounding the plant. The certainty provided by the existing zoning has been a key enabler of this investment.

OI Glass adopts a proactive approach to fulfilling its environmental management obligation, encompassing both infrastructure investment and community relations.

OI Glass holds EPA License number 83 (refer to *Appendix 2*) which authorises the following activities of environmental significance to be undertaken subject to stringent conditions and standards:

- Chemical storage and warehousing;
- Ceramic works;
- Activities producing listed waste; and
- Fuel burning not coal or wood.

### **2.5.1 Emissions**

Furnaces used in glass manufacture generate particulate emissions, odours and gasses. Furnace stack emissions arise from the combustion of natural gas that provides the heat necessary to melt raw materials to make glass, the products of combustion primarily comprise carbon dioxide, water vapour, oxides of nitrogen, sulphur dioxide, and some particulates as well as small amounts of metal and other compounds. These emissions are released into the air at sufficient height, and at sufficiently low concentrations, to enable dispersal without unacceptable impacts to adjacent land.

The EPA sets standards for ground level concentrations of emissions, and OI Glass is required to regularly report to the EPA on stack emissions levels that are monitored by independent experts using EPA-specified methods for collection and analysis.

Emissions are also generated by the glass conditioning and bottle forming process. These result from the combustion of natural gas and the application of lubricating oils to the bottle moulds. These emissions are generated within the buildings that enclose the bottle lines, and are carried through the building roof vents by convection currents. These emissions are also measured to ensure they comply with the EPA's ground level concentration standards.

### **2.5.2 Noise**

Noise generated at the site is derived from:

- Operation of mechanical plant (extractor fans, conveyors, furnace blowers, etc);
- More than 150 heavy vehicles movements to and from the site each day;

- The operation of mobile plant including industrial forklifts and loaders;
- Transfer of materials within the sites (bulk sand and limestone); and
- The movement of waste glass (cullet).

To address some of these impacts, an acoustic wall approximately 6.0 metre in height has been installed by OI Glass along the northern (Railway line) boundary of the site. This wall mitigates the impact of noise emissions from the plant to residential properties situated across the rail line.

Once again, OI Glass is required to meet applicable EPA standards.

### 3.0 DRAFT KILKENNY MIXED USE (RESIDENTIAL & COMMERCIAL) DPA

The *Draft Kilkenny Mixed Use (Residential and Commercial) DPA* proposes to rezone land adjacent to the northern side of the Kilkenny Railway Station from the ‘Urban Employment Zone’ to the ‘Suburban Activity Node Zone’. The draft DPA will amend the zoning to facilitate medium to high density residential and mixed-use development and will facilitate the introduction of an additional 500 dwellings in the ‘Affected Area’ of the DPA.

**Figure 3.1** Affected Area of the DPA



This represents a radical and sudden change in policy direction with no satisfactory explanation in the ‘Explanatory Statement’ and ‘Analysis’ sections of the DPA to justify the rezoning.

The DPA proposes a significant change in policy when compared to the planning policies contained in the current Development Plan for the ‘Affected Area’ of the DPA. In the current Development Plan the ‘Affected Area’ of the DPA is identified as:

- (a) being suited for industrial use; and
- (b) As being an area where it is important to protect the on-going operations of industrial activities, and to ensure that there is no inappropriate encroachment by incompatible uses (such as residential development) which could fetter such activities.

This is proposed to change to land zoned primarily for medium to high density residential development.

This significant change in policy direction is abrupt. As recently as 31 October 2017 the Council introduced (through the Urban Employment DPA) provisions to promote a range of industrial land uses (together with other related employment in business activities) on most of the ‘Area Affected’ by the DPA.

The current Development Plan provisions explicitly and clearly promote the on-going industrial use of the DPA land, and seek to protect industrial uses in the area from the intrusion of inappropriate residential development. Clearly, OI Glass’ operations are one of the "... *well-established industrial activities*" within the area.

Nothing has changed in the last two (2) years to warrant such an abrupt and radical policy change.

#### **4.0 ALIGNMENT WITH STATE POLICY**

The proposed DPA is not aligned with nor justified by relevant strategic planning policies including the ‘*State Planning Policies*’ recently released on 23 May 2019 or policies within the ‘*30 Year Plan for Greater Adelaide*’ that seek the prevention of land use conflicts and the protection of employment lands from residential encroachment. A review of the alignment of the proposed DPA with relevant State planning policies and strategies is discussed respectively below.

##### **4.1 State Planning Policies**

The proposed DPA is not aligned with ***State Planning Policy 9: Employment Lands***:

###### ***SPP 9: EMPLOYMENT LANDS***

***Purpose:*** *Providing a suitable supply of land for employment uses is critical to support job growth and the economic prosperity of communities. The planning system needs to support the diversification of our economy and remove barriers to innovation. It is critical that the right signals are sent to the market to attract interest, investment and tourism opportunities across South Australia.*

*Our planning system must recognise and enable these changes by allowing the continuation and diversification of existing industries and the development of new industries.*

**Objective:** *To provide sufficient land supply for employment generating uses that supports economic growth and productivity.*

**Policy 9.3** *Support state-significant operations and industries and protect them from encroachment by incompatible and/ or more sensitive land uses.*

**Policy 9.6** *Protect prime industrial land for employment use where it provides connectivity to freight networks; enables a critical mass or cluster of activity; has the potential for expansion; is connected to skilled labour; is well serviced; and is not constrained by abutting land uses.*

**Policy 9.12** *Plan for employment and industrial precincts in strategic locations that improve economic productivity; are protected from encroachment; connect to efficient supply chains; and are located to provide transport access and connectivity.*

[our emphasis]

The Draft DPA does not support and protect prime industrial land in the ‘West Croydon/Kilkenny South Precinct’ (and in particular the OI Glass plant and warehouse) from residential encroachment and seeks the introduction of medium and high density residential development in the locality which will jeopardises existing operations and future manufacturing expansion opportunities on this State significant employment land.

Further, the DPA will not send the right signals to the market to attract and retain interest and investment in manufacturing opportunities in the State. The Draft DPA is therefore in direct contravention of State Planning Policy 9.0: Employment Lands.

The current protection of the plant and operations from encroachment by incompatible activities has been a key factor giving OI Glass the confidence to make significant investments in plant including a new furnace planned for 2022 or earlier, the recent development of the co-located warehouse (approximately \$40M investment) as well as ongoing environmental management initiatives.

The proposed DPA is also not aligned with **State Planning Policy 16: Emissions and Hazardous Activities:**

**Purpose:** *Protecting communities and the environment from exposure to industrial emissions and hazards and site contamination is fundamental to the creation of healthy cities and regions. At the same time, it is critical that South Australia’s industrial and infrastructure capacity and employment levels are preserved.*

*Land use interface risks can be avoided or mitigated by ensuring:*

- *appropriate separation between emission sources and/or hazardous activities and sensitive land uses*
- *suitably zoned land with required infrastructure is available for a range of industrial and infrastructure uses.*

*This will provide greater certainty for industry, safeguard our air, water and soil quality and protect our communities from unacceptable noise levels.*

***Policy 16.1 Protect communities and the environment from risks associated with industrial emissions and hazards (including radiation) while ensuring that industrial and infrastructure development remains strong through:***

- a) supporting a compatible land use mix through appropriate zoning controls*
  - b) appropriate separation distances between industrial sites that are incompatible with sensitive land uses*
  - c) controlling or minimising emissions at the source, or where emissions or impacts are unavoidable, at the receiver.*
- [our emphasis]

Whilst the current and prevailing Development Plan policy framework assists to protect the community from emissions generated by the OI Glass plant by the separation of incompatible land uses and activities, the Draft DPA seeks to introduce new sensitive medium and high density residential development in close proximity to the OI Glass plant and warehouse which will enhance exposure of the community to noise and industrial emissions. The proposed DPA is therefore not aligned with and contravenes *State Planning Policy 16: Emissions and Hazardous Activities*.

#### **4.2 30 Year Plan for Greater Adelaide**

The '30 Year Plan for Greater Adelaide, 2017' (update) is a plan for how Adelaide should grow to become more liveable, competitive and sustainable. It has been prepared to guide the long-term growth of the city and its surrounds over the next 30 years.

The 'Economy and Jobs Policy' – Manufacturing and Defence Policy 69 seeks to '*Create sufficient buffer activities and design guidelines to prevent manufacturing and defence lands being lost to encroachment by residential activities and to prevent land-use conflicts between these activities.*' [Our Emphasis].

Further, the 'Economy and Jobs Policy' Employment Lands Policy 73 seeks to '*Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.*' [Our Emphasis].

In conflict with key policy provisions of the *30 Year Plan for Greater Adelaide*, the Draft DPA fails to protect existing employment (manufacturing) land from encroachment by residential activities and to prevent land-use conflicts between these activities.



## 5.0 ALIGNMENT WITH COUNCIL POLICY

The Draft DPA is also not aligned with the ‘*City of Charles Sturt Industrial Land Study*’ (ILS, 2008) dated 2008 (ILS - 2008) nor with the more recent ‘*City of Charles Sturt Urban Employment Land Review* dated July 2019’ (UELRL - 2019) .

In the ILS, 2008 the ‘West Croydon/ Kilkenny South’ area (which includes the ‘Affected Area’ of the DPA as well as the OI Glass Plant and Warehouse) was identified as a ‘Prime Industrial Area’ and considered a strategic employment area for the city, being significant in its contributions to the local economy. The ILS, 2008 identified the need to protect ‘Prime Industrial Areas’ from rezoning and encroachment.

The more recent UELRL -2019 also identifies the ‘West Croydon/ Kilkenny South’ area as a ‘Prime Urban Employment Area’ (refer to **Figure 5.1**). Not only was this land identified as a prime employment area it also achieved a high score and was ranked 6<sup>th</sup> out of 19 primary and secondary employment areas within the Charles Sturt Council.

**Figure 5.1 Prime Employment Precincts**  
(City of Charles Sturt Urban Employment Land Review, July 2019)



Figure 3 – 32 and 36.5m metre Road Train routes adjacent to the City of Charles Sturt

- Prime Employment precincts
- Secondary Employment precincts

The recommendations of the ULR – 2019 report were ‘...*provided to inform a clear strategic direction over the City’s Prime Employment Areas to maintain a balance of employment land for the future and to assist in the overall assessment of future rezoning proposals of Urban Employment Zoned precincts for alternative land uses.*’

This report also identified that a number of secondary and primary employment precincts have now been earmarked for rezoning for residential purposes through the Privately Funded DPA process. This includes the Draft ‘*Kilkenny Mixed Use (Residential and Commercial) DPA*’.

The UELR - 2019 identifies that in the City of Charles Sturt there are a number of major developments occurring now and into the future that are contributing to housing growth and highlights that there is a large supply of housing potential over the next few years in the City of Charles Sturt. This strategic report, commissioned by Council, identifies that ‘*Future considerations for rezoning Prime Urban Employment Areas should therefore not be solely based on the potential for greater housing stock in the City*’. Further, the report identifies that there are broader considerations to consider with a proposed rezoning of land which are reflected in Council’s Privately Funded Development Plan Amendments (DPA) Policy. These include:

- *The proposed policy amendments are consistent with the Government’s planning Strategy and Council’s strategic documents;*
- *The current policy over the subject land is considered outdated;*
- *The proposed amendments address social, environmental and economic outcomes.*

As discussed in Section 4.1 above, the Draft DPA is not consistent with State Planning Policies 9 & 16. The proposed DPA is also clearly not aligned with Council’s own strategic ‘*Urban Employment Land Review*’ which identifies the ‘Affected Area’ of the DPA (and the OI Glass Plant and Warehouse) as a ‘Prime Urban Employment Area’ that should be retained as future employment lands. The existing policy framework applying to this land is the ‘Urban Employment Zone’ which was only recently introduced on 31 October 2017 and represents suitable and contemporary policy that appropriately reflects the existing range of well entrenched land uses within the area. Rather than addressing social, environmental or economic outcomes the proposed Privately Funded DPA will create negative economic outcomes for manufacturing in this precinct. The proposed DPA therefore does not meet Council’s own criteria to undertake a privately funded DPA and should never have been initiated.

## **6.0 RELIANCE ON FLAWED ASSUMPTIONS & ANALYTICAL ERRORS**

There are a number of clear short comings, errors and emissions in the investigations and analysis undertaken to inform the DPA.

In particular, there are a number of flawed assumptions on how future interface issues (i.e. noise, air emissions and odour etc.) can be successfully managed including reliance on:

- existing statutory, legislative and licensing regimes; and/or

- proposed future policy ordinance (within both the proposed Development Plan amendment as well as the future ‘Planning and Design Code’ to be introduced in September 2020).

These matters are further examined and discussed respectively below and are also examined in further detail in the legal opinion provided by Botten Levinson attached in *Appendix 3*.

## **6.1 Managing Incompatible Land Uses**

It is clear and obvious (and not contested by the Council) that major industrial land uses that are located close to residential development are, in principle, incompatible with residential development.

The approach of the Council to the proposed re-zoning appears to be based in part on an endeavour to resolve the inherent incompatibility or conflict arising from residential uses being located close to industrial uses by ‘managing’ that incompatibility through the imposition of conditions of consent on future development applications.

As confirmed by Botten Levinson Lawyers (*Appendix 3*) such an approach is wrong as a matter of principle.

It is well established that at the development assessment stage the first (and fundamental) question that the relevant planning authority must determine is the question of land use, i.e., whether the proposal (including a change of use) is compatible with the orderly and proper planning of the locality and the relevant provisions of the Development Plan. Put differently, no question of management of the proposal arises (including what might be conditions of consent to attach to any approval for the proposal) unless the proposal is sound in principle.

This principle applies even more strongly at the DPA stage than it does at the development assessment stage. It is the responsibility of the Council (as the principal policy authority for this DPA) to address, as a primary and fundamental issue, whether the land uses proposed by the DPA will be compatible with nearby existing land uses, and in particular (as is the case here) with any long-established lawful land uses.

The relative location of land uses and their compatibility is a fundamental land use policy issue. It is obvious, basic, ‘first principles’ planning. Because the two land uses are fundamentally incompatible, as a matter of obvious principle, the DPA process should be discontinued. It is wrong to seek to minimise the incompatibility, or make less incompatible the otherwise incompatible land uses, by the introduction of management type techniques in a Development Plan and/or reliance on the imposition of conditions of consent at the development application stage.

## **6.2 Assumed Status Quo of OI Glass**

The Draft DPA is flawed because of its implicit assumption that the existing (full existing potential) operations of OI Glass will not change in the future. That assumption has not been tested or substantiated by the Council.

It almost certainly follows that if the operations of OI Glass change in the future such that, for example, output is increased, the environmental impacts could increase. The ‘Analysis’ section of the Draft DPA does not address the possibility, nor therefore the implications of this eventuality. Botten Levinson Lawyers (*Appendix 3*) have identified that this is a serious shortcoming in the justification for the DPA and another compelling reason why the DPA should be discontinued.



### 6.3 Regulations will not Mitigate Inherent Land Use Conflicts

Botten Levinson Lawyers have also confirmed that the DPA cannot be justified by assuming that the regulatory framework in the Environment Protection Act will mitigate inherent land use conflicts (*Appendix 3*).

The regulatory framework to manage the impacts of these activities includes the *Environment Protection Act, 1993*, [‘EP Act’] the *Environment Protection Regulations 2009* [‘EP Regulations’], the *Environment Protection (Noise) Policy 2007* [‘Noise EPP’] and the *Environment Protection (Air Quality) Policy 2016* [‘Air Quality EPP’] and common law principles. The framework obliges OI Glass to take measures to prevent or minimise negative environmental impacts from its operations.

Notwithstanding, the obligations placed on OI Glass are not absolute and do not prohibit OI Glass from undertaking activities that impact the surrounding area. Further, the obligations are contextual in that, by their very nature, they must be read in the context of the locality. In this sense the permitted land uses of the locality are directly relevant.

For example, OI Glass’ license under the EP Act does not prohibit OI Glass from undertaking activities that emit noise and/or odour. The licence requires OI Glass to take all reasonable and practicable measures to prevent noise and odour leaving the premises. The distinction is significant. The practical effect of this distinction is that OI Glass can (and intends to) continue to comply with its statutory obligations even though some noise and odour are likely to still be emitted from the land.

The Air Quality EPP employs similar language and requires OI Glass to ‘*take reasonable and practicable measures to avoid emissions from premises*’. In this case, whether the general environmental duty is satisfied turns on whether or not the source noise level (continuous) exceeds the indicative noise level for the noise source. The indicative noise level for the noise source is determined with reference to the land uses ‘principally promoted by the relevant Development Plan’. This is critical. In the current Development Plan, the principally promoted land use of both the OI Glass land and the ‘Affected Area’ of the DPA is industry. If the DPA proceeds this will affect what land use is ‘principally promoted’ in the area. The principally promoted land use of the ‘Affected Area’ is likely to become medium to higher density residential land use. If / when this occurs this will directly alter the determination of the ‘indicative noise level’ forcing OI Glass to undertake further and additional noise mitigation works to satisfy its general environmental duty.

Fundamentally, the nature of OI Glass’ environmental obligations are not absolute and must be understood and applied in the context of OI Glass’ operations and its surroundings. If the DPA proceeds, the context within which OI Glass operates will change. OI Glass’ operations at the site may be constrained, it creates the potential for conflict and complaint between OI Glass and owners and residents of the new development and/or OI Glass may be forced to undertake additional noise, odour or air emission mitigation works at significant cost, where a practical solution actually exists. Any increased costs or decreased productivity from the plant would jeopardise our South Australian operations and the future employment benefit and economic contribution of the company.

On this basis, the encroachment on our longstanding activities by more sensitive uses will inherently increase the burden of obligation imposed on OI Glass which will in turn limit our current and potential future operations over time.

As a matter of planning principle, the Council is therefore causing land use conflict by relying on the regulatory regime. As residential land uses bear down on the existing operations of OI Glass, there will be tension and conflict as the implementation of these contextual regulatory obligations is eventually deployed.

This is directly at odds with the objects of the Act and basic planning principles.

#### **6.4 Particulate Emissions, Odours & Gasses**

The Council has relied upon an Air Quality Impact Assessment prepared by ‘Enviroscan Industrial and Marine Surveys’ (Report 18-0332) to assess the air quality impacts from the O-I Glass plant on future multi storey residential development in the ‘Affected Area’ of the DPA (the former Bianco Site). This report, commissioned by the proponent of the Privately funded DPA, found that *‘the modelling impacts indicates that the O-I site emissions have an insignificant impact on the proposed residential development.’*

O-I Glass subsequently engaged ‘Assured Environmental’ (AE) to undertake a peer review of this air quality assessment. This peer review (attached in **Appendix 4**) forms part of this submission.

We highlight from the AE peer review the following matters:

- (a) AE are of the view that the Enviroscan assessment report "*... has adopted a simplistic approach to the assessment of the potential impacts on the proposed ... residential development*";
- (b) AE have identified a number of areas where the methodology adopted by Enviroscan for the assessment "*... is either deficient or fails to provide adequate justification of the assumptions adopted including:*"
  - *the choice of air dispersion model;*
  - *the selection of meteorological dataset;*
  - *the estimated emissions from the O-I land;*
  - *the assumptions of flat terrain; and*
  - *the selection of background data*";
- (c) there is the potential for variability in the results introduced by the above noted deficiencies that "*... could be expected to result in non-compliances*" with the air quality objectives for the ‘Affected Area’ of the DPA;
- (d) the review of the Enviroscan assessment report has identified deficiencies "*... which have the ability to adversely impact on the outcomes of the assessment*", and in the circumstances it is recommended that the air quality impact assessment be revised to address the deficiencies prior to, in effect, any final decision on the DPA; and
- (e) in the event that the Enviroscan assessment report is not revised as recommended by AE, AE consider it "*... likely that unacceptable risk of adverse health and nuisance impacts on the proposed development would occur as a result of the on-going lawful operation of the O-I facility*".

Clearly, in light of the AE Peer Review there are serious doubts about the reliability and accuracy of the findings in the Enviroscan Assessment Report. The Council's contention that no specific policy response is

required in the DPA for the management of air quality from the OI Glass land is therefore not justified on the facts.

Accordingly, the DPA process should be discontinued because it has not been satisfactorily demonstrated that the lawful operations by OI Glass will not have an adverse air quality impact on the residential development proposed by the Kilkenny DPA.

At the very least if the DPA process is to continue the Enviroscan assessment report should be revised to address the issues identified in the AE peer review, and then those results and revision should be made available for the public to consider and respond to before the DPA process proceeds any further.

## **6.5 Noise Impacts**

On 14 December 2012 OI Glass engaged Sonus to review the predicted noise level from the OI Glass site and determine the likely impact of these noise levels on a potential future Transit Orientated Development (TOD) of up to 8 storeys on the ‘Affected Area’ of the DPA (the Bianco Site).

The assessment undertaken by Sonus (attached in *Appendix 5*) concluded that irrespective of any measures incorporated into the TOD:

- *noise levels from the O-I site will be high when experienced on balconies or upper stories of the TOD residences;*
- *the noise levels will not achieve the goal noise levels of the Policy outside of the residences, or within the residences at times that external doors and windows of the residences are open;*
- *there are no practicable methods to reduce the noise on balconies or inside with open windows;*
- *based on the above, there is significant potential for the noise from the O-I site to result in complaint from the TOD residences, and in turn for the TOD residences to significantly constrain the existing and potential future activities of the O-I site.*

Notwithstanding, the Council has relied upon a subsequent noise assessment undertaken by Sonus in July 2019 entitled "*Kilkenny DPA Environmental Noise Assessment*" (the 2019 Sonus Report).

Whilst Council has relied on the 2019 Sonus report to inform DPA investigations, it is noted that **Council have not however adopted the recommendations of Sonus** (who were engaged by the proponent of the privately funded DPA). The policy mechanisms recommended by Sonus include the imposition of suitable treatments to future dwellings in the ‘Affected Area’ of the DPA, to provide a reasonable level of acoustic amenity. These policy levers have not however been adopted in the DPA and therefore there is no protection offered in the new policy framework to ensure the unfettered operation of both existing and envisaged industrial activity in the locality.

Resonate consultants have been engaged to undertake a peer review of this 2019 Sonus ‘Environmental Noise Assessment’. This peer review (attached in *Appendix 6*) forms part of this submission.

Resonate have undertaken a ‘Reverse Acoustic Amenity Risk Assessment’ under the current Development Plan and also the proposed future policy ordinance to be introduced by the Draft DPA and the future ‘Planning and Design Code’ likely to be introduced in September 2020.

#### **6.5.1 Existing Development Plan**

The Charles Sturt Development Plan limits noise sensitive uses within the vicinity of OI Glass. The notable exception to this is the existing noise sensitive receivers in the form of predominantly single storey detached dwellings opposite the site, over the Outer Harbor rail corridor. Noise emissions to these noise sensitive receivers is currently mitigated through the use of a 6.0m high noise barrier along the northern boundary of the OI Glass (plant) site. The existing planning framework applying opposite the rail corridor (Residential Zone and the Residential Character Zone) limits building height to two storey (resulting in the noise barrier being acoustically effective) and limits density of dwellings (reducing the number of receivers impacted by noise emissions from OI Glass). The existing Development Plan therefore provides a combination of controls which together result in limited risk of reverse amenity impacts to OI Glass, provided noise emissions from OI Glass remain constant.

#### **6.5.2 Development Plan Amendment**

The DPA proposes rezoning of existing industrially zoned land to accommodate a mixture of commercial and medium to high density residential development (in the order of 5 storeys). An amendment of this nature would allow an increased number of noise sensitive receivers within the vicinity of O-I which would not receive the full benefit of the 6.0 m noise wall along the northern boundary of the OI Glass (plant) site.

The DPA does identify OI Glass, along with the rail corridor and David Terrace, as key noise sources from which future residential development needs to mitigate impacts. It is proposed that a ‘Noise and Air Emission Overlay’ be applied by the DPA which will trigger the Ministers Specification SA78B (Ministers Specification) for the road and rail corridor noise sources.

We note that the **DPA has not adopted the recommendation provided in the Sonus acoustic report** that the Ministers Specification be adapted to consider industrial noise emissions from OI Glass and the new warehouse. Importantly, if the DPA were accepted there is currently no mechanism that exists to mandate industrial noise from the OI Glass plant or warehouse be considered as part of the Ministers Specification or any other policy. Although the Ministers Specification will be triggered for future developments within the ‘Affected Area’ of the DPA due to road and rail sources, these measures would not necessarily be sufficient to mitigate against noise from OI Glass plant or the warehouse.

As industrial noise is not typically considered as part of the Ministers Specification or other policy, nor is it typically included on the ‘Noise and Air Emission Overlay’ (which is the planning trigger to mandate an assessment under the Ministers Specification), there is a gap in this policy approach with regards to providing acceptable acoustic amenity for new residential development. On this basis, the reliance on the Ministers Specification to provide the necessary planning policy criteria to safeguard OI Glass from unmitigated encroachment of new residential development is fundamentally flawed.

The DPA appears to defer the acoustic assessment to the subsequent development application for which the formal triggers do not exist to provide adequate protection against reverse amenity impacts to OI Glass. For this

reason, deferring the acoustic assessment to the subsequent development application is likely to result in either reverse amenity impacts to OI Glass and/or unforeseen esoteric construction requirements / limitations on land use for a potential owner / developer in the 'Affected Area' of the DPA (the Bianco site).

The 2019 Sonus Report also acknowledges that an issue which is not addressed by their recommended approach (i.e., design of external facades to address internal noise amenity) is the potential for complaint from occupants on balconies or private open spaces, about noise from the OI Glass operations. On this issue the 2019 Sonus Report states that *"design features such as orientation of private external space facing away from the main noise sources would minimise the potential for future interface issues"*. (our emphasis)

The 2019 Sonus Report recommends the inclusion, in the DPA, of a number of objectives and principles of development control designed to enact and implement their recommendations.

For example, in Principle of Development Control 1 recommended by Sonus (which principle deals with residential development at the industrial interface) (PDC 1) it is stated residential development should incorporate facade acoustic treatments which are acoustically equivalent to the noise reduction provided by "... the relevant SEC in Figure X below as defined by the Minister's Specification...".

PDC 1 is problematic. The application of PDC 1 would likely be beyond the capacity of a town planner, a developer, a builder and a prospective resident to apply. It essentially requires expert acoustic engineering input to interpret and apply PDC 1.

The complexity built into PDC 1 (and the other recommended PDCs) highlights the problem of trying to deal with a fundamentally incompatible set of land uses by 'management' type techniques at the development application stage.

Even the Council has observed (p. 26 of the Draft DPA) that the policy recommendations made by Sonus (in the 2019 Sonus Report):

*"... however are seen as largely replicating the policy within the Noise and Air Omissions Overlay. An added complexity of facilitating potential reductions in SEC levels (as suggested by Sonus, is the inability to represent these spatially in a Concept Plan given that these are no longer accepted by DPTI and will not exist within the new Planning and Design Code"*.

It is evident from the DPA that the Council's response to these acknowledged complexities associated with the recommendations of Sonus has been to:

- a) not include the objectives and Principles of Development Control recommended by Sonus in the DPA;
- b) rely on the existing Noise and Air Omissions Overlay in the current Development Plan; and
- c) rely on the treatment requirements being dealt with at the development application stage.

The response of the Council to that complexity is flawed because:

- (a) the attempt to deal with the inherent incompatibility between a significant industrial activity and proposed residential development by 'management' of the issues is wrong in principle;

- (b) the approach underpinning the DPA relies on the operation of the Noise and Air Emissions Overlay which will trigger the Ministers Specification SA78B, yet no formal trigger exists to mandate industrial noise be considered as part of the Ministers Specification;
- (c) the decision by the Council to not act on the recommendations in the 2019 Sonus Report relating to the insertion of certain Principles of Development Control, in effect, means that the Council is not accepting the 2019 Sonus Report and on this basis it would appear, there is no acoustic engineering support for the position adopted by the Council in the DPA on the issue of noise impacts.

### **6.5.3 Planning and Design Code**

The Planning and Design Code (PDC) is currently under development and consultation with the aim of Phase 3 (Urban Areas) being implemented in September 2020. The PDC will replace all Development Plans to become the single source of planning policy for assessing development applications across the State.

The Planning and Design Code introduces ‘performance based’ approach to assessment and under the proposed new ‘Noise and Air Emissions Overlay’ there are no ‘Deemed to Satisfy’ or ‘Designated Performance Features’ to manage noise sensitive development located adjacent high noise sources. The proposed ‘Performance Outcomes’ under this new Overlay are also somewhat generic and there are no planning policies that trigger building policy conditions (such as the Minister Specification). This is a gap in the Planning and Design Code and presents a risk to OI Glass, particularly when the new Development Plan policy is transitioned over to the new Planning and Design Code.

Further, should any new specific acoustic policies be introduced into the Development Plan via the DPA (such as those recommended by the 2019 Sonus report), it is unlikely that these specific and tailored policies will be transitioned to the new State based Code, resulting in a policy vacuum to manage potential reverse amenity acoustic impacts on OI Glass.

## **7.0 IMPLICATIONS OF THE DPA ON OI GLASS**

Key environmental and economic implications of the proposed DPA on OI Glass are identified respectively below.

### **7.1 Environmental Management**

The Draft DPA would result in an additional 500 multi-storey dwellings located within the ‘Affected Area’ which is as close 25 metres from the new Warehouse and 40 metres from the OI Glass plant.

An increase of this magnitude in the number of ‘sensitive’ properties close to the plant and operations will make the company’s environmental challenge considerably more complex.

The experience of OI Glass nationally is that an increase in the number of dwellings located close to its plants inevitably leads to a rise in complaints and fuels increased environmental management costs. This is the case regardless of whether or not the strict requirements of environmental licences continue to be met – it is simply a product of more people living close to an industrial activity.

OI Glass anticipates that any additional environmental management requirements, would come at a considerable cost which would significantly undermine the ability of the plant to operate economically. OI Glass is particularly concerned as to whether there are in fact practical solutions that can be taken to address noise impacts and even if there are, those would come at a significant cost.

Regardless of how well (or poorly) any new residential development adjacent the OI Glass plant is designed or managed, the fact that it exists will inevitably give rise to additional complaints, tighter and more expansive environmental management requirements and a reduction in the competitiveness of the plant.

## **7.2 Economic**

The economic impact of the Draft DPA upon the operations of OI Glass could include:

- Reduction in productivity associated with potential new operating constraints;
- Installing any additional infrastructure required to mitigate either noise, odour or air emissions;
- Handling or resolving additional complaints from future adjacent residents;
- Possible reduced plant capacity associated with pressure to reduce operations on site (i.e. hours of operation, deliveries) noting that the glass forming process is not able to be switched on and off and is a continuous flow manufacturing model where changes are made to the process, but the melt-form process is never stopped;
- Reduced plant flexibility and efficiency associated with imposition of future environmental standards or management constraints;
- Increased compliance and administration costs associated with more sophisticated environmental management regimes; and
- Restrictions to future expansion opportunities of plant, infrastructure or operations on site.

Should the plant operations and efficiency be become unviable the capital investment required to establish a new plant of similar scale (\$350M – Source: Hudson Howells, November 2019) cannot be justified given the cost of production in Australia.

Ultimately, should the plant's operations or efficiency be curtailed it would critically impact on the sustainability of current and future operations which would directly jeopardise local employment (468 FTE jobs) as well as contributions to State Gross product (\$154,650,000 per annum) and the Western Region Gross Regional Product (\$127,650,000 per annum) (Source: Hudson Howells, November 2019).

It is clear that any compromise to the ability of OI Glass to operate their existing site within the terms of their existing license would come at a very significant cost, not only to the company but to the economy of western Adelaide and the State as a whole.

## **8.0 CONCLUSION**

The West Croydon Plant of OI Glass is a longstanding manufacturing activity of considerable significance to the economy of the Western Region of Adelaide and the State.

The estimated relocation capital cost of the plant is \$350M, it has been operating since 1914 and under typical operating conditions generates an employment benefit of 468 Jobs (direct and indirect) and contributes over \$154M to Gross State Product. (Source: Hudson Howells, November 2019).

The plant produces glass - which is more sustainable than any other packaging and infinitely recyclable. As makers of glass, OI Glass has incorporated sustainability into its business practices for more than a century and is 'Cradle to Cradle Certified' and uses the internationally recognised 'Life Cycle Assessment' (LCA) to measure the environmental impact of production processes.

The plant is subject to stringent environmental management requirements, administered by the EPA. As a result of extensive infrastructure investment and assiduous community engagement, OI Glass is meeting or exceeding all relevant environmental requirements and is experiencing a very low level of complaints from adjacent residential areas.

OI Glass operates in a highly competitive global market and is increasingly needing to compete with manufacturers based in countries where the costs of environmental compliance, labour and energy are much lower than in South Australia. In this context, the plant is highly vulnerable to any policy or regulatory changes that would have the effect of reducing productivity. Encroachments by incompatible uses is a very significant threat to the ongoing viability of the plant.

The Draft DPA would result in an additional 500 multi-storey dwellings located within the 'Affected Area' which is as close as 25 metres from the new warehouse and 40 metres from the OI Glass plant. An increase of this magnitude in the number of 'sensitive' properties close to the plant and operations will make the company's environmental challenge considerably more complex.

The experience of OI Glass is that this increase will result in increased levels of complaint, leading over time to the plant being subject to more stringent environmental requirements and hence costs and/or decreased production capacity. This, in turn, would critically impact on the sustainability of current and future operations which would directly jeopardise local employment and economic activity generated by the plant.

The proposed DPA is not aligned with nor justified by the 'State Planning Policies' or policies within the '30 Year Plan for Greater Adelaide' that seek the prevention of land use conflicts and the protection of employment lands from residential encroachment.

The plant is also located within a 'Prime Urban Employment Area' as recognised by the recent Charles Sturt Council *Urban Employment Land Review* dated July 2019. The same report highlights that there is a large supply of housing potential over the next few years in the City of Charles Sturt and identifies that '*Future considerations for rezoning Prime Urban Employment Areas should therefore not be solely based on the potential for greater housing stock in the City*'. On this basis, there is no strategic basis upon which to support initiation of the DPA.



Finally, there are a number of clear shortcomings, errors and omissions in the investigations and analysis undertaken to inform the DPA. In particular, there are a number of flawed assumptions on how future interface issues (i.e. noise, air emissions and odour etc.) can be successfully managed including reliance on existing statutory and legislative regimes as well as proposed future policy ordinance. These shortcomings of the Draft DPA include:

- An endeavour to resolve the inherent incompatibility or conflict arising from residential uses being located close to industrial uses by ‘managing’ that incompatibility by the introduction of management type techniques in a Development Plan and/or reliance on the imposition of conditions of consent at the development application stage (noting that such an approach is wrong as a matter of principle);
- The assumption that the existing (full existing potential) operations of OI Glass will not change in the future recognising that the ‘analysis’ section of the Draft DPA does not address the possibility, nor therefore the implications of this eventuality;
- If the DPA proceeds, the context and environment within which OI Glass operates will change and OI Glass’ operations at the site may be constrained and/or OI Glass may be forced to undertake additional noise, odour or air emission mitigation works at significant cost to meet its general environmental duty and licence obligations;
- The ‘Air Quality Impact Assessment’ that Council has relied upon to inform the DPA (prepared by ‘Enviroscan Industrial and Marine Surveys’) has been subject to a peer review that raises serious concerns and doubts about the reliability and accuracy of the findings in the report and seriously challenges the Council's contention that no specific policy response is required in the DPA for the management of air quality from the OI Glass land;
- There is no acoustic engineering support for the position adopted by the Council in the DPA on the issue of noise impacts given the ‘Environmental Noise Assessment’ that Council has relied upon to inform the DPA (prepared by Sonus – 2019) incorporated recommended policy provisions that were not ultimately adopted in the Draft DPA; and
- Council’s proposed approach to manage noise impacts from the OI Glass plant and warehouse relies on the operation of the ‘Noise and Air Emissions Overlay’ which will trigger acoustic specifications and requirements under the Ministers Specification SA78B, yet this approach is fundamentally flawed as no formal trigger exists to mandate industrial noise be considered as part of the Ministers Specification.

On this basis the ‘*Draft Kilkenny Mixed Use (Residential and Commercial) DPA*’ should be discontinued and any rezoning of any land in the locality should be for the purposes of entrenching and strengthening the employment role of the precinct and not for any development that would jeopardise or erode that role.

OI Glass confirm that they (or a representative) wish to attend the public meeting to be held on Monday 18 May 2020 to make verbal representation in relation to the draft DPA. Alternatively, given the current Coronavirus (COVID-19) pandemic, in order to adhere to social distancing guidelines and Government health advice, OI Glass would be pleased to participate in this public meeting utilising telephone or video conferencing facilities if/where available.

Yours Sincerely

A black rectangular box used to redact the signature of Michael Blanch.

Michael Blanch  
Director, Operations

**Appendix 1: O-I Australia – Adelaide Plant – Economic Impact Assessment (November 2019)**



## **O-I Australia**

***Adelaide Plant***

***Economic Impact Assessment***

November 2019

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**2. DATA AND ASSUMPTIONS.....3**

**3. ECONOMIC IMPACT ASSESSMENT.....4**

## 1. Introduction and Methodology

Hudson Howells was previously engaged by O-I Adelaide Plant in 2011 to undertake an Economic Impact Assessment to determine the impact of its Adelaide Plant's operations on the South Australian economy and the economy of the Western Region of Metropolitan Adelaide. This report is an update of the 2011 economic impact assessment and report.

O-I is a glass packaging manufacturer and supplier with operations and joint ventures throughout the Asia Pacific region including Australia, New Zealand, China, Indonesia, Malaysia and Vietnam. Glass packaging is supplied to customers in the beer, wine, spirit, non-alcoholic beverage, food, ready-to-drink and pharmaceutical markets.

O-I's Adelaide Plant is located at 625 Port Road, West Croydon on an urban rail corridor that is the subject of future urban regeneration strategies.

O-I's has therefore sought an updated assessment of the plant's economic impact at the broad State and regional levels to highlight the important contribution that the plant currently makes to the State's economy, including its contribution to employment and Gross State Product.

This project therefore incorporated economic modelling of the operations and impacts of O-I's Adelaide Plant to determine the Plant's impact on direct and indirect (multiplier) employment, along with the value added (or Gross State Product) impacts of O-I's operations. Value added is defined as the Plant's contribution (direct plus multiplier impacts) to salaries, wages and returns to capital (profit).

An economic model was developed in Microsoft Excel to assess these economic impacts. The GSP and employment impacts have been measured at two levels. Firstly the direct impact – the GSP (or value added) and employment contribution or share associated directly with O-I's operations. Secondly the indirect impact – for example that associated with the suppliers to O-I's Adelaide Plant and the associated spend of wages including, for example, the suppliers of soda ash, gas, electricity, sand, recycled glass, etc.

Data were gathered via consultation with O-I's management and included:

- The number of Full Time Equivalent employees engaged at the Adelaide Plant.
- Current value of O-I's Australian and South Australian turnover.
- Manufacturing direct costs.

- Capital investment required to maintain current operations.
- Current site area.
- Estimated capital cost of relocating the business to another suitable site in Adelaide.
- Estimated redundancy costs on closure.

Following data collection, the direct and indirect (induced) economic impacts of O-I's Adelaide Plant operations were assessed utilising an Input-Output methodology. This methodology estimates the economic outcomes associated with the operations of O-I's Adelaide Plant and involves in the first instance estimating the direct economic outcomes associated with the existing business activities.

The indirect or multiplier effects (derived from State input/output tables) are then measured using an input-output modelling framework. This framework assumes that the economy can expand without constraint (e.g. no labour or capital restrictions). It gives order of magnitude measures at the State (SA) and regional levels.

The economic outcomes relate to the broader community benefits provided from the O-I Adelaide Plant's activity (as opposed to a financial assessment, where the returns to the investing party are the issue). That is, this assessment measures the extent to which O-I's operations create jobs and income opportunities (through investment and operations) for the community that supports it. Payment of wages is a cost to O-I, but a benefit for the community.

## 2. Data and Assumptions

The following data were supplied by O-I management in order to facilitate the economic impact assessment update:

| Table 1<br>O-I Operating Data            |  |
|--|--|
| Estimated Australian Turnover            | \$700,000,000  |
| Estimated South Australian Turnover      | \$150,000,000  |
| Adelaide Plant - Direct Employment       | 150 Full Time Equivalents  |
| Adelaide Plant Direct Costs              | \$90 million p.a.  |
| Adelaide Plant – Repairs and Maintenance | \$3.5 million p.a.   |
| Furnace Repair Costs                     | \$30,000,000 (Every 8 Years)<br>70% Imported Bricks              |
| Adelaide Plant Site Area                 | 78,000 m2 (7.8 hectares)   |
| Estimated Redundancy Costs if Closure    | \$22.5 million (150 FTEs @ \$150,000 each)                       |
| Estimated Relocation Capital Costs       | \$350,000,000 – Furnace, Land Costs<br>and Demolition & Clearing |

O-I had previously provided the additional information below in relation to its manufacturing costs:

| Table 2<br>O-I Manufacturing Cost Breakdown |        |
|---|--------|
| Raw Materials                               | 27.43% |
| Labour                                      | 23.43% |
| Depreciation                                | 13.87% |
| Gas   | 8.06%  |
| Repairs & Maintenance                       | 5.08%  |
| Packaging Materials                         | 4.95%  |
| Loose Tools                                 | 4.59%  |
| Electricity                                 | 4.54%  |
| Other                                       | 2.1%   |
| Factory Supplies                            | 1.53%  |
| Contract Services                           | 1.49%  |
| Insurance                                   | 0.88%  |
| Plant Hire                                  | 0.68%  |



|                       |       |
|-----------------------|-------|
| Safety                | 0.40% |
| Motor Vehicle Leasing | 0.35% |
| Waste Disposal        | 0.31% |
| Rates                 | 0.30% |

### 3. Economic Impact Assessment

As noted above, the direct and indirect economic impacts of O-I's Adelaide Plant operations are assessed using an Input – Output methodology and specifically Hudson Howells' 2015/16 economic tables updated for productivity gains and inflation to 2019.

The *Glass and Glass Products* Sector of the *Manufacturing* industry category has been used as the sub-industry for O-I's Adelaide Plant operations and the following multipliers have been derived for the State and the Western Region of Metropolitan Adelaide:

| Table 3<br>Economic Multipliers – Glass and Glass Products |                 |                |
|--|-----------------|----------------|
|  | South Australia | Western Region |
| Value Added (GSP)  | 1.031           | 0.851          |
| Employment (FTEs)  | 5.832           | 4.848          |
| Type 2 Employment (FTEs)                                   | 3.123           | 2.596          |

Based on the above assumptions and economic modelling, the following economic impacts are assessed as being attributable to O-I's Adelaide Plant operations:

| Table 4<br>Estimated O-I Adelaide Plant Economic Impacts |  |
|--|--|
| Contribution to Gross State Product                      | \$154,650,000 per annum                                    |
| Contribution to State Employment                         | 468 Full Time Equivalent Jobs (150 Direct and 318 Induced) |
| Contribution to Western Region Gross Regional Product    | \$127,650,000 per annum                                    |
| Contribution to Western Region Employment                | 389 Full Time Equivalent Jobs                              |

In total, the full economic impacts associated with the operations of O-I's Adelaide Plant are estimated to be a contribution of \$154.65 million to Gross State Product (GSP) and support for 468 Full Time Equivalent (FTE) jobs.

In addition to its normal operations, O-I has an ongoing investment program in the Adelaide Plant including:

- \$3,500,000 per annum capital investment program.
- \$30,000,000 every 8 years for furnace upgrades.

This equates to an average expenditure of \$7.25 million per annum of which approximately 70% is spent on imported bricks for the furnace upgrades. The remaining \$2,175,000 capital expenditure provides additional jobs and income support in South Australia estimated to be in the order of 13 full time equivalent jobs and \$2.24 million in value added (or contribution to Gross State Product).

In addition to the above, it should be noted that O-I's Adelaide Plant makes a valuable socio-economic contribution to the Western Region of Adelaide through its provision of jobs and incomes for local residents and the support that these residents provide to other regional businesses through the multiplier effect. It is estimated that closure of the Adelaide Plant would have the following regional impacts:

- Loss of 389 FTE jobs in the Western Region of Adelaide.
- Redundancy payment cost to O-I of \$22.5 million.

## **Appendix 2: EPA License # 83**



**Licence No. 83**

**O-I OPERATIONS (AUSTRALIA)  
PTY LTD**

617-625 Port Road, WEST CROYDON SA 5008

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**ISSUED:**

01 Dec 2016

**EXPIRY:**

30 Nov 2021

**ACN:**

004 230 326

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Environmental Authorisation  
under Part 6 of the  
*Environment Protection  
Act 1993*

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**South Australian  
Environment  
Protection Authority**  
GPO Box 2607  
Adelaide SA 5001  
Tel: 08 8204 2004



# Environment Protection Authority

**LICENCE NUMBER** 83

## **LICENSEE DETAILS**

Licence Holder: O-I OPERATIONS (AUSTRALIA) PTY LTD  
ACN: 004 230 326  
Registered Address: 617-625 (& Aroona Street & Euston Terrace) Port Road,  
WEST CROYDON SA 5008  
  
Premises Address(es): 617-625 Port Road, WEST CROYDON SA 5008

## **LICENSED ACTIVITIES**

The Licensee is authorised to undertake, at the location(s) shown above, the following prescribed activities of environmental significance under Schedule 1 Part A of the Act, subject to the conditions in this Licence.

|         |   |
|---------|---|
| 1(1)    | Chemical storage and warehousing facilities |
| 2(4)    | Ceramic works                               |
| 3(5)(a) | Activity producing listed waste             |
| 8(2)(a) | Fuel burning not coal or wood               |

## **TERMS OF LICENCE**

Commencement Date: 01 Dec 2016  
Expiry Date: 30 Nov 2021

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## Licence Explanatory Notes – Do Not Form Part of the Licence

### Compliance with this licence

The EPA seeks to ensure that all reasonable and practicable measures are taken to protect, restore and enhance the quality of the environment according to the principles of ecologically sustainable development. To achieve this objective, the EPA uses a number of regulatory decision making principles and actions outlined in the 'Compliance and enforcement regulatory options and tools' document available on the EPA website.

### Notification – serious or material environmental harm caused or threatened

If serious or material environmental harm from pollution is caused or threatened in the course of an activity, the licence holder must, as soon as reasonably practicable after becoming aware of the harm or threatened harm, notify the EPA (preferably on EPA emergency phone number 1800 100 833) of the harm or threatened harm, its nature, the circumstances in which it occurred and the action taken to deal with it in accordance with section 83 of the [Environment Protection Act 1993](#) (the Act). In the event that the primary emergency phone number is out of order, the licence holder should phone (08) 8204 2004.

### Variations, transfers and surrender of a licence

The EPA may impose or vary the conditions of a licence by notice in writing to the licence holder in accordance with sections 45 and 46 of the Act. Public notice may be required where the variation of licence conditions results in a relaxation of the requirements imposed for the protection or restoration of the environment and results in an adverse effect on any adjoining land or its amenity.

If a licence holder wishes to vary the conditions of a licence, transfer a licence to another entity, or surrender a licence, the licence holder must submit an application to the EPA in accordance with the applicable provisions of the Act (sections 45, 49 and 56, respectively). A licence remains in effect and in its original form until such time as any proposed variation, application for surrender, or transfer has been made and approved in writing by the EPA.

### Suspension or cancellation of a licence

The EPA may suspend or cancel a licence by notice in writing to the licence holder in accordance with section 55 of the Act if satisfied the licence holder has either obtained the licence improperly, contravened a requirement under the Act or if the holder is a body corporate, a director of the body corporate has been guilty of misconduct of a prescribed kind (whether in this State or elsewhere).

### Responsibilities under Environment Protection legislation

In addition to the conditions of any licence, a licence holder must comply with their obligations under all State and Federal legislation (as amended from time to time) including: the [Environment Protection Act 1993](#); the [Environment Protection Regulations 2009](#); all Environment Protection Policies made under the [Environment Protection Act 1993](#); and any National Environment Protection Measures not operating as an Environment Protection Policy under the [Environment Protection Act 1993](#).

### Public Register Information

The EPA maintains and makes available a Public Register of details related to its determinations and other information it considers appropriate (i.e. excluding trade processes or financial information) in accordance with section 109 of the Act. These details include, but are not limited to:

- licensing and beverage container applications and approvals
- enforcement actions
- site contamination
- serious or material environmental harm caused or threatened in the course of an activity
- environment improvement programmes and environment performance agreements
- environment assessment reports; results of testing, monitoring or evaluation required by a licence
- EPA advice or direction regarding development approvals referred to the EPA by a planning authority



## Definitions

Unless the contrary intention appears, terms used in this licence that are defined in the Act (including any regulations or environment protection policies made pursuant to the Act) have the respective meanings assigned to those terms by the Act.

**THE ACT:** The *Environment Protection Act 1993*

**PREMISES:** The whole of the land comprised in Titles Register - Certificate of Title, Crown Lease and Crown Record.

CT5856/508  
CT5856/965  
CT5856/962  
CT5856/219

**AUTHORISATION FEE PAYMENT DATE:** means the anniversary of the grant or renewal of this authorisation.

**CONTROLLED WASTE:** means any wastes of a category listed in Column 1 of the Table in Schedule 1 that has 1 or more characteristics listed in the Table in Schedule 2 of the Environment Protection (movement of Controlled Waste) Policy 2014.

**DESTINATION FACILITY:** 'Destination Facility' in relation to a consignment of controlled waste means the depot, facility or works to which the waste is, or is to be delivered under the consignment.

**EMERGENCY SPILL KIT:** means a kit containing materials that when used would prevent and/or minimise listed waste from entering the stormwater or groundwater system in the event of a spill.

**ENVIRONMENTAL HARM:** means the same as is defined in section 5 of the Environment Protection Act 1993.

**LISTED WASTE:** means wastes listed in Part B of Schedule 1 of the Environment Protection Act 1993.

**POLLUTION CONTROL EQUIPMENT:** means 'control equipment' as defined in the Environment Protection (Air Quality) Policy: any device that controls, limits, measures, records or indicates air pollution.

**WASTE:** means -

1. As defined under the Environment Protection Act 1993,

1(a) any discarded, dumped, rejected, abandoned, unwanted or surplus matter, whether or not intended for sale or for purification or resource recovery by a separate operation from that which produced the matter; or

1(b) any matter declared by regulation to be waste for the purposes of this Act (following consultation by the Minister on the regulation with prescribed bodies in accordance with the regulations); or

1(c) any matter declared by an environment protection policy to be waste for the purposes of this Act,

whether or not of value.

2. However, waste does not include—

2(a) an approved recovered resource whilst it is being dealt with in accordance with the declaration of that resource—see section 4A; or

2(b) anything declared by regulation or an environment protection policy not to be waste for the purposes of this Act,

even though the resource or the thing so declared might otherwise, but for the declaration,

fall within the definition of waste in subsection (1).

### **Acronyms**

**EPA:** means Environment Protection Authority

**WTC:** means Waste Transport Certificate.

## Conditions of Licence

The Licensee is authorised to conduct the prescribed activities as described in this Licence at the Premises nominated, subject to the following conditions:

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### 1 CONTROL OF EMISSIONS

#### 1.1 NOISE PREVENTION (S - 136)

The Licensee must take all reasonable and practicable measures to prevent noise from leaving the Premises.

#### 1.2 ODOUR PREVENTION (S - 10)

The Licensee must take all reasonable and practicable measures to prevent odour from leaving the Premises.

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### 2 WASTE MANAGEMENT

#### 2.1 LISTED WASTE AND/OR CONTROLLED WASTE PRODUCER (S - 166)

The Licensee must:

- 2.1.1 prior to the interstate transport of any waste specified in the Listed Waste attachment and/or Controlled Waste attachment to this licence, obtain a Consignment Authorisation from the relevant authority in the state or territory of destination of that waste;
- 2.1.2 ensure a WTC is generated for any waste specified in the Listed Waste and/or Controlled Waste attachments to this licence before that waste is transported to a Destination Facility in South Australia or interstate;
- 2.1.3 provide a copy or copies of the WTC to the transporter of the waste and the EPA; and
- 2.1.4 retain a copy of all manually generated WTC's for not less than 12 months.

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### 3 OPERATIONAL MANAGEMENT

#### 3.1 BUNDING (S - 5)

The licensee must ensure that all chemicals or chemical products are stored, loaded or unloaded in an appropriately bunded area.

##### NOTES

The EPA will assess the appropriateness of any bund against the EPA's 'Bunding and Spill Management Guidelines'.

### **3.2 COMPLAINTS REGISTER (S - 1)**

The Licensee must:

- 3.2.1 prepare and maintain a register of all complaints concerning environmental issues.
- 3.2.2 ensure the register includes:
  - a the date and time that the complaint was made;
  - b details of the complaint including the likely cause of events giving rise to the complaint;
  - c the contact details of the complainant (if permitted by the complainant); and
  - d details of any action taken in response to the complaint by the Licensee.

### **3.3 EMERGENCY SPILL KIT (S - 22)**

The Licensee must ensure that an appropriate emergency spill kit is kept on the Premises at all times in locations where listed wastes are stored, loaded or unloaded and is appropriately used in the event of a spill.

### **3.4 POLLUTION CONTROL EQUIPMENT REGISTER (S - 2)**

The Licensee must:

- 3.4.1 maintain all Pollution Control Equipment to ensure that pollution is minimised; and
- 3.4.2 keep a written record of all inspections of Pollution Control Equipment, which includes:
  - a the name of the recording officer;
  - b the date of each inspection of the equipment;
  - c details of the equipment that was inspected;
  - d an assessment of whether the equipment was working effectively; and
  - e the action taken (if required) to rectify any faults or failures.

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## **4 MONITORING AND REPORTING**

### **4.1 AD5 CONTINUOUS MONITORING & REPORTING (U - 256)**

The Licensee must:

- 4.1.1 continuously monitor the AD5 furnace stack for the following emissions:
- 4.1.2 oxides of nitrogen; and
- 4.1.3 solid particles (as PM10);

- 4.1.4 prepare a report that details summary data of the monitoring required by paragraph 1, expressed as one hourly averages, in accordance with the EPA document entitled "Emission Testing Methodology for Air Pollution Manual Version 2" dated August 2012; and
- 4.1.5 submit the summary data report to the Authority in March and September of each year.

#### **4.2 EMISSION TESTING-ALL FURNACE STACKS (U - 255)**

The Licensee must:

- 4.2.1 test emissions from all furnace exhaust stacks for the following:- oxides of nitrogen; - sulphur dioxide; - solid particles; - temperature; - moisture; - pressure; and - exhaust velocity;
- 4.2.2 ensure that the emission testing programme is undertaken when the furnaces are operating under stable conditions and is carried out once during each six month period commencing 1 January and 1 July each year;
- 4.2.3 carry out the emission testing programme in accordance with the methods specified in the EPA document entitled 'Emission Testing Methodology for Air Pollution Manual Version 2' dated August 2012; and
- 4.2.4 submit the emission testing results to the Authority no later than 60 days after the conclusion of the testing programme.

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### **5 ADMINISTRATION**

#### **5.1 ANNUAL RETURN AND PAYMENT OF ANNUAL FEES (A - 4)**

For the purposes of section 48(2)(a) of the Act, the date in each year for the lodgement of the Annual Return is no later than 90 days before the anniversary of the grant or renewal of the Licence;

- 5.1.1 For the purposes of section 48(2)(b) of the Act, the date in each year for the payment of Annual Authorisation Fee is the anniversary of the grant of the Licence.

#### **5.2 APPROVAL OF OPERATING PROCESSES (A - 6)**

The Licensee must not undertake changes to operating processes conducted pursuant to the Licence at the Premises without written approval from the EPA, where such changes:

- 5.2.1 have the potential to increase emissions or alter the nature of pollutants or waste currently generated by, or from the licensed activity; or
- 5.2.2 have the potential to increase the risk of environmental harm; or

5.2.3 would relocate the point of discharge of pollution or waste at the Premises.

### **5.3 APPROVAL OF WORKS (A - 5)**

The Licensee must not construct or alter a building or structure, or install or alter any plant or equipment, for use of an activity undertaken pursuant to the Licence at the Premises without written approval from the EPA, where such changes:

- 5.3.1 have the potential to increase the emissions or alter the nature of pollutants or waste currently generated by, or from the licensed activity; or
- 5.3.2 have the potential to increase the risk of environmental harm; or
- 5.3.3 would relocate the point of discharge of pollution or waste at the Premises.

### **5.4 CHANGE OF LICENSEE DETAILS (A - 3)**

If the Licensee's name or postal address (or both) changes, the Licensee must inform the EPA within 28 days of the change occurring.

### **5.5 LICENCE RENEWAL (A - 2)**

For the purposes of section 43(3) of the Act, an application for Renewal of the Licence must be made no later than 90 days before the expiry date of the Licence.

### **5.6 OBLIGATIONS TO EMPLOYEES, AGENTS AND CONTRACTORS (A - 1)**

The Licensee must ensure that every employee, agent or contractor responsible for undertaking any activity regulated by the Licence, is informed as to the conditions of the Licence.

## **Attachments**

**LISTED WASTE.pdf"**

**CONTROLLED WASTE.pdf"**



# Listed Waste Attachment

## Listed Waste

– per part B of Schedule 1 to the Environment Protection Act 1993, requiring provision of Waste Transport Certificate (WTC) for all transport movements

### Waste stream or wastes having as constituents:

Acids and acidic solutions  
Adhesives (excluding solid inert polymeric materials)  
Alkali metals and alkaline earth metals  
Alkalis and alkaline solutions  
Antimony and antimony compounds and solutions  
Arsenic and arsenic compounds and solutions  
Asbestos  
Barium compounds and solutions  
Beryllium and beryllium compounds  
Boron and boron compounds  
Cadmium and cadmium compounds and solutions  
Calcium carbide  
Carbon disulphide  
Carcinogens teratogens and mutagens  
Chlorates  
Chromium compounds and solutions  
Copper compounds and solutions  
Cyanides or cyanide solutions and cyanide complexes  
Cytotoxic wastes  
Dangerous substances within the meaning of the *Dangerous Substances Act 1979*  
Distillation residues  
Fluoride compounds  
Halogens  
Heterocyclic organic compounds containing oxygen, nitrogen or sulphur  
Hydrocarbons and their oxygen, nitrogen and sulphur compounds (including oils)  
Isocyanate compounds (excluding solid inert polymeric materials)  
Laboratory chemicals  
Lead compounds and solutions  
Lime sludges or slurries  
Manganese compounds  
Medical waste consisting of—  
    (a) a needle, syringe with needle, surgical instrument or other article that is discarded in the course of medical\*, dental or veterinary practice or research and has a sharp edge or point capable of inflicting a penetrating injury on a person who comes into contact with it; or  
    (b) human tissue, bone, organ, body part or foetus; or  
    (c) a vessel, bag or tube containing a liquid body substance; or  
    (d) an animal carcass discarded in the course of veterinary or medical\* practice or research; or  
    (e) a specimen or culture discarded in the course of medical\*, dental or veterinary practice or research and any material that has come into contact with such a specimen or culture; or  
    (f) any other article or matter that is discarded in the course of medical\*, dental or veterinary practice or research and that poses a significant risk to the health of a person who comes into contact with it.  
**medical practice** includes the practice of pathology and the operation of an immunisation clinic.



## Listed Waste Licence Attachment

– ***per part B of Schedule 1 to the Environment Protection Act 1993, requiring provision of Waste Transport Certificate (WTC) for all transport movements***

**Waste stream or wastes having as constituents (*continued*):**

Mercaptans

Mercury compounds and equipment containing mercury

Nickel compounds and solutions

Nitrates

Organic halogen compounds (excluding solid inert polymeric materials)

Organic phosphates

Organic solvents

Organometallic residues

Oxidising agents

Paint sludges and residues

Perchlorates

Peroxides

Pesticides (including herbicides and fungicides)

Pharmaceutical wastes and residues

Phenolic compounds (excluding solid inert polymeric materials)

Phosphorus and its compounds

Polychlorinated biphenyls

Poisons within the meaning of the *Drugs Act 1908*

Reactive chemicals

Reducing agents

Selenium and selenium compounds and solutions

Silver compounds and solutions

Solvent recovery residues

Sulphides and sulphide solutions

Surfactants

Thallium and thallium compounds and solutions

Vanadium compounds

Zinc compounds and solutions



# Controlled Waste Attachment

## **Controlled Waste**

**– per the National Environment Protection (Movement of Controlled Waste between States and Territories) Measure 1998, requiring provision of Waste Transport Certificate (WTC) from State or Territory where waste originates**

### **Waste stream or wastes having as constituents:**

Acidic solutions or acids in solid form  
Animal effluent and residues (abattoir effluent, poultry and fish processing waste)  
Antimony; antimony compounds  
Arsenic; arsenic compounds  
Asbestos  
Barium compounds (excluding barium sulphate)  
Basic solutions or bases in solid form  
Beryllium; beryllium compounds  
Boron compounds  
Cadmium; cadmium compounds  
Ceramic-based fibres with physico-chemical characteristics similar to those of asbestos  
Chlorates  
Chromium compounds (hexavalent and trivalent)  
Clinical and related wastes  
Cobalt compounds  
Containers which are contaminated with residues of substances referred to in this list  
Copper compounds  
Cyanides (inorganic)  
Cyanides (organic)  
Cyanides (organic) / nitriles  
Encapsulated, chemically-fixed, solidified or polymerised wastes referred to in this list  
Ethers  
Filter cake contaminated with residues of substances referred to in this list  
Fire debris and fire washwaters  
Fly ash, excluding fly ash generated from Australian coal fired power stations  
Grease trap waste  
Halogenated organic solvents  
Highly odorous organic chemicals (including mercaptans and acrylates)  
Inorganic fluorine compounds excluding calcium fluoride  
Inorganic sulfides  
Isocyanate compounds  
Lead; lead compounds  
Mercury; mercury compounds  
Metal carbonyls  
Nickel compounds  
Non-toxic salts

## Controlled Waste Licence Attachment (continued)

**– per the National Environment Protection (Movement of Controlled Waste between States and Territories) Measure 1998, requiring provision of Waste Transport Certificate (WTC) from State or Territory where waste originates**

### **Waste stream or wastes having as constituents:**

Organic phosphorus compounds  
Organic solvents excluding halogenated solvents  
Organohalogen compounds - other than substances referred to in this list  
Oxidising agents  
Perchlorates  
Phenols, phenol compounds including chlorophenols  
Phosphorus compounds excluding mineral phosphates  
Polychlorinated dibenzo-furan (any congener)  
Polychlorinated dibenzo-p-dioxin (any congener)  
Reactive chemicals  
Reducing agents  
Residues from industrial waste treatment/disposal operations.  
Selenium; selenium compounds  
Soils contaminated with a controlled waste  
Surface active agents (surfactants), containing principally organic constituents and which may contain metals and inorganic materials  
Tannery wastes (including leather dust, ash, sludges and flours)  
Tellurium, tellurium compounds  
Thallium; thallium compounds  
Triethylamine catalysts for setting foundry sands  
Tyres  
Vanadium compounds  
Waste chemical substances arising from research and development or teaching activities including those which are not identified and/or are new and whose effects on human health and/or the environment are not known  
Waste containing peroxides other than hydrogen peroxide  
Waste from heat treatment and tempering operations containing cyanides  
Waste from the manufacture, formulation and use of wood-preserving chemicals  
Waste from the production, formulation and use of biocides and phytopharmaceuticals  
Waste from the production, formulation and use of inks, dyes, pigments, paints, lacquers and varnish  
Waste from the production, formulation and use of organic solvents  
Waste from the production, formulation and use of photographic chemicals and processing materials  
Waste from the production, formulation and use of resins, latex, plasticisers, glues and adhesives  
Waste from the production and preparation of pharmaceutical products  
Waste mineral oils unfit for their original intended use  
Waste oil/water, hydrocarbons/water mixtures or emulsions  
Waste pharmaceuticals, drugs and medicines  
Waste resulting from surface treatment of metals and plastics  
Waste tarry residues arising from refining, distillation, and any pyrolytic treatment  
Waste, substances and articles containing or contaminated with polychlorinated biphenyls (PCBs), polychlorinated naphthalenes (PCNs), polychlorinated terphenyls (PCTs) and/or polybrominated biphenyls (PBBs)  
Waste of an explosive nature not subject to other legislation  
Wool scouring waste  
Zinc compounds

### **Appendix 3: Botten Levinson Legal Opinion**

Our ref: JAL/217217

8 April 2020

Mr Paul Sutton  
City of Charles Sturt  
PO Box 1  
WOODVILLE SA 5011

**By email: [psutton@charlessturt.sa.gov.au](mailto:psutton@charlessturt.sa.gov.au)**

Dear Paul

**City of Charles Sturt - Kilkenny Mixed Use (Residential and Commercial) DPA  
(Privately Funded)**

This firm acts for O-I Australia (**O-I**) which has, since 1914, operated a glass manufacturing plant at 617-625 Port Road, West Croydon (**glass plant**).

O-I is opposed to this patently and fundamentally flawed DPA for at least the reasons set out in this submission. This letter supplements the submission made by O-I itself.

This letter highlights the following flaws in the DPA which constitute reasons why the DPA should simply be abandoned in its entirety -

1. The sudden and radical departure from the previous policy trajectory for this area (from industrial and employment land uses to high density residential use) is without any proper planning basis;
2. The DPA is founded on the following flawed assumptions that -
  - a. O-I's operations are static and will never evolve or change;
  - b. The obvious conflict caused by jamming high density residential development up against long established industry can be mitigated by the assessment of and conditions imposed on future development;
  - c. There is sufficient distance between the O-I land and the future high density residential development to overcome the impacts of noise and air emissions;
  - d. The Noise and Air Emissions Overlay and the Minister's Specification SA 78B even come close to being capable of mitigating the impacts of noise and air emissions;

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- e. The *Environment Protection Act* and associated regulatory regime is a rigid, fixed solution that will protect against the inherent land use conflict that the DPA is creating;

3. The assessments in the DPA are inadequate and/or flawed.

We detail these reasons below.

### **Glaringly obvious impacts from industrial operations near to houses**

Furnaces used in glass manufacture and as used in O-I operations on the O-I land generate particulate emissions, odours and gases.

Furnace stack emissions arise from the combustion process that provides the heat necessary to melt raw materials to make glass. Products of combustion include carbon dioxide, water vapour, oxides of nitrogen, sulphur dioxide, acid gases and some particulates, and small amounts of metals and other compounds.

It is necessary to release these emissions into the air at a sufficient height, and at appropriately low concentrations, to ensure that disposal occurs without unacceptable impacts to adjacent and other land.

The Council has relied on a noise assessment undertaken in July 2019 by Sonus entitled "Kilkenny DPA Environmental Noise Assessment" (**the 2019 Sonus Report**). This report shows that treatments will be required to the proposed residential development to attenuate noise from the O-I operations. Sonus believe that unless the proposed residential development is very carefully constructed, the residential development **will** be adversely impacted by noise emitted from the O-I operations. The extent of treatment needed to even attempt to attenuate noise at the proposed residential development from the O-I operations is variously described by Sonus as:

- a) "**specific treatments** to adequately address noise from the rail corridor";
- b) "... a **significant** amount of treatment which could limit aspects of the building's design such as window area, bedroom orientation and the practicality of openings onto balconies"; and
- c) "**extensive treatments**".

### **DPA contrary to logical longstanding policy trajectory for the area**

The present policy for the O-I land and most of the land the subject of the Kilkenny DPA (**the Kilkenny DPA land**) has been in place for some time. It is part of a logical and well founded policy process the basis of which has not altered.

1. The current Development Plan was consolidated on 25 July 2019 (**the current DP**).
2. The current zoning for the O-I land and most of the Kilkenny DPA land was introduced into the current Development Plan on 31 October 2017 by the Council's Urban Employment Zone DPA (**the UE DPA**).
3. Prior to the UE DPA the zoning in place for the O-I land and most of the land of the subject of the Kilkenny DPA was the zoning contained in the Development Plan consolidated on 5 May 2016 (**the 2016 DP**)
4. The 2016 DP placed the O-I land and the Kilkenny DPA land in the Industry Zone. The O-I land was also placed within Precinct 36 West Croydon of that zone, with

the Kilkenny DPA land being placed within Precinct 31 Kilkenny of that zone.

5. The Industry Zone Objective provided that the Zone was for "... *primarily accommodating a wide range of industrial, warehouse, storage and transport land uses*".
6. The Desired Character section of the Industry Zone provisions affirmed that the zone "... *applies to established industrial and commercial areas ... and that the **purpose of the zone** was to accommodate a wide range of **industrial**, storage, warehouse and transport distribution services...*".
7. The Desired Character section of the 2016 DP also stated that:

*"the existence of a number of well-established large industrial premises is recognised. They fulfil an **important** employment function for the surrounding residential areas and region and should be **protected** from the **intrusion of inappropriate** uses which may **reduce** their potential operations and the utility of the land at resource;*

*the area in proximity to the Adelaide CBD is **valuable** for activities which require an inner city location. Major industries include **Australian Glass Manufacturers, Pope, PMC, Detpak, Boral the SAMP, Kelvinator, Email and Tecalemit. Parts of the area have intermingled residential uses which experience industrial impacts in terms of visual amenity, noise and traffic;***

*the area will be developed as an **intensively industrialised**, high quality, landscaped, 24 hour operation area. High impact industrial uses should locate in this area, which is remote from residential area. The area is suitable for a wide range of industrial, commercial and business activities, including manufacturing, warehousing and distribution and **needs to be protected from the intrusion of residential and other inappropriate uses which will reduce the land resource for industrial sites or create potential for land use conflicts**". (our emphasis)*

8. Forms of development "*envisaged*" in the Industry Zone included "industry" and "warehouses". A "dwelling" (except in very limited circumstances) was designated as a "*non-complying*" kind of development in the Industry Zone.
9. There are no material changes to the land uses and planning considerations which underpinned the 2016 DP.
10. The current DP places the O-I land and most of the Kilkenny DPA land in the Urban Employment Zone and places the O-I land within Policy Area 26 Core Industry of that Zone.
11. The Urban Employment Zone in the current DP provides, amongst other things
  - a. that it is a mixed use employment zone that accommodates a range of industrial land uses together with other related employment and business activities (Objective 1)
  - b. that it is a zone that provides for "... *large floor plate enterprises, such as major logistics and manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing transport networks*". (Objective 4)
  - c. that the "... *existence of a number of **well-established industrial activities**, which fulfil an important employment function for the*

*surrounding residential areas and region, are **protected from the intrusion of inappropriate** uses which may **reduce** their potential operations and the utility of the land resource".*

- d. that "industry" is a form of development *envisaged* in the zone.
- e. that, according to the Desired Character for the Core Industry Policy Area 26, that Policy Area "... *will be developed as an **intensively industrialised, high quality, landscape, 24 hour operation area***", and "**high impact** industrial uses should locate in this area..." (our emphasis)
- f. that a "dwelling" continues to be a "non-complying" kind of development (except in the very limited circumstances).
- g. page 294 of the current DP recognises the inherent land use conflict between industry and dwellings where states with respect to most of the O-I land (which of course enjoys protected existing use rights) that:

*"Activities which are potentially hazardous or **produce negative off-site impacts, such as noise, air, water and waste emissions, significant volumes of industrial traffic or have a detrimental impact on the amenity of properties in residential or similar environmentally sensitive zones are not appropriate**".*

- h. page 294 of the current DP states with respect to the Kilkenny DPA land that;

*"Much of the area has **residential interfaces**, which **experience impact** from some activities in terms of visual appearance, building bulk, minimal landscaping **noise, air quality**, overshadowing, 24 hour operation, industrial traffic and on-street car parking. This proximity to residential areas access act as a **constraint** on industrial operations".*

- i. page 294 of the current DP states that the Kilkenny DPA land (amongst other land) will be:"... *protected from the **encroachment of houses** which will **reduce** the land resource for **industry***". (our emphasis)

- 12. By and large, these policies appropriately reflect the existing range of well entrenched land uses within the affected areas.

The Kilkenny DPA proposes to rezone the Kilkenny DPA land to a Suburban Activity Node Zone. Put simply, the Kilkenny DPA proposes to amend the zoning to facilitate medium to higher density **residential** land uses and to provide some limited opportunities for small scale commercial development.

There is no plausible policy justification for the **radical and sudden** change in direction proposed by the Kilkenny DPA. Unsurprisingly, there is no satisfactory explanation in the Explanatory Statement and Analysis sections of the Kilkenny DPA to justify the re-zoning. It is nothing more than the whim of the new owner to convert the land to a residential precinct.

### **DPA wrong to assume that O-I's operations are static and won't evolve**

Land use is not static. This patent and obvious fact has been ignored by the DPA. Indeed all of the assessments undertaken and on which the Council so heavily relies have fallen victim to the fallacy that the assessments can be undertaken on the snapshot of O-I's operations over the last few years. The Kilkenny DPA is flawed because of its



implicit assumption that the existing operations of O-I will not change in the future. That assumption has not been tested or substantiated by the Council and is flawed.

It almost certainly follows that if the operations of O-I change in the future such that, for example, output is increased, the environmental impacts could increase. The Analysis section of the Kilkenny DPA does not address the possibility, nor therefore the implications of this eventuality. That is a serious shortcoming in the justification for the Kilkenny DPA. For this reason too, the Kilkenny DPA should be discontinued.

The dynamic and evolving nature of existing use of land has been well settled by the courts.<sup>1</sup> The question of whether a proposed development amounts to a change in the exiting use of land is always a questions of fact and degree<sup>2</sup> but as recognised by the courts, when having regard to existing uses, regard must be had to the natural evolution and change in the use of land.

When considering whether there is a change in use, it must also be recognised that land uses **do not** remain static. As the ERD Court held in the case of *Adelaide City Investments Pty Ltd v Adelaide City Council*<sup>3</sup>:

*The Development Act 1993, in s.6, recognises that an existing use is a **fluid concept and that an existing use may change over time as a matter of fact**<sup>4</sup>.*

The same view was reached by the ERD Court in *Pejafs Pty Ltd and Ors v Bitmead & Ors*, where His Honour Judge Costello considered the **evolving** nature of land uses over time.<sup>5</sup>

### **DPA wrong to assume that planning conditions fix inherent land use conflicts**

The approach of the Council to the proposed re-zoning appears to be based in part on an endeavour to resolve the inherent incompatibility or conflict arising from residential uses being located close to industrial uses by "managing" that incompatibility through the imposition of conditions of consent on future development applications. Such an approach is wrong as a matter of principle.

It is well established that at the development assessment stage the **first (and fundamental) question** that the relevant planning authority must determine is the question of land use, i.e., whether the proposal (including a change of use) is compatible with the orderly and proper planning of the locality and the relevant provisions of the Development Plan. Put differently, **no** question of management of the proposal arises (including what might be conditions of consent to attach to any approval for the proposal) **unless** the proposal is **sound in principle**.

The decisions of His Honour Justice Jacobs of the South Australian Supreme Court in *Beer v South Australian Planning Commission & Ors* (1988) 65 LGERA 159 and, on appeal to the Full Court of the South Australian Supreme Court, the Full Court in the matter of *Farrow v South Australian Planning Commission & Beer* (1988) 66 LGRA 92 are instructive.

Relevantly, Jacobs J said:

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<sup>1</sup> See *Caltex Australia Petroleum Pty Ltd v Holdfast Bay* [2014] SASCF 59 at [49]; *Royal Agricultural Society of New South Wales v Sydney City Council* (1987) 61 LGRA 305; *Macquarie International Health Clinic Pty Ltd v University of Sydney* (1998) 98 LGERA 218; *University of Sydney v South Sydney City Council* (1998) 97 LGERA 186

<sup>2</sup> *Prestige Car Sales v CT Walkerville* (1979) 20 SASR 514

<sup>3</sup> [2004] SAERDC 3

<sup>4</sup> *Adelaide City Investments* at [29].

<sup>5</sup> [2012] SAERDC 13 [83-86].

*"The **primary question** with which planning authorities are concerned is the **question of land use**, whether a proposed development, including a change of use, is compatible with the relevant provisions of the development plan and the orderly and proper planning of the locality. It is **only** when that question has been answered in the **affirmative** that the authority should concern itself with questions of management..."*

His Honour Justice Cox, who delivered the leading judgment of the Full Court in the *Farrow* matter, said:

*"... no question of proper management will arise, at least so far as the aspects of practicability and likely compliance are concerned, unless the proposal is adjudged, by the planning authority or the tribunal as the case may be, to be **sound in principle**... I agree with Jacobs J. when he said that it is **only** when questions of this sort have been answered in the affirmative that the authority or tribunal should concern itself with questions of management". (our emphasis)*

This principle applies even more strongly at the DPA stage than it does at the development assessment stage. It is the responsibility of the Council (as the principal policy authority for this DPA) to address, as a primary and fundamental issue, whether the land uses proposed by the DPA will be compatible with nearby existing land uses, and in particular (as is the case here) with any long-established lawful land uses.

The relative location of land uses and their compatibility is a fundamental land use policy issue. It is obvious, basic, "first principles" planning. Because the two land uses are fundamentally incompatible, as a matter of obvious principle, the DPA process should be **discontinued**. It is wrong to seek to minimise the incompatibility, or make less incompatible the otherwise incompatible land uses, by the introduction of management type techniques in a Development Plan and/or reliance on the imposition of conditions of consent at the development application stage. It is akin to leaving a packet of band aids at the front gate of the shooting range located near to a child care centre.

### **Insufficient distance between land uses**

Both the 2016 DP and the current DP variously acknowledge the incompatibility between industrial land uses and residential land uses, and the potential for residential development to constrain the operations of industrial development.

It is also recognised by the Council in the Explanatory Statement and Analysis section of the Kilkenny DPA that the Kilkenny DPA land faces a number of challenges as a result of its proximity and interface with adjacent industrial land uses (such as the O-I operations).

On page 6 of the Analysis section of the Kilkenny DPA the Council refers to "... a number of **constraints** facing the site, including the **management** of the interface with adjacent industrial uses..." and the need "... to address interface issues with the neighbouring **existing glass factory** to protect its ongoing operations".

It is plain that major industrial land uses that are located close to residential development are, in principle, incompatible with residential development.

### **SA 78B not adequate mitigation measure**

The DPA assumes that the fundamental adverse noise impacts associated with the proposed incompatible land use can be addressed by relying on Minister's Specification SA 78B. This is wrong for the following reasons.

13. The requirements of Minister's Specification SA 78B are not "mandatory".
14. While a person undertaking building work in relation to buildings in classes 1, 2, 3, 4 or 9C must comply with SA 78B, the Dev Act empowers a relevant authority (i.e., typically relevant local council or a private certifier) to grant *building rules* consent in relation to a development that is at **variance** with the Building Rules (which Rules include SA 78B) in certain circumstances.
15. Furthermore, a right of appeal to the Environment Resources and Development Court lies for a person who has applied for building rules consent (for development that is at variance with SA 78B) where he or she is aggrieved by any decision of the relevant authority to grant building rules consent to the proposed development in question.
16. Accordingly, the so-called "mandatory" requirements of SA 78B can be dispensed with from time to time.
17. The application of SA 78B relies on building certifiers reading the Development Plan to check the Overlay. Certifiers have no need to read the Development Plan and almost always merely consider the National Construction Code and Building Rules. Most simply do not apply SA78B.
18. Clearly, the application of SA 78B occurs at a single point in time prior to construction of a building. It cannot account for future changes in the naturally fluid operations of a long standing existing industrial use.
19. SA 78B has no application to external areas, such as balconies, garden areas, communal spaces or rooftop decks.
20. SA 78B is almost entirely directed to road, tram and rail noise, the noise of people in public places and entertainment venues<sup>6</sup>. None of the Tables or standards and none of the triggers relate to noise from operations such as a longstanding industrial use.
21. While SA 78B sets out various construction requirements to mitigate noise, none of those are applicable to these proposes land uses.
22. The DPA would require the law to be re-written for any protections to be provided to future residents.

### **Environmental obligations do not mitigate inherent impacts**

The Kilkenny DPA cannot be justified by assuming that the regulatory framework in the *Environment Protection Act (EP Act)* will mitigate inherent land use conflicts.

As part of O-I's operations O-I undertakes a number of activities that constitute "*prescribed activities of environmental significance*" as defined in the EP Act, namely: chemical storage and warehousing facilities<sup>7</sup>, ceramic works<sup>8</sup>, activity producing listed waste<sup>9</sup>, fuel burning not coal or wood<sup>10</sup>.

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<sup>6</sup> See B3 Performance Requirements.

<sup>7</sup> *Environment Protection Act 1993*, Schedule 1, clause 1(1).

<sup>8</sup> *Ibid*, clause 2(4).

<sup>9</sup> *Ibid*, clause 3(5)(a).

<sup>10</sup> *Ibid*, clause 8(2)(a).

The regulatory framework to manage the impacts of these activities includes the EP Act, the *Environment Protection Regulations 2009 (EP Regulations)*, the *Environment Protection (Noise) Policy 2007 (Noise EPP)* and the *Environment Protection (Air Quality) Policy 2016 (Air Quality EPP)* and common law principles. The framework obliges O-I to take measures to prevent or minimise negative environmental impacts from its operations.

However, the obligations placed on O-I are **not absolute**. The obligations do not prohibit O-I from undertaking activities that impact the surrounding area. Further, the **obligations are contextual** in that, by their very nature, they must be read in the context of the locality. In this sense the permitted land uses of the locality are directly relevant.

23. The EP Act includes a general environmental duty in section 25 which requires that:

*"A person must not undertake an activity that pollutes, or might pollute, the environment unless the person takes all reasonable and practicable measures to prevent or minimise any resulting environmental harm". (Our emphasis)*

24. Notably, this duty does not oblige O-I to entirely eliminate any resulting environmental harm. Section 25(1) merely requires O-I to take reasonable and practicable measures to prevent or minimise environmental harm. The standard of the duty is framed in relative or contextual terms; "reasonable and practicable".

25. Further, section 36 of the EP Act requires persons who undertake a prescribed activity of environmental significance to hold a licence.

26. O-I's licence relates to the emitting of both noise and odour from the site and requires O-I to

*"... take all reasonable and practicable measures to prevent noise from leaving the Premises"<sup>11</sup>*

and

*"... take all reasonable and practicable measures to prevent odour from leaving the Premises".<sup>12</sup>*

27. Additionally, the licence requires O-I to "ensure that pollution is minimised"<sup>13</sup> (our emphasis).

28. Clearly, in a similar way to the general environmental duty, O-I's licence does not prohibit O-I from undertaking activities that emit noise and/or odour. The licence requires O-I to take all reasonable and practicable measures to prevent noise and odour leaving the premises. The distinction is significant. The practical effect of this distinction is that O-I can (and intends to) continue to comply with its statutory obligations even though some noise and odour are likely to still be emitted from the land.

29. The Air Quality EPP employs similar language and requires O-I to "*take reasonable and practicable measures to avoid emissions from premises*".<sup>14</sup>

<sup>11</sup> EPA Licence Number 83, clause 1.1.

<sup>12</sup> *Ibid*, clause 1.2.

<sup>13</sup> *Ibid*, clause 3.4.1.

<sup>14</sup> *Environment Protection (Air Quality) Policy 2016*, clause 15.

30. The Noise EPP states that the general environmental duty under section 25 of the EP Act will be satisfied in relation to noise from a noise source if the noise complies with the noise goals.<sup>15</sup> Noise will comply with the noise goals if measurements taken show that:

*18(2)(a) the source noise level (continuous) does not exceed the background noise level plus 5 dB(A); or*

*(b) the source noise level (continuous) does not exceed the indicative noise level for the noise source.*

31. This is particularly pertinent as this clause expressly prescribes the acceptable level of noise that can be permitted to ensure the general environmental duty under the EP Act is satisfied.

32. In relation to clause 18(2)(b) specifically, whether the general environmental duty is satisfied turns on whether or not the source noise level (continuous)<sup>16</sup> exceeds the indicative noise level for the noise source. The indicative noise level for the noise source is determined with reference to the land uses "*principally promoted by the relevant Development Plan*"<sup>17</sup>. This is critical.

33. In the current DP, the principally promoted land use of both the O-I land and the Kilkenny DPA land is **industry**. The current DP provisions identify the "*.... existence of a number of well-established industrial activities, which fulfil an important employment function for the surrounding residential areas and region, are protected from the intrusion of inappropriate uses which may reduce their potential operations and the utility of the land resource*" (our emphasis).

34. If the Kilkenny DPA proceeds this will affect what land use is "principally promoted" in the area. The principally promoted land use of the Kilkenny land may become medium to higher density residential land use. If this occurs this will directly alter the determination of the "indicative noise level" forcing O-I to undertake further and additional noise mitigation works to satisfy its general environmental duty.

35. Fundamentally, the nature of O-I's environmental obligations are not absolute. The obligations are inherently contextual and must be understood and applied in the context of O-I's operations and its surroundings. If the Kilkenny DPA proceeds the context within which O-I operates will change. O-I's operations at the site may be constrained and/or O-I may be forced to undertake additional noise and odour mitigation works at significant cost. Any increased costs or decreased productivity from the plant would jeopardise O-I's South Australian operations and the future employment benefit and economic contribution of the company.

36. These obligations (which are based on the "reasonable and practicable") standard therefore -

a. do not absolutely set any standard of emissions or impact;

b. allow O-I to continue to have an impact on future residences; and

<sup>15</sup> *Environment Protection (Noise) Policy 200*, clause 18(1).

<sup>16</sup> Source noise level (continuous) is defined in the Noise EPP, clause 3 as: *the value, expressed in dB(A), of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with Part 3.*

<sup>17</sup> *Environment Protection (Noise) Policy 200*, clause 5(1)(a).

- c. mean that the burden of obligation imposed on O-I will increase with the encroachment on its longstanding activities by more sensitive uses thereby limiting its operations over time.

37. As a matter of planning principle, the Council is therefore causing land use conflict by relying on the regulatory regime. As residential land uses bear down on the existing operations of O-I, there will be tension and conflict as the implementation of these contextual regulatory obligations is eventually deployed.

38. This is directly at odds with the objects of the Act and basic planning principles.

#### **DPA based on flawed assessments**

The Investigations section of the Kilkenny DPA relies on an Air Quality Impact Assessment undertaken by Enviroscan. Based on the Enviroscan assessment the Council concludes in the Kilkenny DPA that:

*"There is **no specific policy response required** for the management of air quality from the O-I Glass plant as the levels measured are within the relevant environment Protection (Air Quality) Policy - including at heights potentially able to be accommodated following rezoning of the site".<sup>18</sup> (our emphasis)*

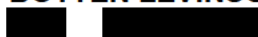
The peer review of the Enviroscan contentions undertaken by Assured Environmental (dated 5 July 2018 and which is provided as part of O-I's separate submission) highlights a range of flaws in the Enviroscan assessment such that it cannot be relied upon to support the Kilkenny DPA.

For all of these reasons the DPA represents fundamentally bad policy and should be discontinued.

Yours faithfully



**James Levinson**  
**BOTTEN LEVINSON**

 Email: [jal@bllawyers.com.au](mailto:jal@bllawyers.com.au)

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<sup>18</sup> Refer page 15  
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#### **Appendix 4: Assured Environmental – Peer Review (5 July 2018)**





**OI GLASS**  
**PEER REVIEW – AIR QUALITY ASSESSMENT**  
Reference: 11438

**R\_O**  
**DATE OF RELEASE: 5/07/2018**

O-I  
36 Burwood Road  
Melbourne Australia

Attn: David Scott [david.scott@o-i.com]

Dear David,

Assured Environmental (AE) was commissioned by O-I Glass to undertake a peer review of an air quality impact assessment submitted in support of a proposed development to be located in close proximity to its Adelaide manufacturing plant. This letter provides the methodology and findings of the peer review along with recommendations in relation to further work required to adequately assess the potential impacts on the proposed development.

Specifically, the peer review has considered the suitability of the Air Quality Impact Assessment report prepared by Enviroscan on behalf of Pinda Partnership to adequately describe potential impact quality impacts on the proposed development and considers the following aspects of the impact assessment:

- The suitability and adequacy of the methodology.
- The suitability of the inputs and assumptions underlying the modelling.
- The level of confidence in the modelling results.
- The overall conclusions of the impact assessment.

It should be noted that the review should not be considered exhaustive. Rather, the review identifies those issues most likely to significantly impact on the results of the assessment. Where the assessment is to be revised, it is recommended that the methodology and assumptions adopted for the assessment are reviewed in detail to ensure their adequacy.

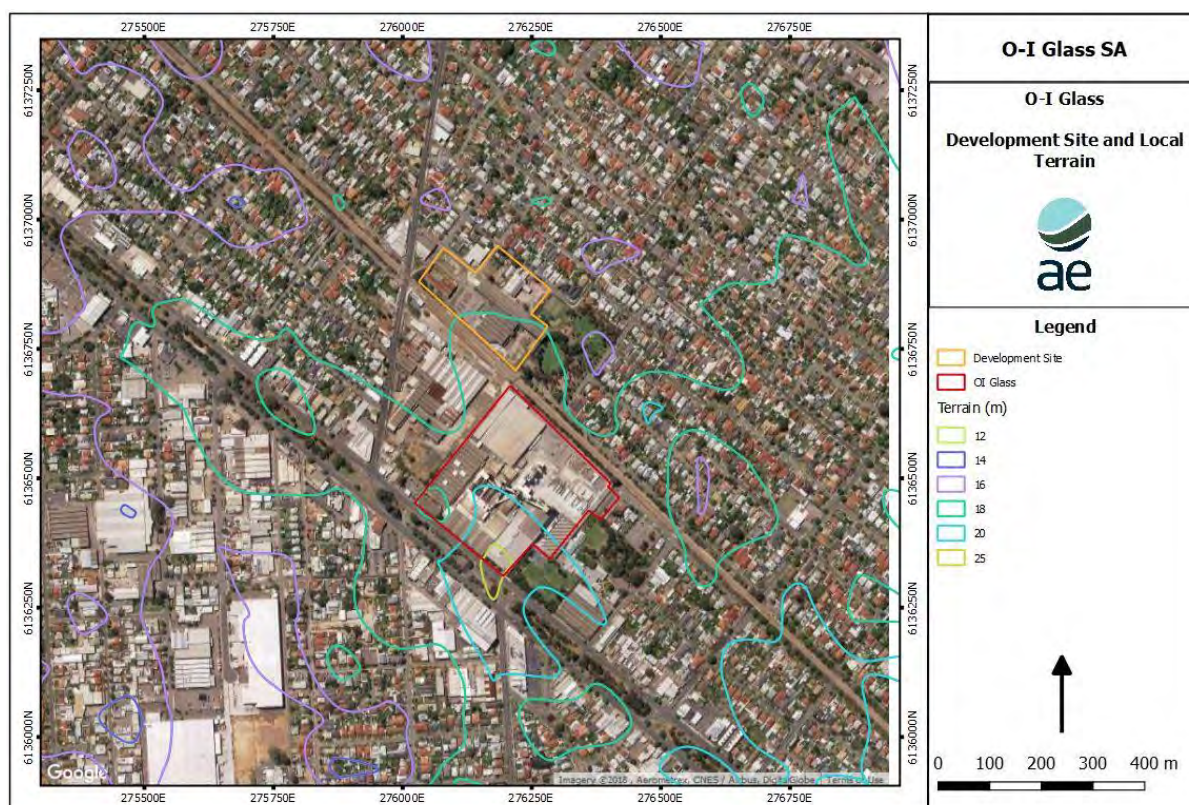
Assured Environmental

ABN: 87 604 851 078



## 1 PROPOSED DEVELOPMENT

The proposed development is understood to comprise an 8-storey residential apartment complex to be constructed at 1 Pinda Street. Figure 1 presents the location of the proposed development in relation to the O-I facility. Specific plans for the development have not been included in the air quality impact assessment report however, for the purposes of this assessment, it has been assumed that residential towers could be constructed across the entirety of the development site.



**Figure 1: Site location and OI facility**

## 2 SUITABILITY OF THE ASSESSMENT METHODOLOGY

The air quality impact assessment provided a relatively simplistic approach to the assessment of potential impacts on the proposed development. In doing so, the assessment utilised the following principal sources of information:

- Prognostic meteorological data for the year 2009 generated by the TAPM model;
- Air emissions data based on emissions monitoring undertaken by Enviroskan in 2011 (stack sources) and Stephenson & Associates in 2015 (roof vents).
- No terrain data;
- Background  $PM_{10}$ ,  $PM_{2.5}$  and  $NO_2$  concentrations for Netley (2015 for  $PM_{2.5}$  and 2016 for others) and  $SO_2$  for Northfield (2016).

In assessing the suitability of the methodology adopted for the air quality impact assessment, reference is made to the South Australian Environmental Protection Authority guideline 'Ambient Air Quality Assessment' (2016). This publication was developed to guide the assessment of ambient air quality in South Australia using a risk-based approach.

In doing so, the guideline provides a range of assessment tools (including dispersion modelling) with the specific approach adopted to be determined in consultation with the EPA based on the potential risks associated with the project.

For this assessment, Enviroscan utilised Ausplume. Ausplume is a steady-state Gaussian plume dispersion model which has, in the past, regularly been used in Australia for dispersion modelling simulations. The model accounts for meteorological data, building wake effects and terrain effects in the prediction of ground level concentrations of pollutants from stack, area or volume sources.

Steady state meteorology assumes that for any given time period of model calculation (usually 1 hour), the wind and other meteorological conditions are uniform over the entire area being modelled, and that a plume is assumed to travel instantaneously to the edge of the modelled area in a straight line. Given this, the model has a number of limitations where low wind speeds (particularly in the case of ground level or near ground level sources) are a feature of the local environment.

It is noted that, while still permitted in South Australia for only simple applications, Ausplume is no longer accepted in a number of other jurisdictions including Victoria and Queensland.

In assessing the suitability of the modelling approach, reference is made to the assumptions adopted for the assessment in the following sections.

### 3 INPUTS AND ASSUMPTIONS INCORPORATED INTO MODELLING

#### 3.1 Terrain Data

Consideration of variations in terrain height are an important consideration in air dispersion modelling for two primary reasons. Firstly, significant variations in terrain have the ability to influence localised wind patterns in the region. In addition, the variations in ground height can influence the location at which emissions from a plume will impact on a receptor. It is noted that the EPA guideline notes that air dispersion modelling requires *"information regarding the terrain and buildings surrounding emissions sources"* and further, that *"this information should be included in input files for air quality modelling"*.

For the air dispersion modelling presented in the air quality impact assessment, it was assumed that terrain in the area was flat (i.e. no terrain data included) with predictions provided for heights up to 27 m above ground level (approximately representative of an 8-storey building). While the area is relatively flat, there is noted to be variations in terrain elevation of up to 6 m between the O-I facility and the proposed development site. Given this, it is possible that the air dispersion modelling may have under-predicted the potential influence of terrain on contaminant concentrations.

In assessing the influence of terrain in the region on localised wind patterns, the assessment relies on the output of the prognostic meteorological model (TAPM) to

adequately describe these patterns. The suitability of this approach is discussed further below.

### 3.2 Meteorological Data

The EPA guideline provides specific guidance on the sourcing of appropriate meteorological data and recommends the use of site specific meteorological data obtained from a representative monitoring site. Where site specific data is not available, it is recommended to obtain data from a nearby monitoring station operated by the Bureau of Meteorology.

Review of the Bureau of Meteorology data suggests that the nearest monitoring station is located approximately 5 km from the proposed development site. Given this, air dispersion modelling in accordance with the guideline should reasonably have utilised this data.

Rather than use the available monitoring data, the air quality assessment used prognostic meteorological data predicted using the model TAPM. While some description of the model setup for TAPM is provided in the report, the suitability of the dataset is not assessed. Before using the meteorological data, it is considered essential to first assess its suitability through review of predicted data against long-term climate data for the area.

Assuming the data presented is representative of wind patterns in the area, calms are experienced for approximately 11% of the time. It is noted that Ausplume is unable to resolve the dispersion of contaminants under calm wind conditions. In these situations, it is recommended to utilise a non-steady state dispersion model such as Calpuff. This is particularly important where ground level or near ground level sources are present.

In the case of the O-I facility, emissions from the roof vents are exhausted at low velocities and are expected to be significantly impacted by building downwash. Given this, adoption of an air dispersion model such as Calpuff, combined with representative three-dimensional meteorological data is considered appropriate.

### 3.3 Emissions Data

The emissions data utilised for the assessment includes both measured and estimated emissions based on available monitoring data. In doing so, the assessment relies on a relatively small sample of data and assumes this to be representative of emissions from the facility. While some discussion is provided around the derivation of the emissions data, no justification is provided for its use. In particular, the information provided does not discuss the following:

- Representativeness of the data of typical emissions from the facility;
- The relationship between emission data as tested and peak production as permitted under the site environmental authority;
- The appropriateness of factoring emissions based on tonnage.

For two of the sources, AD2 and AD6, emission data adopted in the modelling is based on the scaling of existing monitoring data collected from AD5 to account for differences in the tonnes produced. It is noted that this analysis does not provide any justification for this assumption. As a minimum, before adopting this approach, it would be necessary to consider the type of material being produced by each line, whether emissions are dependent on production rate, the relationship between production rate and emission rate. In the

absence of actual monitoring data, it would also be typical to provide a comparison of the estimated emissions with available emission estimation factors for the industry from local and international sources.

Given the lack of justification in the report, it is unclear whether the emission data utilised in the assessment is representative of typical emissions and worst-case emissions from the O-I facility.

### 3.4 Background Data

The assessment includes consideration of potential cumulative impacts through the incorporation of existing background concentration levels from the Netley and Northfield stations operated by the EPA. Review of the data presented indicates that in selecting data, information for 2016 was used for all parameters except annual average PM<sub>2.5</sub>.

It is unclear why a different year of data was considered for annual average PM<sub>2.5</sub>. Further, no justification is provided in the report for the selection of background concentrations. Given this, the suitability of this assumption is unable to be assessed. It is recommended that further justification for the adopted background concentrations are provided.

### 3.5 Confidence in Results

The air quality impact assessment has adopted a simplistic approach to the assessment of potential impacts on the proposed 8-storey residential development. The peer review undertaken has identified a number of areas where the methodology adopted for the assessment is either deficient or fails to provide adequate justification of the assumptions adopted including:

- The choice of air dispersion model;
- The selection of meteorological dataset;
- The estimated emissions from the site;
- The assumption of flat terrain; and
- The selection of background data;

Review of the results of the air dispersion modelling presented in the air quality assessment indicates that for some contaminants (PM<sub>2.5</sub> and odour), emissions from the facility are expected to approach the air quality objective at the subject site. Given this, the potential variability in the results introduced by the above noted inadequacies, could be expected to result in non-compliances.

It is therefore recommended that the air quality impact assessment be revised to address the issues identified above.

## 4 CONCLUSIONS

Overall, the review of the air quality impact assessment prepared in support of a proposed residential development at Pinda Street, Croydon has identified a number of deficiencies which have the ability to adversely impact on the outcomes of the assessment. Given this, it is recommended that the air quality impact assessment be revised to address these deficiencies prior to determination of the application. Where this is not undertaken, it is considered likely that unacceptable risk of adverse health and nuisance impacts on the



proposed development could occur as a result of the on-going lawful operation of the O-I facility.

## 5 DISCLAIMER

Assured Environmental acts in all professional matters as a faithful advisor to the Client and exercises all reasonable skill and care in the provision of its professional services.

Reports are commissioned by and prepared for the exclusive use of the Client. They are subject to and issued in accordance with the agreement between the Client and Assured Environmental. Assured Environmental is not responsible for any liability and accepts no responsibility whatsoever arising from the misapplication or misinterpretation by third parties of the contents of its reports.

Except where expressly stated, Assured Environmental does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Assured Environmental for its reports.

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Where site inspections, testing or fieldwork have taken place, the report is based on the information made available by the client or their nominees during the visit, visual observations and any subsequent discussions with regulatory authorities. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Assured Environmental is both complete and accurate. It is further assumed that normal activities were being undertaken at the site on the day of the site visit(s), unless explicitly stated otherwise.

## 6 DOCUMENT CONTROL

Table 1: Document release

|        | Name         | Position Title                    | Signature  | Date      |
|--------|--------------|-----------------------------------|--|-----------|
| Author | Craig Beyers | Manager<br>Consulting<br>Services |  | 5/07/2018 |

Table 2: Revision register

| Revision | Date      | Name         | Comment         |
|----------|-----------|--------------|-----------------|
| R_O      | 5/07/2018 | Craig Beyers | Initial release |

**Appendix 5:** Sonus – Noise from O-I Adelaide to Proposed Kilkenny Transit Oriented Development  
(14 December 2012)

Sonus Pty Ltd  
17 Ruthven Avenue  
ADELAIDE SA 5000  
Phone: (08) 8231 2100  
Facsimile: (08) 8231 2122  
[www.sonus.com.au](http://www.sonus.com.au)  
ABN: 67 882 843 130



## **Noise From O-I Adelaide to Proposed Kilkenny Transit Oriented Development (TOD)**

Prepared for  
**O-I Adelaide**  
**617 Port Road**  
**West Croydon SA 5006**

**S2003C76**  
**14 December 2012**



## EXECUTIVE SUMMARY

The O-I Adelaide site has operated in close proximity to residences for many years. Significant noise reductions have been achieved from the O-I site over time, and noise levels now comply with all relevant EPA Noise Policy requirements at the surrounding land uses.

The most significant noise reduction measure taken by O-I Adelaide has been the construction of a 6m high wall along the north-eastern boundary of the O-I site. The wall was determined to be the only practicable method of noticeably reducing noise from the O-I site to residences, without constraining important operational aspects of the site such as ventilation openings and truck and mobile plant movements. One reason that the wall has been highly effective at reducing noise exposure at the surrounding land uses is that the closest residences are all single storey and therefore do not overlook the wall.

A TOD is now proposed for industrial land to the north of the O-I site, incorporating eight storey residences. These residences will overlook the wall, negating the significant noise attenuation that it provides and therefore exposing the residences to high levels of noise from the O-I site.

O-I Adelaide has therefore engaged Sonus to review and predict noise levels from the O-I site, determine the likely impact of these noise levels on the TOD and of the TOD on the O-I site, and determine the measures that could be taken to minimise the constraint of operations at the O-I site.

The assessment indicates that irrespective of any measures incorporated into the TOD:

- noise levels from the O-I site will be high when experienced on balconies of upper storeys of the TOD residences;
- the noise levels will not achieve the goal noise levels of the Policy outside of the residences, or within the residences at times that external doors and windows of the residences are open;
- there are no practicable methods to reduce the noise on balconies or inside with open windows;





- based on the above, there is significant potential for the noise from the O-I site to result in complaint from the TOD residences, and in turn for the TOD residences to significantly constrain the existing and potential future activities at the O-I site.



## INTRODUCTION

### Background

The O-I Adelaide site (the O-I site) is located at Port Road West Croydon, and has operated for many years in close proximity to residences.

In recognition of the proximity to residences, O-I Adelaide has demonstrated an ongoing commitment to monitor and assess noise levels from the O-I site, and reduce the noise to residences where practicable.

The most significant noise reduction measure taken by O-I Adelaide has been the construction of a 6m high concrete wall along the north-eastern boundary. This wall was determined, in conjunction with O-I Adelaide, to be the only practicable method of noticeably reducing noise from the O-I site to residences without constraining important operational aspects such as the numerous ventilation openings, and truck and mobile plant movements around the rear of the O-I site. The wall has proven to be highly effective at reducing the noise exposure of the residences because:

- it is located in relatively close proximity to the residences;
- the closest residences are all single storey and therefore do not overlook the wall; and,
- it provides significant reductions to the noise from many of the more annoying “intermittent” noise sources, such as truck movements and unloading of raw materials.

Another significant part of O-I Adelaide’s commitment to monitoring and assessment is a 19-year history of noise logging at the nearby residence at 109 Day Terrace. Beginning in 1993, this logging shows that when measured over a range of different weather and site operating conditions, noise levels at the residence have decreased by 10 dB(A). This 10 dB(A) reduction in noise levels is significant, and ensures that the O-I site now complies with all relevant EPA Noise Policy requirements at the surrounding land uses.



## Noise Model

As an extension to the above, O-I Adelaide engaged Sonus Pty Ltd (Sonus) in late 2011 to prepare a computer-based noise model for the entire O-I site. The intention of creating the noise model was to:

- determine the overall noise levels at residences from existing operations at the O-I site, and the contribution of various noise sources to the overall levels;
- provide a basis for predicting noise levels from the O-I site to any potential new residences or residential areas in the vicinity; and,
- provide a basis for the prediction and assessment of any future changes to the O-I site.

The noise model was prepared using the results of noise measurements across the O-I site in December 2011 and January 2012, in conjunction with a three-dimensional site plan provided by O-I, and the CONCAWE noise propagation model in the SoundPlan noise modelling software. The measurements and the noise model included the noise from all significant noise sources including building openings, building surfaces, and specific noise sources such as truck movements, cooling towers, batching equipment, and sand receival equipment. In accordance with the Guidelines for the use of the *Environment Protection (Noise) Policy 2007* for a site with 24 hour operation, all modelling was made under worst case (CONCAWE Category 6) weather conditions.

## Proposed Kilkenny TOD

A proposal now exists for a new transit oriented development (TOD) on industrial land, incorporating residential uses of up to 8 storeys high in the areas fronting the rail line and McInerney Reserve. The land on which residential land uses are proposed is marked in red on the below image:



These residences have the potential to be significantly exposed to noise from O-I Adelaide, as they will be in an area where residences have not previously existed, will be located at much greater heights than any existing residences, and in an area where current acoustic treatment measures taken at the O-I site do not have any appreciable effect.

As a result, O-I Adelaide has engaged Sonus to:

- review the noise model;
- predict noise levels from the O-I site to residences within the proposed TOD;
- compare the predicted noise levels with noise criteria;
- determine the likely impact of these noise levels on the TOD;
- determine the likely impact of the TOD on the O-I site;
- determine the measures that could be taken to minimise the constraint of operations at the O-I site.

This report summarises the assessment.

## NOISE AT EXISTING LAND USES

The closest existing residences to the O-I site are located to the north-east and east, fronting Day Terrace, and to the south-east fronting Euston Terrace. Additionally, the land on which the TOD is proposed currently incorporates industrial land uses.

### Criteria

The relevant criteria for noise from the O-I site are provided by the *Environment Protection (Noise) Policy 2007* (the Policy), which provides goal noise levels to be achieved based on the Development Plan zoning of the noise source (the O-I site) and the noise receivers (the residences). The zoning of the area under the City of Charles Sturt Development Plan (consolidated 5 July 2012) is as follows:

- The O-I site is located in an “Industry” zone and the “West Croydon Precinct”, with a section of the O-I site also located within an “Industry Interface” area;
- The land on which the TOD is proposed is located within an “Industry” zone and the “Kilkenny Precinct”;
- The closest residences on Euston Terrace are located in an “Industry” zone, and the “West Croydon Precinct”, and an “Industry Interface” area;
- All other existing residences are located in a “Residential” zone.

It is noted that the desired future character for areas of the Industry zone outside of the “Industry Interface” areas includes the following; “The area should develop as an intensively developed, high quality, landscaped, 24 hour operation industrial area. High impact industrial uses should locate in this area which is remote from residential areas.”

Based on this zoning and desired future character of the “Industry” zone, the Policy provides goal noise levels for noise directly outside the residences from 24-hour operation at the O-I site as follows:

- 53 dB(A) at the land on which the TOD is proposed;
- 53 dB(A) at the residences in the “Industry” zone;
- 50 dB(A) at all other residences.



When predicting noise levels for comparison with the Policy, penalties may be applied if the noise exhibits any of the characteristics of tone, low frequency, modulation, or impulse. For a penalty to be applicable, the characteristic must be fundamental to the nature and impact of the noise at the residences, rather than just be a part of it. Whilst previous noise measurements and observations have determined that the noise from the O-I site does modulate and contains tones, the noise attenuation that is provided by the 6m high wall is sufficient to ensure that the characteristics are not fundamental to the nature of noise at the residences. Therefore, the application of a penalty for noise to the existing residences is not considered warranted.

### **Existing Noise Levels**

Noise contours detailing the predicted noise levels from the O-I site to the existing land uses, under “worst case” (i.e. highest noise level) weather and current operating conditions, are presented as Appendix A of this report.

As shown by the contours, the predicted noise levels from the O-I site under these “worst case” conditions are no greater than 53 dB(A) at the land on which the TOD is proposed, and no greater than 50 dB(A) at any of the existing residences, and therefore comply with the goal noise levels of the Policy for 24-hour operation.

That is, the significant measures taken by O-I Adelaide to monitor and reduce noise have been successful in ensuring that relevant goal noise levels are achieved at these existing land uses.





## NOISE AT PROPOSED TOD RESIDENCES

Noise from the O-I site is currently allowed to be up to 53 dB(A) at the proposed TOD land, when measured at ground level. The O-I site complies with this requirement, primarily due to the significant noise attenuation provided by the 6m high wall along the north-eastern boundary.

However, at upper storeys as per the proposed TOD residences, higher noise levels would be experienced as the residences will overlook the wall. The noise level at the residences increases as the number of storeys above ground increases, such that the effect of the wall is significantly degraded at 2 storeys above ground and almost completely removed at 3 or more storeys. Specifically, when complying with the existing 53 dB(A) requirement at ground level, the noise from the O-I site would be approximately 60 dB(A) at 3 or more storeys above ground, at night. In addition to this increased noise, the residences will be more exposed to “intermittent” sources such as truck movements and raw materials than the existing land uses.

A noise level of 60 dB(A) at night, with a strong influence from “intermittent” noise sources, is significant. It is well above the goal noise levels that the Policy provides for “Residential” areas, which in turn are based on World Health Organisation recommendations. Regardless of any measures that are incorporated to the TOD, these significant noise levels will be experienced on balconies, and significant noise levels will also be experienced within the residences at times that external doors and windows of the residences are open. There are no practicable methods to reduce the noise on balconies and inside buildings with open windows.

This result suggests that the use of the TOD land for residences may immediately create a conflict situation, as it creates significant potential for the noise from the O-I site to result in complaint from the TOD residences, and in turn for the TOD residences to significantly constrain the existing and potential future activities at the O-I site, where such potential and constraints do not currently exist.



Furthermore under the *Environment Protection (Noise) Policy 2007*, a consideration in determining the need for an industry to reduce noise is the number of people affected. The TOD proposes to locate a significant number of people in a noise-affected area where none currently exist, and this also creates significant potential for constraint on the O-I site.

Given the above, from an O-I perspective, the TOD would ideally not occur in the proposed location.

Notwithstanding the likely conflict, in the event that the TOD were to proceed, measures should be considered to minimise any constraint on the O-I site from residences within the TOD.

One measure that could be considered in this regard is ensuring that all purchasers of land or residences within the TOD are provided with “buyer beware” notification that makes them aware of:

- the noise environment that currently exists and the proximity of the O-I site;
- the potential for high noise levels in outdoor areas, due to activity at the O-I site; and,
- the need to close external doors and windows and maintain any acoustic treatment measures applied to the residence, in order to achieve EPA Noise Policy requirements inside the residence.

The mechanism for providing such “buyer beware” notification would need to be explored.

In addition to this, to minimise constraint on the O-I site, consideration could also be given to ensuring that any residential development on the land is designed to achieve relevant goal noise levels of the Policy inside the residences, based on the external noise levels that are currently allowed on the land from activity at the O-I site. Such an approach will ensure that objective noise criteria are achieved inside the residences at times that doors and windows are closed, and will minimise the constraint on the O-I site.

The criteria and treatment measures that may potentially apply under such an approach are discussed below.

## Criteria

The zoning of land is an important aspect of determining the relevant goal noise levels of the Policy, and the land on which the TOD is proposed would most likely be rezoned. At this stage, the manner in which the land is rezoned is unclear, however given the residential uses that are proposed there is the potential for residential land uses to be “principally promoted”, rather than the current less noise-sensitive industrial land uses.

Furthermore, as the new residences will be exposed to more noise from “intermittent” sources such as trucks and raw material deliveries at the O-I site, noise levels at these new residences would be likely to attract a 5 dB(A) penalty for noise character which does not apply to noise at the existing land uses.

Based on the assumption of “Residential” land uses being principally promoted for the TOD land and the application of a 5 dB(A) penalty for noise character, this approach would result in a need for acoustic treatment to be applied to façades to ensure that the noise within habitable rooms of the TOD residences from activity at O-I site are no greater than 25 dB(A) during the night (10pm to 7am).

## Possible Condition

Achieving 25 dB(A) inside habitable rooms, with a noise level of 60 dB(A) outside, results in a requirement for the façades of all habitable rooms to be designed to achieve a noise reduction of 35 dB(A) across them.

A 35 dB(A) noise reduction across a façade is significant. Whilst the TOD development would be likely to already require some acoustic treatment to control noise ingress from sources such as rail (in accordance with Draft Minister’s Specification SA8), they would be unlikely to provide the 35 dB(A) reduction required. Achieving a 35 dB(A) reduction is likely to require measures such as double glazing with large cavities, restrictions on the areas of glass, multiple linings and heavy density insulation to lightweight external walls and ceilings below roofs, and mechanical ventilation that allows windows and doors to be closed.



Due to the influence of such measures on the design of any development, any requirement to achieve such a reduction would ideally be incorporated into the planning requirements and designed into any proposal at the earliest stage.

One method of achieving this may be to incorporate a Condition on any approval for the TOD that requires all façades of all habitable rooms to be are designed to achieve a 35 dB(A) noise reduction across them. An example of how such a Condition could be worded is as follows:

*Ensure that the façades of all habitable rooms of all residences are sited, orientated, designed, and maintained to achieve a noise reduction of 35 dB(A) across the façade at all times.*



APPENDIX A – NOISE FROM PLANT TO EXISTING RESIDENCES





**Appendix 6: Resonate Consultants – Environmental Noise Assessment (29 January 2020)**

Wednesday, 29 January 2020

Project number: A190829  
Reference: A190829LT1B

Brendan Hall  
O-I West Croydon SA  
265 Port Road, West Croydon, 5008

Dear Brendan,

## **O-I Environmental Noise Survey Environmental Noise Assessment**

# 1 Introduction

The O-I Australia Adelaide (Croydon) manufacturing plant has been operating since 1914 and currently produces over 170,000 tonnes of glass annually. Encroachment of noise sensitive land use within the vicinity of the site presents the risk of reverse acoustic amenity impacts on O-I. Reverse acoustic amenity impacts are those which burden O-I with reducing the noise impact of their existing and potential future operations.

This letter summarises the risk of reverse acoustic amenity impacts pertaining to O-I associated with the proposed introduction of the Kilkenny Mixed Use (residential and Commercial Development Plan Amendment (DPA). The existing planning policy framework and the proposed new planning policy framework to be introduced via the new Planning and Design Code have been considered as part of this assessment. Recommended further actions have also been provided.

Note that the risks presented in this assessment are equally applicable to the new warehouse facility for O-I (which is soon to become operational, immediately opposite the site, over Aroona Road) as they are to the existing O-I operation.

# 2 Subject Site

O-I Adelaide (subject site) is currently located within an Industrial zone (Urban Employment) and is bounded by:

- The Grange / Outer harbour rail corridor to the north.
- Kilkenny primary school to the east.
- Port road to the South.
- Aroona road to the west.

Within the vicinity of the subject site are the following noteworthy adjacencies (refer to Figure 1):

- A new industrial zoned (Urban Employment) warehouse facility to the west across from Aroona road.
- Existing residentially zoned (Residential and Residential Character) noise sensitive receivers to the north-east across from the rail corridor.
- The parcel of land currently subject to Development Plan Amendment (DPA) to the north across from the rail corridor. This land is currently industrially zoned (Urban Employment) and is proposed to be rezoned as a Suburban Activity Node Zone. It is understood that the rezoning intends to be flexible and allow for high density residential use.

A 6m high noise barrier is currently installed along the northern boundary of the subject site which provides acoustic shielding to the existing noise sensitive receivers. The existing noise barrier is effective in providing acoustic shielding as the existing noise sensitive receivers are limited in height. A zoning map is presented in Appendix A.





Figure 1 Location map

## 3 Reverse acoustic amenity risk assessment

### 3.1 Existing Development Plan

The existing development plan limits noise sensitive uses within the vicinity of O-I. The notable exception to this is the existing noise sensitive receivers. Noise emissions to these noise sensitive receivers is mitigated through the use of a 6m high noise barrier along the northern boundary of the subject site. The existing planning framework applying opposite the rail corridor (Residential Zone and the Residential Character Zone) limits building height to two storey (resulting in the noise barrier being acoustically effective) and limits density of dwellings (reducing the number of receivers impacted by noise emissions from O-I). The existing development plan provides a combination of controls which together result in limited risk of reverse amenity impacts to O-I provided noise emissions from O-I remain constant.



## 3.2 Development Plan Amendment

The subject site has the potential to be adversely affected by reverse acoustic amenity impacts of the Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment (DPA) (Privately Funded) currently under consultation. The DPA proposes rezoning of existing industrially zoned land to accommodate a mixture of residential and commercial uses. Of concern to O-I, the DPA is intended to be flexible and allow for high density residential development up to a height of 5 storeys. Such changes present several challenges:

- Noise sensitive receivers at high level will not receive the same level of acoustic shielding and will have majority line-of-sight to O-I.
- The number of noise sensitive receivers impacted by noise emissions of O-I will be increased.

The DPA does identify O-I, along with the rail corridor and David Terrace, as key noise sources from which residential development needs to mitigate impacts. It is proposed a noise and air emission overlay be applied by the DPA which will trigger the Ministers Specification SA78B (Ministers Specification) for the road and rail corridor noise sources. The Sonus report S5913C4 (July 2019) advises that the Ministers Specification be adapted to consider industrial noise emissions from O-I and the new warehouse. We have noted several points of indiscretion within the Sonus report however we do agree with the underlying philosophy of adopting the Ministers Specification or similar to address industrial noise from O-I. This would indeed provide a consistent mechanism to address all noise sources and result in a reasonable level of internal acoustic amenity. We note that the DPA has not adopted the recommendation provided in the Sonus acoustic report. The DPA appears to defer the acoustic assessment to the subsequent development application for which the formal triggers do not exist to provide adequate protection against reverse amenity impacts to O-I. For this reason, deferring the acoustic assessment to the subsequent development application is likely to result in either reverse amenity impacts to O-I and/or unforeseen esoteric construction requirements / limitations on land use for a potential owner / developer.

We also note that the Sonus report has not considered the ultimate capacity of the existing site and newly constructed warehouse adjacent. On this basis, any potential noise sensitive development on the site subject to the DPA would likely be exposed to much greater noise than predicted by the Sonus report. We note that we (Resonate Consultants) are in the process of conducting a noise monitoring campaign and developing a contemporary 3D noise model. This will capture existing noise levels and future predicted noise levels. We also note that the Sonus report does not consider impacts from other industrial noise sources including ADRAD Group and Dulux Group, however we expect these to contribute to a much lesser extent.

However, whilst the Ministers Specification *could* be adapted to consider industrial noise, and could result in residential developments having a reasonable level of internal acoustic amenity, no formal trigger exists to mandate industrial noise be considered as part of the Ministers Specification. A key risk is that no mechanism exists to mandate that industrial noise be considered and mitigated as part of any future development. Although the Ministers Specification will be triggered for developments within the DPA zone due to road and rail sources, these measures would not necessarily be sufficient to mitigate against noise from O-I. To sufficiently mitigate against noise from O-I any future development will need to consider noise from O-I explicitly.

Along with the Ministers Specification, guidelines are provided by the SA Government document “*Reducing noise and air impacts from road, rail and mixed land use – A guide for builders, designers and the community*” these are however guidelines and are not mandatory. We understand that the Ministers Specification will be replaced by the Ministers Building Specification (MBS) 010, which is currently in ‘draft’ form out for public consultation.

Further, as per the Sonus report,

*“It is readily accepted that category 3 can be achieved using extensive but reasonable and practicable measures, whereas the higher categories (4 and 5) introduce esoteric treatments well beyond normal construction methods.”*

Considering the proposed development will include areas of SEC 4, it should be carefully considered by the Charles Sturt Council prior to pursuing the rezoning proposed by the DPA if these areas are suitable for residential use given the “esoteric” construction requirements for residential dwellings needed to prevent reverse amenity impacts to O-I. Further to this, future operations, not considered by the Sonus report, have the potential to result in more onerous construction requirements.

Notwithstanding the draft DPA provides the following consideration (with the proposed amendments in red):

There are a number of potential sources of air and/or noise emissions within and adjacent to the zone including Tapleys Hill Road, Trimmer Parade, the Grange railway line and a hotel at Seaton, as well as the Outer Harbor railway line, David Terrace, and the O-I Glass plant and warehouse at Kilkenny. Development should be sited, and designed and constructed to mitigate these potential impacts.

Considerations within the council Development Plan may assist in reducing the risk of reverse amenity impact to O-I however are non-specific and therefore unenforceable. Guidance should be taken from the City of Adelaide Council development plan which acknowledges a shared responsibility between noise generators and noise sensitive receivers. Guidance may be adapted from the Adelaide City Council document, *Development Information Guide - Noise sensitive development*.

Ultimately, we recommend that appropriate policy be implemented prior to the rezoning proposed by the DPA. Specifically, industry noise should be included within the Ministers Specification or similar and O-I should be included in the air and noise emissions overlay. This would provide a formal policy criteria and assessment mechanism, which would protect O-I against reverse amenity impacts. Alternatively, O-I should be designated on a noise and air emissions overlay (to include SEC contours specific to O-I) with the DPA requiring nearby noise sensitive receivers to be constructed in accordance with the relevant Sound Exposure Category (SEC) as outlined by the Ministers Specification. Due to the complex nature of measuring and predicting noise from O-I, the SEC contours would need to be based upon noise measurements and modelling currently being undertaken by Resonate Consultants.

### 3.3 Planning and Design Code (PDC)

The Planning and Design Code (PDC) is currently under development and consultation with the aim of being implemented in 2020. The PDC will replace all development plans to become the single source of planning policy for assessing development applications across the state. It will be crucial that appropriate planning conditions are incorporated into the design code to safeguard O-I and industry more broadly against encroachment of noise sensitive land uses.

Having reviewed the relevant sections of the PDC we have extracted some of the sections relevant to O-I:

#### Interface between Land Uses – PO 4.1

Development that emits noise (other than music noise) does not unreasonably impact acoustic amenity at the nearest existing sensitive receivers.

#### Noise and Air Emissions Overlay

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

#### Siting and Design

##### PO 1.1

Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources designed and sited to shield sensitive receivers from the emission source using measures such as:

- placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers;
- within individual buildings, placing rooms more sensitive to air quality and noise impacts (such as living rooms and bedrooms) further away from the emission source;
- providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met;
- the use building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades), provided the requirements for safety, urban design and access can be met.

##### DTS/DPF 1.1

None are applicable

Based on the above extracts, there are no planning policies that trigger building policy conditions (such as the Ministers Specification). This is a gap in the PDC which presents a risk to O-I. More specifically, the new PDC does not include controls to deal with encroachment of noise sensitive uses on existing noise generating land uses.

For the PDC to successfully manage encroachment of noise sensitive uses on existing noise generating land uses, we recommend the following:

- Existing noise generating uses (industry and similar) be included on the air and noise emissions overlay.
- Noise sensitive development within the vicinity of noise sources as designated on the air and noise emissions overlay be assessed in accordance with the Ministers Specification or similar.
- The Ministers Specification be updated to include a framework for assessing and providing building policy for noise sensitive developments within the vicinity of industrial noise sources identified on the noise and air emissions overlay. We note that Ministers Building Specification (MBS) 010, which is currently in 'draft' form out for public consultation, does not include industry noise as a sound source. Alternatively, policy separate to the Ministers Specification may be considered if industry noise were to not be included in the Ministers Specification.

## 4 Summary

Based on our review we highlight the following key risks:

- The DPA would allow encroachment of noise sensitive land use on O-I. It would allow increased number of noise sensitive receivers within the vicinity of O-I which would not receive the full benefit of the 6m noise wall along the norther boundary of the subject site.
- If the DPA were accepted there is currently no mechanism that exists to mandate industrial noise be considered as part of the Ministers Specification or any other policy.
- As industrial noise is not typically considered as part of the Ministers Specification or other policy, nor is it typically included on the Noise and Air Emission Overlay (which is the planning trigger to mandate an assessment under the Ministers Specification), there is a gap in this policy approach with regards to providing acceptable acoustic amenity for new residential development.
- The current PDC as it stands does not provide the necessary planning policy criteria to safeguard O-I from unmitigated encroachment of new residential development.

Ultimately, through good design practice the land subject to the DPA could be used for high density residential development, however, it would require appropriate oversight to ensure due consideration is provided to all noise sources. Currently the mechanisms do not exist to ensure that the site will be developed to appropriately mitigate noise from O-I.

Resonate Consultants are currently in the process of undertaking a noise monitoring campaign and developing a contemporary 3D noise model to accurately capture the existing level of noise emissions and predict future potential noise emissions. This assessment may result in potential noise impacts being greater than that reported in the Sonus Report provided informing the DPA.

## 5 Recommend actions

The following actions should be taken to reduce their risk of reverse acoustic amenity impacts to O-I:

- DPTI to have O-I to be deemed a designated noise source on the Noise and Air emissions overlay.
- DPTI to develop a framework for assessing industrial noise sources as part of the Ministers Specification SA78B (note to be replaced by MBS 010) or similar.
- DPTI to have the necessary planning triggers incorporated into the proposed Planning and Design Code.
- Have appropriate zoning within the vicinity of O-I to prevent encroachment of noise sensitive land uses on O-I and support future growth of the business.

Please let me know if you have any questions.

Yours sincerely,



Matthew Tripodi  
Acoustic Consultant  
p+61 8 8155 5888



[matthew.tripodi@resonate-consultants.com](mailto:matthew.tripodi@resonate-consultants.com)



## Appendix A – Zoning Map



Disclaimer: The information provided above is not represented to be accurate, current or complete at the time of printing this report.  
 The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it. <http://location.sa.gov.au/Viewer/disclaimer.html>  
 Data Attribution: <http://location.sa.gov.au/Viewer/attribution.html>

October 23, 2019

A190829LT1B

[www.resonate-consultants.com](http://www.resonate-consultants.com)

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 26**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Thursday, 9 April 2020 4:51 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Tracey

**Last Name**

Nearmy

**Postal Address**

3 Mortess St Brahma Lodge SA 5019

**Email Address**

[REDACTED]

**Please place your written submission here**

Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission To whom it may concern, I am writing in regards to the Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission. My 23 Mundulla St property backs directly onto the proposed development and I will be directly affected by the it. Kilkenny is a wonderful



community currently steeped in industrial heritage and largely free of gentrification. It is because of this unique feeling humbleness that I am so fond of the area. My property is one of the earliest dating back to 1860 and I have been gently renovating it over the past 10 years. It also has, what I believe to be one of the oldest grapevines in Adelaide. Given it's wide girth at the base, must be as old as the house itself. I am in the process of submitting it to council as a significant tree. As wonderful as it is to have this site redeveloped there are several other areas of concern for me which are listed below. -

Allow medium to high density residential development ranging from 2 to 5 storeys in different locations. To have anything above 2 stories north of Pinda St would encroach and overlook at least 6 bordering properties including my own and would clash with the heritage nature of the area. Being overlooked and the potential noise and light pollution from such a high density dwelling so close would be terrible and would also impact on my property value, structure during building and possible future rental income. I am also concerned how a possible extra 200 to 600 cars parking on the side streets in Kilkenney impact our community? The streets are narrow as it is and I think that 2.5 car parks per dwelling in the new development would be necessary to accommodate this development in this area. Otherwise it will result in a situation where residents are unable to park near their homes or will have to contribute to air pollution by looking for parking. If adequate parking in the development itself then inconvenient 2 hour zoned parking through the rest of the suburb would not be necessary, but will have to be considered if the plan goes ahead. Cars will need to park in nearby side streets due to a lack of parking outside the new development. This will restrict current homeowners who need to park a second car on the street from having clear access to their homes. Visitors may not be able to easily attend these people's homes. I think it's essential to build an underpass under or over the Kilkenney Road / David Terrace rail crossing if this plan goes ahead. This would ensure that traffic could move freely along this road, which is looking to increasing to 20,000 passes per day with the new development. I am also greatly concerned of the impact that such a large increase in traffic will have on the structure of my property. We have narrow roads at (Pinda St, Mundulla Road, Tarcowie St, Penola St, Aroona Road and Myponga St). Speeding traffic down the road may increase the potential of traffic crashes. Narrow roads that currently allow car parking on each side of the road allow for only one car to pass in the middle of the street (where this has occurred), the streets will have a greater potential to have crashes occur and for roads to be gridlocked during peak traffic hours. Reducing

the entrance and exit to Pinda Street at the mouth of David Terrace will increase reliance on entering the area via Tarcowie, Mundulla and Myponga Streets. These homes previously existed on quiet suburban streets. And it will be less safe for cycling and walking activities in the area which the area is promoting as part of the new greenway. The community is also largely concerned, as the City of Charles Sturt is, about the environmental impact this development will have and I am keen to see a development that has a green space included within it and around it. And also is created with low impact and sustainability in mind Stormwater run off catchment will increase in the area due to development. Rainwater catchment used for water recycling and use. Greening equals cooling – how could this building development create a cooler environment? Could new rainwater technologies water gardens and feed verge plantings or newly planted trees? Permeable paving allows water run off into the soil underneath. This eliminates the need for building storm-water run off systems. It assists with cooling the earth and the water could be channelled for use in garden beds at the nearby McInerney Reserve. Trees are also very important to the greening and cooling of our suburbs as well as a home to local birdlife and need to be included in this development plan. Thank you for considering this submission. Tracey Nearnmy Photographer//Videographer +61409475530  
traceynearnmy.com fotostrada.com

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 27**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Friday, 10 April 2020 8:35 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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**First Name**

Deanna

**Last Name**

Howland

**Postal Address**

10 Myponga Tce Kilkenney SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

As a local resident I fully support this draft DPA. I personally would love to see the land on either side of the Kilkenney railways station turned into Transport-Oriented-Developments (TODs). But this is a great start as we look to a future where we must find ways for human living not to use up so much space and natural resources. What a beautiful opportunity to

turn this abandoned land into more of the wonderful local community that we enjoy.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm,  
Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 28**

## Jim Gronthos

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**From:** Krystle Duncan [REDACTED]  
**Sent:** Saturday, 11 April 2020 5:18 PM  
**To:** Jim Gronthos  
**Cc:** Jarrod Duncan; croydon@parliament.sa.gov.au  
**Subject:** Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear City of Charles Sturt, CC Hon Peter Malinauskas MP - Member for Croydon,

Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission

We submit that we oppose the re-zoning of the area into a high density residential zone for the reasons below. It would only be appropriate to rezone the area into low density residential with added green spaces.

The proposal is for 500 new homes in dwellings up to 5 stories high. From this, it can be assumed that between 500 to 1,000 new residents will move into these homes as a mixture of singles, couples and families. This is a significant increase in volume of residents, is not sustainable in the area due to the current infrastructure and will negatively impact on the character/culture of the area.

From this it is proposed between 500 to 800 car parks are to be developed. This is not sufficient parking as it may not satisfy the requirements needed for the volume of new residents and their visitors. We are a young family who live in our owner-occupied home in Cavendish Street, West Croydon. We are frequently around the Bianco Site walking our dog, who requires twice daily walks, or driving our car to local amenities. There will be a significant issue with increased traffic. There is already an issue with parking and traffic difficulty navigating the streets due to the narrow nature of the streets, some homes without driveways who use the streets for permanent parking and cars generally parking on the street. This is particular on streets such as Mundulla Street, Tarcowie Street and Penola Street (and around MJ McInerney Reserve on weekends including Slackville, Castle, Burke and Cavendish Streets). The area around the development does not have the capacity for more parking or more traffic.

MJ McInerney Reserve is not a sufficient green space for up to 1,000 new residents. The City of Charles Sturt should be proud of MJ McInerney Reserve, it is a hugely successful development. However, at weekends the Reserve is already at capacity. It is a popular space for families to take their children, dog owners to take their pets, people ride their bikes (the Outer Harbor Greenway goes through the Reserve), people to exercise, and it has become a place for people to erect temporary shelters to hold large gatherings. On many weekends, you can have several large gatherings at once such as children's birthdays, community groups etc. During this period, space and facilities in the Reserve are very limited or not available at all. We have had to go home during these periods because of the large number of people using the Reserve. With this, the Reserve does not have the capacity to sustain up to 1,000 additional people using it as their own backyard due to them not having a backyard of their own, and this will likely cause the Reserve to be at capacity through the week and beyond capacity at weekends.

Overall a high density rezoning with the current character and community feel of the surrounding suburbs. The surrounding suburbs are generally quiet, humble, spacious and useable. The large tight-knit community of residents take pride in the values and aesthetic of their suburbs and also take care of each other. The increase of the population will increase the traffic on these peaceful streets, will increase noise and will increase issues such as litter, anti-social behaviour, graffiti and vandalism. This should be avoided. Being such a high density rezoning it will be unlikely that residents will take as much pride in the suburb as they would their immediate apartment block, and such a large increase to population it will likely result in a less close community feel, which is currently a manageable size.



A high density building is not consistent with the character of the current surrounding dwellings. The current surrounding dwellings are mostly single story, on large blocks of land and consists of newer builds, bungalows, farmhouses and cottages. Most dwellings are well maintained along with their gardens. There are currently no high density buildings of such a nature in the area, or even in surrounding areas. A high density building would not fit the current style of the area, would detract from the current charm of the area, and would be the most noticeable feature of the area being an eyesore that would 'cheapen' the area.

For these reasons above, we oppose any high density rezoning and will continue to oppose if the City of Charles Sturt does decide to proceed. Instead, it is only appropriate to redevelop with low density housing in a style which is consistent of the current areas with additional green space.

We do not wish to be heard at the public meeting.

Kind regards,

Krystle and Jarrod Duncan

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 29**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Sunday, 12 April 2020 12:32 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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## First Name

Nick

## Last Name

Pappas

## Postal Address

1/40 Wilpena Terrace, Kilkenny

## Email Address

[REDACTED]

## Please place your written submission here

I would first off like to express the positive feeling of having a new development within Kilkenny as this suburb could do with an 'uplift'. That said, the proposed development outlined in the DPA I don't think is addressing the suburbs requirements appropriately, or fairly, that will see it conform to what Kilkenny actually needs due to the following

concerns:

1) Traffic Increase in the Area:

with the development looking at providing 500 new dwellings and at least double the number of cars this will introduce in the area, I think this level of density in itself is the number one problem to be addressed by this development. I believe 500 dwellings is an extreme number and something along the lines of only permitting single to double story apartment living across the development area would be more appropriate and suitable, especially for traffic across the already very busy David Terrace.

2) Car Parking Availability:

The density proposed in the development also causes a very small number of available onsite parking to any new tenants in the development. This will cause a huge number of cars to be parked in front of existing dwellings causing many problems for everyone in the area...especially when visitors of the new tenants require parking space.

The other issues/concerns that this brings is the requirement of emergency services access and garbage collection services through the already very tight and narrow side streets which is already an issue before this development takes place.

3) Environmental:

the increase of traffic loads due to the proposed density will also cause continual degradation of the roads and side streets.

The inclusion of such density will also cause problems to the existing water pressures across the suburb of Kilkenny. This is already a factor and will only be a lot worse with a requirement to support a density of 500 new dwellings.

4) Wellbeing:

with a density of 500 new dwellings, the aesthetics of such a development only seems to mimic what could be addressed as a 'ghetto' environment. This can lead to gangs, violence, drug and alcohol use in the park lands and in front of the train station, constant police presence pushing their resources and general fear and loathing within Kilkenny.

In conclusion, as already mentioned, I support a new development in that location for

Kilkenny, however, the development MUST follow a more sensible approach that conforms to Kilkenny's size, and community instead of it seeming to only be something that few people will make a large amount of money on at the communities expense and sanity. Please, all we can ask for is for the council to follow this demand and minimise the density to the smallest amount applicable (not the maximum of 500 which is clearly not applicable for Kilkenny).

Thank you for taking the time to read this submission.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 30**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Sunday, 12 April 2020 12:36 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Erasmia

**Last Name**

Pappas

**Postal Address**

1/40 Wilpena Terrace, Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

I would first off like to express the positive feeling of having a new development within Kilkenny as this suburb could do with an 'uplift'. That said, the proposed development outlined in the DPA I don't think is addressing the suburbs requirements appropriately, or fairly, that will see it conform to what Kilkenny actually needs due to the following



concerns:

1) Traffic Increase in the Area:

with the development looking at providing 500 new dwellings and at least double the number of cars this will introduce in the area, I think this level of density in itself is the number one problem to be addressed by this development. I believe 500 dwellings is an extreme number and something along the lines of only permitting single to double story apartment living across the development area would be more appropriate and suitable, especially for traffic across the already very busy David Terrace.

2) Car Parking Availability:

The density proposed in the development also causes a very small number of available onsite parking to any new tenants in the development. This will cause a huge number of cars to be parked in front of existing dwellings causing many problems for everyone in the area...especially when visitors of the new tenants require parking space.

The other issues/concerns that this brings is the requirement of emergency services access and garbage collection services through the already very tight and narrow side streets which is already an issue before this development takes place.

3) Environmental:

the increase of traffic loads due to the proposed density will also cause continual degradation of the roads and side streets.

The inclusion of such density will also cause problems to the existing water pressures across the suburb of Kilkenny. This is already a factor and will only be a lot worse with a requirement to support a density of 500 new dwellings.

4) Wellbeing:

with a density of 500 new dwellings, the aesthetics of such a development only seems to mimic what could be addressed as a 'ghetto' environment. This can lead to gangs, violence, drug and alcohol use in the park lands and in front of the train station, constant police presence pushing their resources and general fear and loathing within Kilkenny.

In conclusion, as already mentioned, I support a new development in that location for

Kilkenny, however, the development MUST follow a more sensible approach that conforms to Kilkenny's size, and community instead of it seeming to only be something that few people will make a large amount of money on at the communities expense and sanity. Please, all we can ask for is for the council to follow this demand and minimise the density to the smallest amount applicable (not the maximum of 500 which is clearly not applicable for Kilkenny).

Thank you for taking the time to read this submission.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 31**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Sunday, 12 April 2020 12:40 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



---

# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Con

## Last Name

Pappas

## Postal Address

82 Sutherland Road, Ferryden Park

## Email Address

[REDACTED]

## Please place your written submission here

Although I don't currently live in Kilkenny, my family does and I have property interest in this suburb.

I would first off like to express the positive feeling of having a new development within

Kilkenny as this suburb could do with an 'uplift'. That said, the proposed development outlined in the DPA I don't think is addressing the suburbs requirements appropriately, or fairly, that will see it conform to what Kilkenny actually needs due to the following concerns:

1) Traffic Increase in the Area:

with the development looking at providing 500 new dwellings and at least double the number of cars this will introduce in the area, I think this level of density in itself is the number one problem to be addressed by this development. I believe 500 dwellings is an extreme number and something along the lines of only permitting single to double story apartment living across the development area would be more appropriate and suitable, especially for traffic across the already very busy David Terrace.

2) Car Parking Availability:

The density proposed in the development also causes a very small number of available onsite parking to any new tenants in the development. This will cause a huge number of cars to be parked in front of existing dwellings causing many problems for everyone in the area...especially when visitors of the new tenants require parking space.

The other issues/concerns that this brings is the requirement of emergency services access and garbage collection services through the already very tight and narrow side streets which is already an issue before this development takes place.

3) Environmental:

the increase of traffic loads due to the proposed density will also cause continual degradation of the roads and side streets.

The inclusion of such density will also cause problems to the existing water pressures across the suburb of Kilkenny. This is already a factor and will only be a lot worse with a requirement to support a density of 500 new dwellings.

4) Wellbeing:

with a density of 500 new dwellings, the aesthetics of such a development only seems to mimic what could be addressed as a 'ghetto' environment. This can lead to gangs, violence, drug and alcohol use in the park lands and in front of the train station, constant

police presence pushing their resources and general fear and loathing within Kilkenny.

In conclusion, as already mentioned, I support a new development in that location for Kilkenny, however, the development MUST follow a more sensible approach that conforms to Kilkenny's size, and community instead of it seeming to only be something that few people will make a large amount of money on at the communities expense and sanity. Please, all we can ask for is for the council to follow this demand and minimise the density to the smallest amount applicable (not the maximum of 500 which is clearly not applicable for Kilkenny).

Thank you for taking the time to read this submission.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 32**



**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 10:02 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Nicholas

**Last Name**

Folland

**Postal Address**

19A Tarcowie Street Kilkenny SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission  
Bianco site development plan amendment

I am the owner and resident of a shopfront home located on the corner of Wilpena Tce and

Tarcowie Street, having lived in the area for over a decade. As such I would like to see the old Bianco site utilised, ideally as residencies, but have some concerns regarding the current proposal.

## Traffic Management

### My immediate vicinity

My primary concern is with regard to traffic management, and it is in this respect that I think the current research into existing traffic movement is highly inadequate. Any sustained insight into the area will recognise that Wilpena Tce is already a street which carries the majority of local and pass-through traffic, but that the majority of traffic will enter or turn off at Tarcowie Street, not Mundulla or Pinda Streets where the current research has focused. Additionally there are various other factors that impact on traffic and safety within the zone.

While reduced speed zones have vastly improved the pass-through traffic, there still remains far too many vehicles that flout speed limits and use the strip as a shortcut to avoid the Torrens Rd/David Tce intersection. While all side streets in the zone are narrow and often only allow parking on one side of the street, the corner of Wilpena Tce and Tarcowie Street has the added disadvantage of being the location of the Kilkenny Community Hall which is utilised throughout the week by groups teaching ballet, arranging flowers, school coaching and various other activities. Additionally it is used on weekends and in the evenings for band practice, parties and a range of public and private events. While these activities add considerably to the community, there is no parking provided for this venue which can accommodate up to 100 visitors (170 if both spaces are booked at the same time). Street parking is already limited, and many homes have no off street parking, so this can cause major inconvenience for locals and inevitably there are times when cars double park on the narrow Tarcowie Street creating dangerous conditions. This can be considerably compounded when the Minh Quang Thien Vien around the corner on David Tce has gatherings.

As a community hall it is inevitable that there are groups who gather on the street, such as when collecting or dropping off children, and this too can create considerable safety concerns. While Council would be aware of the numerous accidents that have occurred on

this corner in recent years, I hear the screeching tyres and drivers abusing each other over near misses or dangerous antics that occur every day. I have seen crashes result in cars thrown onto my verge, and ambulance crews provide emergency assistance to victims on my doorstep.

Reflecting on the development proposal, it is my experience that traffic will increase substantially at this intersection which is already inadequate to accommodate existing use, resulting in more serious accidents.

### The wider region

My concerns regarding traffic are not limited to my immediate area, but extend to the limits of the proposal within the greater zone. As stated, the vast majority of side streets in this area currently struggle to accommodate parking on one side of the street, and some strips have very little off street parking. Add to this the limited access to David Tce compounded by the rail intersection, and the routine of people from the greater region parking along the streets to catch the train or go to the park, and there are times when the streets are incredibly difficult to navigate. There are times now when larger vehicles are not able to pass down some streets.

The majority of traffic entering and leaving the proposed development site will be via Port Road, while some will travel along Torrens Road. To suggest that Pinda and Mundulla streets will be capable of carrying the Port Rd traffic is unviable. In addition to the narrowness of these streets with homes butted up to the footpaths, their vicinity to the rail crossing make them highly unsuitable for heavy traffic.

I believe the most logical solution would be to reopen the rail crossing on Aroona Rd (or provide a bridge, tunnel etc) enabling traffic to avoid David Tce/Kilkenny Rd, and the associated intersections that exist on the proposed route. This would provide a quick, direct connection to Port Rd without impacting at all on existing traffic movement within the region.

While it may not be possible to stop traffic using Wilpena Tce to access Torrens Road, by enabling access to Port Road via Aroona it would prevent traffic turning off of Wilpina into the narrow and more dangerous intersections through to David Tce.

### Parking

As already mentioned, many homes within the vicinity of the development do not have off-street parking and must regularly compete with various activities that exist within the area. Even those that do have parking will often have more than 1 car, adding to this frustration. The result is that while much of the time parking isn't a big problem, sometimes we are required to park several blocks away from our homes.

Given the limited parking provided by the development, it can be assumed that parking competition will only increase in the area. If some form of retail is also to be considered within the development it would also be highly likely that traffic and parking demands would increase during operating hours of these businesses. While it would be hoped that homes near the rail would need less cars, I am not able to locate any data that supports this. In the same vein, I am aware that council discourages people from driving to and parking at train stations, however this is what many people do on a daily basis, and I can only see this practice increasing as city parking becomes more prohibitive.

## Infrastructure

While this area has some well maintained infrastructure, there are also many aspects that are neglected and run down. It might be hoped that some areas would be improved with the proposed development, however council investment would also need to be injected. MJ McInerney Reserve is one of the jewels in the area, frequented by locals and visitors on mass on nice summer days. On a sunny weekend the park quickly fills to capacity and there is occasional tension between family picnics, dog walkers and keen exercisers as they go about their activity in close vicinity. Furthermore there is very little parking space provided for visitors.

Once the development is complete there will be many more picnickers, dog walkers, exercisers and playing children, and Mj McInerney Reserve does not appear to have the capacity to accommodate use at a much higher level. There are very few other open spaces within the immediate area.

The narrow streets also have narrow footpaths that are often in a neglected state, and while lighting has been improved it is still limited in some areas. Road surfaces too show signs of many years of neglect. In order for a proposal of this scale to proceed Council would need to invest considerably in improving these aspects of the area.



## Environment and Wellbeing

### Community

It would be evident to anyone entering the specific corner of Kilkenny that community, creativity and alternative lifestyles abound. We are a small community that embraces its history and celebrates its cultural diversity, looking out for each other and inviting to new arrivals. There are highly active members, and others willing to join in, but we all live here because we like and encourage these aspects of the area.

Creativity is everywhere, from the sculptures and murals that dot the streets, to the Stoby poles decorated by individuals expressing themselves in a generous act of sharing stories new and old. The community come together regularly to plant, water and tend the garden at the train station, itself adorned with the portrait of one of our most dedicated locals!

These same locals share ideas and encourage others to care more for their own gardens, verges and the zone more broadly. We cherish the gardens, trees, birds and wildlife that accompanies these endeavours. We have street parties.

These aspects of our lifestyles are critical to what it means to be a community. This place doesn't need 'place-makers', because it is already a place nestled in history and supported by close contemporary community.

A critical aspect of this development should be to ensure that these aspects are not only maintained, but enhanced. These cultural assets give value to the community that is rare within suburbia, and easily lost.

### Design

It would be hoped that there is potential for the new Bianco development to work cleverly with the site to enhance the neighbourhood and add to our sense of place. There is an opportunity for innovative contemporary architecture that inspires better living and contributes to community, however the current proposal gives no indication of this desire. In order to achieve this the council might consider both the built and environmental nature of the architecture. While this area has considerable heritage restrictions, it is in fact an area that represents the development of architecture from colonisation to the present day.

Additionally, homes have been drastically altered over time to reflect changes in cultural make-up, fashion and necessity, creating a more vibrant and diverse environment that evolves with time rather than being a time-capsule.

Recent council approvals for new housing in the area have resulted in some of the most appalling and inefficient architectural development to dot the suburb. Multiple small homes wedged onto blocks with virtually no yards and tall fences along the footpaths create isolating and unfriendly environments. Attempts to liken these homes to what I can only imagine is a notion of 'heritage' results in hybrid design forced into plans, rather than innovative use of space and architecture, adding little of cultural or heritage value.

The biggest tragedy would be for Kilkenny to loose grip of the essential aspects of our lives that bring us here in the first place, and to become a generic estate.

## Greening

While Kilkenny has lost many large trees in recent years, greening continues to increase with support of Council, and with it comes increased interaction with nature. Both the reserve and the train station are highly successful examples of this collaboration between local residence and Council.

There is potential for the new development to contribute to this greening, however at this stage it would appear that any consideration is limited to minimum requirements rather than any desire to incorporate more environmental concerns.

The patch of land between the train station and David Tce that has been designated as communal space is highly inappropriate, and offers no chance for community use. While it would create a welcome green buffer between David Tce and the new development it would have no practical use due to its high traffic location. The additional strip that adds to the current train landing is also appreciated, and will enable Council to more effectively establish the pathway along the train line, however it adds very little in terms of new or additional recreational space.

While it is suggested that there will be planting along the access roads within the development, these seem highly insufficient within a highly built-up area, and given the vagueness around the specifics of such plantings it might be assumed that they will be of a minimal standard.

Given the close vicinity of the park and rail, there is an opportunity to create a better

connection between greening the development and the existing surrounding planting. Further, this greening could be continued along Aroona Rd to Port Road, creating a green belt that connects each area and encourages pedestrian traffic, while enabling better movement of birds, animals and other creatures within the ecosystem.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN**  
**AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 33**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:19 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Aleksandra

**Last Name**

Petrovic

**Postal Address**

4 Sackville Street West Croydon SA 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I fully support that area being developed it is currently a waste of great space, looks unsightly and is dangerous. I however do not support having 500 dwellings in such a small area that is absolutely too many. My concerns are also the Not enough parking space being made available (parking removed from MJ McInerney upgrade has already added

congestion onto surrounding streets) no green space included in the plan, the amount of traffic 500 dwellings would create is our narrow streets, how would waste management, electricity and other utilities cope with that many extra people in our area. I feel the plan definitely needs to be revised to something more suitable to the area.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 34**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:24 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Danka

## Last Name

Markovic

## Postal Address

6 Sackville Street West Croydon

## Email Address

[REDACTED]

## Please place your written submission here

I strongly oppose the Kilkenny development proposal. It is an absolute nightmare to think that high density living would be appropriate for that space. No one but the developers would be benefiting if this was to be allowed, and shame on you if it does. Kilkenny Rd/David Tce is a horribly busy road as it is and to increase the traffic by 500% is just

unacceptable!!! The McNerney Reserve is not enough green space to be used if this proposal was to be passed. in fact the car park situation around McNerney Reserve is also an epic fail!!! the 2 car parks that were there initially have been removed!!! so all the people that come and visit the space, now park down Sackville street, my street, which was so quiet once. And now it has become so unsafe for not only my children but everyone who visits because it is so congested!!! And now you want to allow 500 new homes/businesses to be built with no adequate car parks for those new residents either. What are you thinking. Just No Even if 250 new homes were to be built there it would still be too much!

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 35**



**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:36 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



---

## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Vinka

**Last Name**

Petrovic

**Postal Address**

4 Sackville Street West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I fully support that area being developed. I however do not support having 500 dwellings in such a small area. My concerns are also there's Not enough parking space being made available (parking removed from MJ McInerney upgrade has already added congestion onto surrounding streets) no green space included in the plan, the amount of traffic 500

dwelling would create in our narrow streets, how would waste management, electricity and other utilities cope with that many extra people in our area. I think the plan definitely needs to be revised to something more suitable to the area.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 36**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:39 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Vlado

**Last Name**

Petrovic

**Postal Address**

4 Sackville Street West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I definitely support that area being developed. I however do not support having 500 dwellings in such a small area. My concerns are also there's Not enough parking space being made available (parking removed from MJ McInerney upgrade has already added congestion onto surrounding streets) no green space included in the plan, the amount of

traffic 500 dwellings would create in our narrow streets, how would waste management, electricity and other utilities cope with that many extra people in our area. I think the plan definitely needs to be revised to something more suitable to the area.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 37**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:51 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Lanka

## Last Name

Joksimovic

## Postal Address

2 Sackville Street West Croydon 5008

## Email Address

[REDACTED]

## Please place your written submission here

I fully support that area being developed. I however do not support having 500 dwellings in such a small area. My concerns are:

- Not enough parking space being made available (parking removed from MJ McInerney upgrade has already added congestion onto surrounding streets)



- no green space included in the plan, the amount of traffic 500 dwellings would create in our streets,
- how would waste management, electricity and other utilities cope with that many extra people in our area.

I think the plan definitely needs to be revised to something more suitable to the area.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 38**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 11:57 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



---

# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Radomir

**Last Name**

Joksimovic

**Postal Address**

2 Sackville Street West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I fully support that area being developed. I however do not support having 500 dwellings in such a small area. My concerns are also there's Not enough parking space being made available (parking removed from MJ McInerney upgrade has already added congestion onto surrounding streets) no green space included in the plan, the amount of traffic 500

dwelling would create in our narrow streets, how would waste management, electricity and other utilities cope with that many extra people in our area. I think the plan definitely needs to be revised to something more suitable to the area.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 39**

## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 4:05 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Anca

**Last Name**

Pop

**Postal Address**

17 HEADING ST, West Croydon, SA 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I believe high density living is not appropriate for the 'Affected Area' because it is inconsistent with the surrounding residential areas of Kilkenny and West Croydon which are characterised by older homes (Villas, Bungalows and Tudor style houses) and the public spaces in these areas have seen a high level of community involvement with such

things as street art, community gardens etc. The proposal to allow high density, multistorey living in Kilkenny will completely change the areas artistic feel and liveability both visually (by creating a skyline with 'out-of-place' multi-level modern buildings) and functionally (by increasing traffic volumes on previously low traffic streets and by creating overcrowding in public places such as MJ McInerney Reserve). I would like to see this site re-developed into a residential space that integrates with and enhances the local area. However, I believe the proposed changes to the zoning to allow high density living could permanently and irreversibly scar the area. I believe the traffic impact study carried out as part of the DPA has not adequately addressed the potential impacts of increased traffic volumes and street parking created by the estimated number of new dwellings (potentially 500 apartments). For example, the traffic study did not include the impact on nearby roads. The traffic study should have included all of the West Croydon area. As a daily user of MJ McInerney Reserve I believe that this reserve is already fully utilised by locals as well as many people coming from further afield. Since its recent re-development I have noticed many signs that this reserve is already over utilised or at best, fully utilised. On weekend BBQ areas and playground area are always full and parking has become a major issue along Sackville street. Having another 500 or so dwellings with little or no backyards will totally overload this reserve and create significant issues with overcrowding, litter and amenity in general. The proposal to waive the standard 12.5% public open space requirement in this DPA is not consistent with the current body of knowledge on the importance of open space to people's general wellbeing and mental health. I believe the proposed Greenway re-alignment along the railway line and the small plaza do not mitigate the need for new open space included as part of any future development, especially towards the David terrace end of the development. Open space at the north western end of the development would provide residents of the development with some form of buffering from the traffic on David Terrace and would provide an alternative open space area which may reduce the impact on MJ McInerney Reserve.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No



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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 40**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 5:34 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Kelly

**Last Name**

Dann

**Postal Address**

25 Wilpena Terrace Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

As long term residents of Wilpena Terrace in Kilkenny, we've long our up with the eyesore that is the derelict Bianco site. I do not oppose the development however object to the size and scale of the proposal, and believe that assumptions made about its impact are understated.

The traffic such a development will bring to my area the immediate streets will be large, where it is already a struggle to enter Kilkenny Road from Tarcowie, Mundulla and Pinda in peak hour. The streets are too narrow to support a large influx of vehicles, let alone new requirements for on street parking. We have limited off street parking at the southern end of Wilpena, and increasingly have non-residents taking parks directly outside of our homes. Existing Residents should not have to pay for permits for parking where a new development is unable to cater to the new residents' parking needs. Being built so close to public transport does not negate people's needs for cars, and to think 1.5 parks per apartment is easily absorbed into the existing infrastructure is irresponsible. Prospect and Woodville West have similar developments where streets are packed with cars jostling for parks. The large, sudden population increase is also likely to impact upon the services required in the area. The safety of residents due to increased traffic also needs to be considered, where a recent increase in truck traffic has seen some of the quieter streets become busier.

More thorough consultation is needed for the impact that such a development will have on the community, taking into consideration the height and privacy of existing residents. The integrity of the heritage contributions this area of Kilkenny will also be negatively impacted if the new build does not aim to blend in with the existing structures. Large scale developments (more than three storeys) do not fit with the aesthetic. As a result I am worried about the value of my property if such a large scale development were to take place, where a tightly held suburb may become home to a cluster of apartments that cannot be sold due to poor planning.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 41**

13.04.2020

To  
**Chief Executive Officer**  
City of Charles Sturt  
P.O. Box 1  
Woodville S.A. 5011

## **Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission**

### **Bianco site redevelopment in Kilkenny**

I am a resident of Arkaba Road Kilkenny. Our street runs due north away from the proposed development site.

I am supportive of a reuse of the proposed site for many reasons. The old abandoned Bianco site is an attraction for vandals and urban explorers. The site has been defunct for many years and has made Pinda Street (Adjacent side road) a dumping ground for stolen cars and rubbish. Any attempts to improve or develop and attract passive surveillance to this area is very welcome. However I would like to express some concerns I have with the draft presented to us.

### **Traffic Management**

I feel the traffic management plan hasn't been comprehensive enough. All the surrounding streets except for Wilpena Terrace are narrow, all surveyed in the 1840s. Our street is so narrow that the bin truck often has trouble getting through. The narrow streets are a large part of the reason the site has been left defunct for so many years. Put simply, no business has been able to use the site because the roads are too narrow for modern trucks to access and egress.

Currently most traffic that flows into Kilkenny turns off David Tce at Tarcowie Street or Mundulla Street to disperse into the suburb.

The development site should be aiming to use **Pinda street** only for access and egress. This street could be widened if Torrens Engineering is assumed. I suggest a signalised entry that is synchronised with the existing traffic and railway crossing signals. This would make movement of traffic onto and off of David Tce ( already a very busy road) safer and more efficient.

I suggest the southern ends of Arkaba Road and Wilpena Tce be closed or made one way to encourage controlled access. This would divert traffic to the new development in a more directed way.

### **Parking**

Wilpena Tce has many homes with only 'on street' parking. Most of these homes were build years before cars were invented. On a usual day many cars park in side streets near the Railway Station to access DPTI rail services competing with residents for parks. I fear that the onsite parking provisions in the current proposal are inadequate and will exacerbate the parking problems already existing.



Ideally all new residents cars would be housed onsite. I have looked at the similar developments of Bowden, Saint Clair and in a similar style but smaller scale the apartments in Prospect. One element that stands out is the large number of cars parked on the streets. Parking spill over to side streets needs to be address and mitigated as a priority.

In addition to residents parking needs, the Community Hall, The Conchetti Centre and the Buddhist Temple all generate considerable need for on street parking. On particular days when functions are on getting down these side roads, Mundulla and Tarcowie, is already quite difficult at times.

### **Building Height**

I can see the upper walls and roof line of the main ex Bianco building from my back yard and we are two blocks away from the proposed development. I am concerned that our privacy will be impacted by tall buildings. Currently there are only two buildings nearby that are two stories.

I support higher heights adjacent to the railway and dropping to single story level to meet the existing suburb. The historical street scapes are part of our suburbs charm, loved by locals and supported via Charles Sturt planning and development codes.

Kilkenny was surveyed in the 1840s and the area next to the proposed development is a heritage zone so a way needs to be found to bring these areas together in a sympathetic way.

### **Green Space**

I understand the development will not have any meaningful green space and will rely on the adjoining public park entirely. Our park is well loved and well used. At times it is full of locals and visitors enjoying the amenity. The proposed development will potentially bring hundreds of new residents and I feel some green space should be provided within the development. Past plans always included some link through to the railway station and some green space. The old forgery works on the south western corner of the proposal is being retained. A green space on a smaller scale similar to Plant 4 at Bowden could be included to make the development more liveable.

### **Conclusion**

To sum up, I am in support of a reuse of the old Bianco site but building height, parking, traffic management and green space are very important elements that need to be addressed.

We all have a great chance here to add to Charles Sturt's great portfolio of modern infill developments. With attention to detail and addressing, but not adding to existing traffic issues, the reuse of Bianco could be great for all concerned.

Brenton Culshaw  
10 Arkaba Road  
Kilkenny S.A. 5009



**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 42**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 8:08 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Tanja

**Last Name**

Radjenovic

**Postal Address**

8 Sackville St, West Croydon SA 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

My concern regarding redevelopment of Kilkenny are:

\* 500 new homes is too much for the area, something around 200-300 would be plenty too but more acceptable.

\* not enough parking spaces for those homes. Currant parking situation around MJ

McInerney Reserve is out of control that it is very hard to exit and enter the houses on Sackville St.

- \* extremely high traffic on David Terrace

- \* no proposed green spaces for new development, PARK SHOULD NOT BE CONSIDERED AS NEW DEVELOPMENT'S GREEN SPACE.

- \* if heritage building next to train station is going to be redeveloped into retail space, there must be designated parking as that would put even more pressure on obvious lack of car parking for residents.

- \*issues with drainage and electricity overload, ARE SERVICES BEING UPGRADED.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 43**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 9:00 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

sue

**Last Name**

moroney

**Postal Address**

81 alfred road

**Email Address**

[REDACTED]

**Please place your written submission here**

Sue Moroney

81 Alfred Road,

West Croydon Sa 5008

13th April, 2020

I wish to comment on the proposed Biancos Redevelopment in Kilkenny.

Increased traffic: Concerns regarding the increased traffic in the area with so many proposed new dwellings. I live in Alfred Road and already find the streets at the end of our road, namely Aroona road, Mundulla and Arkaba Road very unsafe. These being narrow roads and already congested with local residents cars are already comprised and users need to be very cautious and drive very slowly to avoid collisions. Alfred road will be highly impacted as already very busy as it is one of the few arterial road without any stop signs or roundabouts which commuters use to cross the area for that reason. Alfred Road will need road traffic slowing devices in the future.

Safety of children and cyclists: The increase in traffic will impact on their safety particularly for number of children and adults crossing the nearby streets around McInerney Reserve.

Environmental impact due to insensitive design. Having lived in this area for the past 14 years I have witnessed many old houses being replaced by several dwellings on the same block. With this comes the removal of trees and plants. New house designs seem to be dark roofs, dark bricks, grey tones and houses that lack any consideration for their environmental impact. I would be eager to see any new development address the concerns of climate change within dwelling construction, utilizing the best environmental practises.

The following is an exert from the "West Adelaide Urban Heat Mapping Project of 2017, prepared for the Cities of West Torrens, Charles Sturt and Pt Adelaide Enfield and Mount Lofty NRM. Prepared by Seed Consulting Service.

"The warmest suburbs by council area were: City of Charles Sturt - Ridleyton, Hindmarsh, Bowden, Brompton, Renown Park; City of Port Adelaide Enfield - Walkley Heights, Hillcrest, Enfield, Sefton Park, Northgate; and • City of West Torrens - Ashford, Keswick, Kurralta Park, Mile End South, Thebarton."

"Based on the findings of this study and general strategies for mitigating urban heat islands it is recommended that:

5. Light coloured roofs be encouraged in residential and industrial areas rather than using dark coloured roofs;



6. Material selection is carefully considered in the design of recreation areas for the young and elderly, with substrates such as artificial turf and rubber softball covering used only after consideration is given to how heat absorption can be offset e.g. through the use of shade sails;
7. Guidelines be developed for the amount of green space and landscaping required and building materials to be used in medium and high density developments, noting their potential to develop into significant heat islands; and
8. Planning, development and infrastructure be supported with a strong focus on design and build quality for dwelling comfort and liveability. "

A need for green space within the redevelopment. As many people are enjoying the benefit of growing vegetables and having green spaces the project could include some communal gardening areas where people come together and share spaces rather than individual small spaces. The adjoining McInerney Park with its recent upgrade has been an asset to our area. This space is used heavily by local residents and also many from wider Adelaide. On many days it is very busy with many families using it as a base for birthday parties and gatherings. I believe with 500 new homes this park will be over capacity and could cause problems with overcrowding and defeat the purpose of a expansion of amenities.

Change of Historical appearance - With the area having a number of historical shop front and many houses I feel it is essential that any new development incorporate this into the design.

On closing I believe the projected number of dwellings will impact heavily on the quality of lifestyle and be generally unsafe for residents due to great increase in traffic for the surrounding district and I urge the council to carefully consider community feedback.

Regards

Sue Moroney

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 44**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 9:04 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Petro

**Last Name**

Thomas

**Postal Address**

2 Shearer Street Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

KILKENNY RESIDENT FOR THE OI AND VIEW OF THE BIANCO INDUSTRIAL SITE - DEVELOPMENT My name is Peter Thomas of 2 Shearer Street, Kilkenny. I'm writing this letter in support of Owens Illinois Glass, local manufacturing and the disused ex Bianco site in Kilkenny, but I also have some reservations about the key proposed changes and

how this will affect the residential area. The key proposed changes – 1. Rezone the land to a Suburban Activity Node Zone (a mixed-use zone). This change I have no issue. 2. Allow medium to high density residential development ranging from 2 to 5 storeys in different locations. This key change of 5 storeys high buildings is an issue, as it is reminiscent of a ghetto, and loses the old-style character of the suburb that should be preserved. Also an increased in parking along the streets as people have 2-3 cars, where one car will be in their drive way and the rest of the cars out on the street taking up room on the street. The key change 2, it should be 2-3 storeys for all the development, Rather than this 5 storeys. 3. Limit development along Mundulla Street to a maximum of 2 storeys (for a setback distance of 9.5 metres). This change I have no issue. 4. Allow low impact and low intensity non-residential development to service the needs of the local area, concentrated along David and Wilpena Terraces. This change I have no issue. 5. Apply the 'Noise and Air Emissions' and 'Affordable Housing' overlays to the land. This change I have no issue. 6. Ensure pedestrian connections to MJ McInerney Reserve and the station platform. This change I have no issue, as this happens already. 7. Allow for the location of the Outer Harbour Greenway through the subject land, adjacent to the railway corridor. This change I have no issue. Thank you.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 45**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Monday, 13 April 2020 9:59 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Kimberley

**Last Name**

Kingsborough

**Postal Address**

48 Day Terrace, West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

Thank you for the opportunity to comment on the Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment.

Our concerns with the proposed amendments primarily relate to the volume and density of



development and the resulting significant increase in the local population.

Specifically:

- \* Increase in local traffic on surrounding streets causing congestion, noise and air pollution
- \* Lack of additional green space to accommodate the recreation needs of such a significant increase in population
- \* Lack of additional green space to offset the significant urban heat created by such a high density of living
- \* Lack of adequate additional parking to accommodate occupants, visitors, staff and customers of the new dwellings and commercial businesses
- \* Height of proposed dwellings (5 stories) not in keeping with the surrounding suburbs
- \* Impact of additional population on local services including schools and health facilities, has this been modelled and accounted for?

We support the development of this site in principle. It is an area that has been an eyesore and a source of public disturbance for too long, however great care needs to be taken to ensure that the development allowed is harmonious with the surrounding suburbs and does not create a burden to existing amenities.

We see two additional opportunities for the development:

- \* World class eco friendly design and build - what an opportunity for Charles Sturt to continue to demonstrate leadership in reducing our city and citizens impact on the environment. Could this site be used to really push this agenda and be the most green residential development in Australia, or indeed the world?
- \* Retail and commercial opportunities should be in keeping with the existing culture of the surrounding areas. We would love to see the spaces prioritised for local independent businesses, as well as supporting community initiatives and activities that will enhance the lifestyles of local residents. Local artists should be used to enhance the visual appeal of buildings and streetscape.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm,**

**Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 46**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 8:38 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Rhiannon

**Last Name**

Lucas

**Postal Address**

33 Yallum Tce Kilkenney SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

I think further planning and changes would be required for the proposed development to reduce its impact on the suburb and its amenities. Based on the data available in the current proposal, street traffic would increase up to 500% with the site and is expected to generate in the order of 360 trips in the peak hour and 3,450 trips across the entire day.

Current 40km speed limits are not adhered to or policed in Kilkenny and the increase in traffic would make the small, already congested side streets even more dangerous. The assumed reliance and demand on the train and public transport due to the location does not automatically mean residents will not have vehicles. Most people do not work in the city, there are no regular bus services running along David Tce and even to use the local shopping precinct, a car would be utilised. There is also a distinct possibility that the train line will be out of service for a lengthy period of time when and if electrification occurs in the future. I believe the limited car parking available for the proposed dwellings is inadequate, in particular the proposal of 1.25 spaces for a 3 bedroom apartment and 1 space for a 2 bedroom apartment. A 3 bedroom apartment has the potential of having 4 to 6 adults residing in it, all of whom may have a car with only 1.25 spaces available. The proposed allocated number of parks for the tenants/owners, it places more demand on street parking which is already limited. The need for parking for both residents and visitors has been demonstrated in other developments including New Port, St Clair and Brompton of which streets are congested and difficult to navigate due to over population and lack of allocated parking. The lack of green space with in the development will put further demand on McInerney, a park that has been very popular since its upgrade which included reducing the car parking available for visitors to the park which in turn has significantly increased the street traffic around the reserve and congested it with cars. I have lived in Kilkenny my entire life and am not opposed to the development of the site however the lack of containment inside the development will deplete resources and impact on the surrounding areas detrimentally.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 47**



## Jim Gronthos

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**From:** [REDACTED]  
**Sent:** Friday, 10 April 2020 12:17 PM  
**To:** City of Charles Sturt  
**Subject:** development at the old Bianco PCP Building site Kilkenny

To Whom It May Concern,

Can this email be sent to the council department that is looking at public submissions for the proposed development at Kilkenny.

My wife and I live on Aroona road North, Kilkenny.

We are concerned with the proposed redevelopment to allow some 500 dwellings on the old Bianco site adjacent to the kilkenny railway station.

The obvious question is the traffic flow to and from this development? The adjacent roads are now busy and due to their narrowness not easy to use on a normal day now (especially if two way traffic is trying to use the road/streets). There is no way that it will cope with so many extra people living in the area. I've seen the proposals for traffic, but for those of us living here it will be untenable and very annoying. The 40km/hr zone will help somewhat but narrow streets with cars going both ways will make for congestion, the side streets, Pinda, Tarcowie, Mundulla, Alfred Road, Aroona Road are all too narrow for easy transport.

Clearly, public transport utilisation would solve that; but to be frank that is not a realistic solution. Both on/off street parking, and traffic flow to and from the development will be using Alfred Road, Aroona Road (to Torrens Road), or Wilpena to David Terrace. None of these streets will easily cope with so many extra cars. Especially at peak times, including school traffic.

To me there are only two solutions. (1) Stop the planned development altogether. Or (2) greatly reduce the development so that less than 100-150 dwellings or even less are built. At the current time places like Woodville West redevelopment shows that such large scale developments are not highly sought, and unlikely to actually make sense from a commercial point of view.

We can't understand the need to have such a large development, when so much other areas of housing remain underutilised (Woodville West, St Clair, Live West and so on).

Please send this on to the relevant department to add to the other public comments made about this proposed development.

Yours

Steve Rodda  
[REDACTED]

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 48**

## Jim Gronthos

---

**From:** [REDACTED]  
**Sent:** Tuesday, 14 April 2020 11:09 AM  
**To:** Jim Gronthos  
**Cc:** Georgina House  
**Subject:** 'Draft Kilkenny Mixed Use (Residential and Commercial) DPA -Submission'

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Jim Gronthos  
Senior Policy Planner  
Urban Projects  
[jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au)

14<sup>th</sup> April 2020

Dear Jim,

This our formal submission in response to Council's ***Your Say*** invitation:  
***'Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'***.

It would pretty hard or impossible to find a local resident who does not favour doing something about the blemish on our area being considered for rezoning. The DPA is generally good, but there are of course always details that could be addressed better. From my perspective, these are as follows.

1. ***High density living, in particular dwellings four to five storeys high***  
This is social engineering on a scale that would change the nature of the area, and upset the increasing gentrification of local suburbs. In West Croydon for example, there has been an increasing sense of community over recent years, which has proven resilient with people helping neighbours during the Covid 19 affliction. Local goodwill is now at an all-time high. Award-winning Rosetta Street Greening is an example of a group caring for and about local amenities. A rapid increase in residents or visitors in a concentrated area will create tensions tearing at the fabric of our local communities, with not just a cultural change but also a huge impact on local amenities, creating contention for resources.
2. ***More open green space*** should be required within the total area to be redeveloped, contrary to any suggestion "that additional public open space in the local popular M J McInerney Reserve area is not needed". Residents fought for decades to have

open space for mixed groups in this area, starting back when Woodville Council tried to turn the area into just a football oval. In the 1990s, I, as a Convenor of the *Friends of M J McInerney Reserve*, witnessed great community involvement in the innovative redevelopment of the reserve. There is now great local commitment to this reserve, and it is fully utilised in a healthy way for the community. It should not be used as a garden for dense blocks of apartments, as a rapid overcrowding of the reserve would mean, effectively, loss of green space in the western suburbs and for existing locals. What effect would that have on Adelaide's local heat maps?

3. **More vehicles would be expected to heavily impact the locality.** During construction, heavy vehicles are expected to navigate the narrow streets. Later, residents and visitors will add more vehicles to a parking demand, competing for space with visitors to the reserve, and others. We already have issues with parked cars causing traffic obstacles and restrictions in the narrow Kilkenny and West Croydon streets, for example, on both Euston Terrace and Day Terrace near Kilkenny Primary School. Of course, emergency vehicles and garbage removal vehicles will have worse problems negotiating roads such as Mundulla, Tarcowie, Aroona, and Arkaba. Narrow streets such as Aroona, Alfred, Reynell will channel increased traffic seeking alternative routes, with more accidents and frustration. Beyond, there are already daily traffic jams on David Terrace, at both ends, particularly because of trains.
4. ***Limits and conditions for the scope of the proposed development.*** From meetings I have attended, I believe many of the affected Kilkenny and West Croydon residents would support low to medium residential development but feel five-storey dwellings should not be included and would cast a shadow both metaphorically and literally for local people. Similarly, large retail outlets are not needed locally, with Arndale and Welland nearby, whereas a coffee shop or something with a similar community focus would be inoffensive to most and an asset to many. Careful consideration should be given to the nature of any commercial enterprises. Locals are not just consumers of products, and need space.
5. ***New development versus old suburban environments*** A standard medium to high density proposal is not compatible with the nature of older Kilkenny and West Croydon suburbs. The contrast between new developments without aesthetic considerations and suitable frontage would be brutal. This needs to be addressed to avoid images of another set of box developments. What is considered by Council to be "*low impact and low intensity non-residential development*" in practice?
6. Amongst "*key proposed changes*" are "**Affordable Housing**" overlays to the land". What percentage of up to 500 dwellings are envisaged to be reserved for 'Affordable Housing'? Will they be of the same quality as other dwellings and eg not require use of a back (ie not front) entrance?

We would like this rezoning and redevelopment to be different from many others we have seen. Charles Sturt can do better. We want the proposed site developed in a way that enhances our local community, both aesthetically and culturally, and one that has green space available for all within the complex.

Regards,

Lionel Edwards and Dr Maureen Gallagher



West Croydon residents involved in local community activism for 30 years, and currently members of Rosetta Street Greening and various other local groups.

90 Day Terrace  
West Croydon  
SA 5008

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 49**

**Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission**

To: Chief Executive Officer, City of Charles Sturt, PO Box 1, Woodville SA 5011

**Re: Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission**

Dear Sirs/Madam

My partner and I are home owners and residents of 12 Wilpena Terrace, Kilkenny and we write to you today to convey my concerns in relation to the Draft Kilkenny Mixed Use (Residential and Commercial) DPA (Draft Kilkenny DPA)

Our concerns to the Draft Kilkenny DPA are listed under the following points.

1. Change in traffic
2. Change in roadside parking
3. Adverse impact to streetscapes on Mundulla and Arkaba Street
4. Adverse effect on property values in close proximity
5. Privacy and security concerns
6. Land use change prior to plans (built form)
7. Community impact - Community services
8. Impact of remediation on surrounding community – drift
9. Open Space

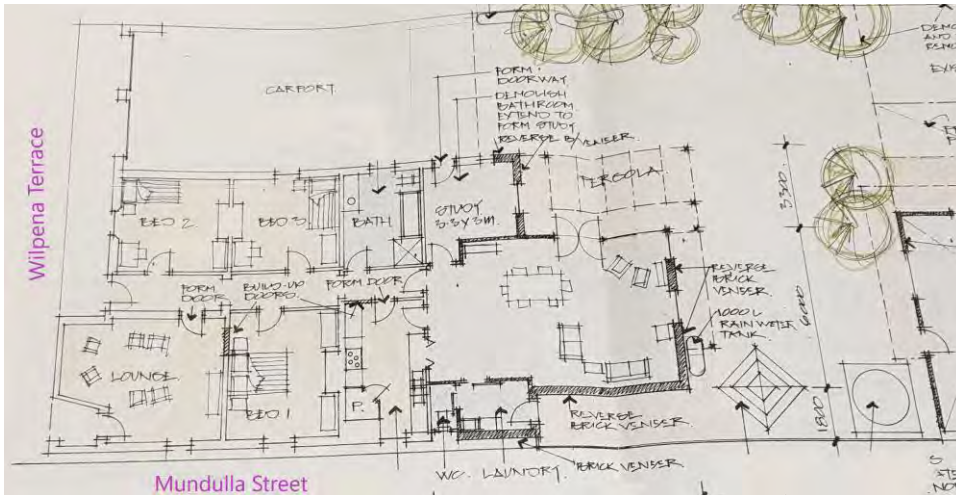
The Draft Kilkenny DPA in it's current form lacks detail on how a number of key issues will be addressed to protect the residents and rate payers of Kilkenny. There has been little evidence of genuine consultation with residents of Kilkenny **most impacted** on by the proposal. We strongly object the submission of this Draft Kilkenny DPA in the current format, significant concerns should be acknowledged and if possible, resolved prior to any further consideration.



## Background

My partner and I reside in a historic shopfront residence at the intersection of Wilpena Terrace and Mundulla St, the residence borders the property at both the Wilpena Terrace and Mundulla St frontages, as is the nature of many of the homes at the southern end of Wilpena Terrace. Our home is fronted by a large glass display window close to the intersection, the space currently used as formal lounge, there is a teenager's bedroom fronting Wilpena Tce and our own bedroom is adjacent to Mundulla St.

*Floorplan – 12 Wilpena Tce, Kilkenny*



We have resided at 12 Wilpena Terrace since September 1995, first as a tenant and then later as owners, when we purchased the property February 2002. Since purchasing the property we have invested significantly in our home to restore and preserve the historical nature of the house and have extended the home in a contrasting style with “Eco” principles including the use of reverse brick-veneer, cross ventilation from north to south and large north facing windows. The home that we have built was meant to be our “forever home”, with the approach being more about building the home we wanted to live in rather than renovations that were about increasing resale value.

## Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission

*Aerial image showing the location of our residence in relation to the site of the draft Kilkenny DPA*



At the time we purchased the property and during the course of our renovations the current site of the draft DPA was an active industrial site, with pre-cast concrete manufacture at the site fronting Pinda Street and plastics manufacturing at the site fronting Mundulla Street (adjacent to M J McInerney Reserve). Plastics manufacturing ceased after a large fire at the site (circa 2001) with smaller commercial undertakings at the site taking place until approximately 2015 – Fire Safety Services being the longest-term occupant. The site referred to as Bianco's was actively used for pre-cast concrete manufacture until approximately 2009. We knew what the site was, what its history was and how it was being used, we were comfortable that we resided near a manufacturing environment as this was a part of the history of the area dating back to the late 1800's

The draft DPA changes this entirely, and will have considerable impact on the amenity of our home and the local area in which we live.

## **1. Change in traffic**

The draft DPA contains a transport impact assessment at Appendix B. This report contains amongst other detail:

- 1.1. Suggested treatment for the David Terrace/Pinda Street intersection to prohibit right turn entry to Pinda Street
- 1.2. Traffic volume modelling for streets surrounding the draft DPA
- 1.3. Evidence of “crash cluster” at the intersection of Wilpena Terrace and Mundulla Street

### **1.1 David Terrace/Pinda Street intersection – right turn prohibited from David Terrace**

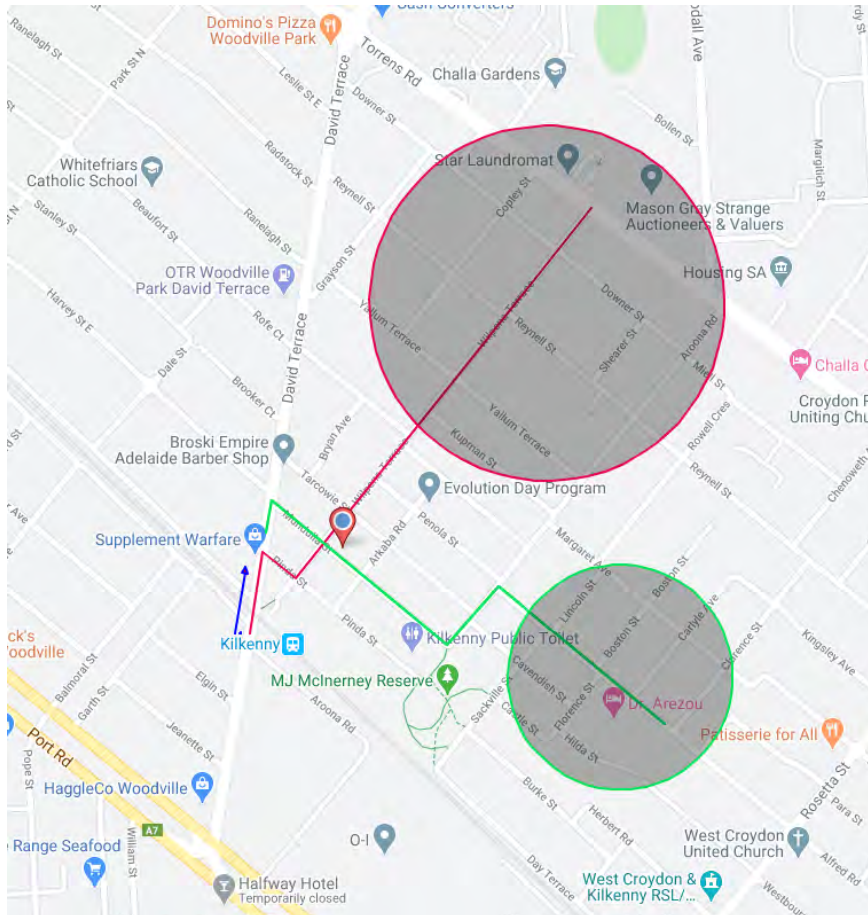
Currently there is anecdotal evidence of a significant number of local residents and flow through traffic (“rat run”) utilising the right turn from David Terrace (travelling in northerly direction) in to Pinda Street (adjacent to the current rail crossing) then left in to Wilpena Terrace to travel either through to Torrens Rd at the end of Wilpena Tce or in to the adjacent streets within the suburb of Kilkenny. There is also evidence of traffic utilising the right turn at David Terrace/Mundulla Street to then travel across Wilpena Terrace down Mundulla Street either to properties adjacent Mundulla St or as flow through traffic to West Croydon travelling the full length of Mundulla St, left in to Aroona Rd and then right in to Alfred Rd to properties in the West Croydon area.

This existing flow already creates a significant amount of traffic flow through both the southern end of Wilpena Tce and Mundulla St.



## Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission

*The following map represents current inward flow, with much of the West Croydon area traffic entering via Mundulla St from David Tce, then straight across Wilpena Tce and through to Aroona/Alfred Rd (green line), the flow through traffic most commonly uses Pinda St then to Wilpena Tce to travel through to residences in streets adjacent to Wilpena Tce and “rat run” traffic through to Torrens Rd. The reverse follows a similar pattern but with increased volume taking a right turn from Wilpena Tce in to Mundulla St which places exit traffic at a point further downstream from the rail intersection (ie the outbound traffic between Wilpena Tce and David Tce on Mundulla St is higher than the inbound traffic)*



The proposal to prohibit right hand turn from David Terrace at a point close to the Kilkenny Rd/David Tce rail intersection we believe is an appropriate treatment in isolation to the development – ie this part of the transport impact assessment makes sense even without the Draft DPA, but the report does not then include any suggested treatment to manage the change in traffic flows which will result from this change.

The change would bring about massive impacts for volumes, safety, noise level and general amenity of Mundulla Street, but none of this has been adequately covered within the Transport Impact Assessment or in any other part of the draft DPA.

## 1.2 Traffic volume modelling for the streets surrounding the draft DPA

In part due to the proposed treatment of the Pinda St/David Tce intersection the modelling suggests a possible increase in traffic volumes along Mundulla St from 370 vehicle per day (VPD) to 2440 VPD which would place Mundulla St above the classification for a “local street”. Mundulla St comprises a narrow verge, the full length from David Tce to Aroona Rd with the combination of verge/footpath comprising 2.8 metres from the side of my dwelling, the adjacent 2 storey property at 10 Wilpena Terrace measures 2.5 metres in width. None of the properties at the intersection of Mundulla Street and Wilpena Terrace have any buffer between the footpath and their structure as all are built to the boundary, each of the dwellings were constructed in the late 1800’s.

We would contend that Mundulla Street is not suited to this increased volume of traffic, it will have considerable impact on the properties between David Terrace and Aroona Rd, the properties are typical of the type of structure at the southern end of Kilkenny with little to no buffer between the dwellings and the street. At no point does the Transport Assessment identify that this is an issue for the modelled number of vehicles using this access point. There needs to be other options considered to allow vehicle access to and from the site subject to the Draft Kilkenny DPA, this should form part of the Draft Kilkenny DPA but it does not, instead residents such as my own household have been ignored as part of this assessment.

## 1.3 Evidence of crash cluster at the intersection of Wilpena Tce and Mundulla St

*12 Wilpena Terrace with stolen vehicle wedged in the side of building (November 2011) vehicle travelling north on Wilpena Tce, attempted right turn in to Mundulla St to head east. Occupants seen escaping north along Wilpena Tce*



## Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission

*Property damage at 17 Wilpena Terrace sustained circa 2006 – right angle accident, hit and run with vehicle coming to rest on front porch of dwelling*



The intersection at Mundulla St/Wilpena Tce is already a hazardous place to own a property, with modelling suggesting that traffic along Mundulla St will **increase by up to 6** times current volume this puts the risk of accidents at this intersection at unreasonable levels. The Transport Assessment acknowledges this intersection as an issue, representative of the City of Charles Sturt acknowledged this at the community information session held at the Kilkenny Hall but there is no mention of how this risk is to be mitigated if the Draft Kilkenny DPA is approved.

This, in my view is a serious breach of duty of care on the part of the City of Charles Sturt – options to deal with this risk such as diverting flows from the southern end of Wilpena Tce with associated traffic calming and changing right of way at the Mundulla St/Wilpena Tce should have been at least alluded to in the draft DPA, instead there is nothing, our concerns that have been voiced repeatedly to both elected members and staff of the City of Charles Sturt appear to have fallen on deaf ears and the volume of traffic was specifically downplayed by representatives of the City of Charles Sturt at the Community Information session.

My household is considerably at risk due to this increase in traffic, I would think the City of Charles Sturt should be held to be at fault if the circumstance were to arise that my dwelling were to be damaged or a member of my household injured in the circumstance of a collision at this intersection. The risk is real and the evidence exists that this intersection is a problem, given that modelling shows massive increases in vehicle traffic through this intersection and an approach of “wait to see what happens” is blatant mismanagement. This issue has been identified and measures to address this other than vague references to “improving site lines” should form part of the Draft DPA.



**2. Change in roadside parking**

The Southern end of Wilpena Terrace (south of Tarcowie St intersection) and parts of Mundulla St (east of Wilpena Terrace intersection) for the most part comprise historical “working man’s” type cottages or shopfront dwellings, many of these dwellings do not have the provision for off street parking due to the nature of their design and the fact that historically these dwellings were for workers at the nearby manufacturing sites or for businesses supplying the local neighbourhood (our residence originally being a butcher shop and the adjacent property at 10 Wilpena Tce being a grain store).

Image of 9 cottages – 1 to 17 Wilpena Tce – of these 9 only 1 residence has the facility for off street parking facing Wilpena Tce, the 2 end cottages at the corner of Pinda St and Mundulla St have side access parking, this means 6 out of 9 dwellings do not have the facility of off street parking.



There are community facilities at 27A Wilpena Terrace (City of Charles Sturt Community Hall), 28 Tarcowie Street (the Cecchetti Ballet Society) and 50 David Terrace (Minh Quang Thien Vien Buddhist Temple). These sites at times become high volume locations, with various events placing a strain on street parking in the local area – most notably the Community Hall is utilised as a polling booth for State and Federal elections, several major events each year at the Ballet Society and on average a once a month large gathering of patrons at the Buddhist temple. At these times the majority of the southern end of Wilpena Terrace, and the western ends of Mundulla and Tarcowie Street are densely populated with parked cars.

On most weekdays patrons of the rail network occupy any on street parking on Wilpena Terrace between Tarcowie and Pinda Street as well as the small DPTI carpark at the Kilkenny Station, there is also some overflow in to Pinda and Mundulla Street.

The Draft DPA whilst appearing to be consistent with current State Planning guidelines does not adequately account for the current local character dwellings, the absence of off-street parking at the local community facilities or the current use of Public Transport facilities. All of these current uses should be factored in to any calculation of required provision for parking within the draft DPA, the layout of the site is unique in that it’s boundary is confined within a number of physical barriers, most significantly the rail corridor to the south of the site, M J McInerney reserve to the east and a major arterial road to the west. These barriers will put considerable pressure on on-street parking in nearby streets, instead of this load being able to be evenly spread in a radial pattern from the Draft Kilkenny DPA site it will be focused on area that already has inherent street parking issues, compounding the issue and causing the spread of on street parking from the site further in to neighbouring streets that do not directly interface with the site.



## Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission

### 3. Adverse impact to streetscapes on Mundulla and Arkaba Street

Mundulla Street is comprised of a narrow verge, footpath with a total distance of 2.9 metres from property boundary on the northern side and 2.5 metres on the southern side (based on 10 & 12 Wilpena Terrace which sit on the corner of Wilpena Tce/Mundulla St).

View looking east down Mundulla St from Wilpena Tce (note narrow verge and proximity of dwellings)



Currently (with relevant approval from the City of Charles Sturt) we have established verge gardens in the narrow verge along Mundulla St with narrow stepping paths for persons alighting from vehicles in relevant locations. Mundulla St has the capacity to take 2 cars parked either side with sufficient room for a single vehicle to pass between parked vehicles. Without relevant parking controls we are concerned that the majority of Mundulla St will become a carpark the street will lose its local community feel and will merely be seen as an entry way to the proposed development site.

### 4. Adverse effect on property values in close proximity

Residents rightly fear the serious and adverse effect that the Draft Kilkenny DPA will inevitably have on property values of neighbouring properties. Neither the State Government or City of Charles Sturt are able to confirm or deny that property values for residents in close proximity to the Draft DPA site will not be adversely affected by devaluation in the capital value of their properties. This is grossly unfair, we have put many years in to our property to make our house a forever home, we made investments in our property not to increase our home's capital value but to make it the home we would live in forever.

Most prospective buyers would have serious concerns about a number of the impacts of the Draft Kilkenny DPA site including the massive increase in traffic volumes through Mundulla Street, the increased risk of accident in the Mundulla Street/Wilpena Tce intersection and privacy/security concerns, it follows that property values would suffer as a consequence.

We are absolutely heartbroken that the response of some other residents of Kilkenny not so directly impacted on by this proposal that we should just sell and move, what type of society is this that other community members are comfortable saying this to those who are so much at risk of financial impacts and general wellbeing as a result of this Draft Kilkenny DPA.

5. Privacy and security concerns

The draft DPA includes provision for structures up to 5 stories in height, this is concentrated on the site fronting Pinda St between David Terrace and M J McInerney reserve.

The following image is taken from our backyard looking south east towards the site.



*The yellow area highlight shows the roofline of the current structure on the former Bianco pre-cast site, this would approximately be equivalent to a 4 storey building height. As the image illustrates there would be considerable overview from any multi-storey development over my and my neighbour's backyards.*

6. Land use change prior to plans (built form)

If the Draft Kilkenny DPA were to be approved residents of Kilkenny will lose any opportunity to comment on use of the site. Provided the use of the area complies with the current development plan neighbouring residents will not be able to provide comment on any proposed structure on the site. This could lead to the development of buildings that are not in harmony with the current existing built form.

The boundary of the Draft Kilkenny DPA incorporates a number of sites that are still in active use as commercial sites, including 38 David Tce, Kilkenny (Torrens engineering), 1 Arkaba Rd, Kilkenny (Platinum Repair and Maintenance Services) and 3A Arkaba Rd, Kilkenny (LJT Restorations), all of these businesses are consistent with past uses of the draft DPA area. The Torrens Engineering building being one of the earliest remaining examples of industrial building in the area - 1914 (apart from the local heritage listed derelict building that forms part of the former Bianco site). These businesses are employers, they contribute to the character of the area but will cease to exist once any development commences on the site bounded by the Draft Kilkenny DPA.

7. Community impact - Community services

A number of community facilities in close proximity to the site may face possible closure/relocation due to perceived parking issues, most significantly the Community Hall at 27A Wilpena Tce could become unusable due to parking issues within the local vicinity. We would be losing a much utilised community asset.

**8. Impact of remediation on surrounding community – drift**

Removal of contaminated fill from the site. Although some preliminary testing on contamination of the site has occurred there is in all likelihood significant contamination of the site. The site housed industry from the late 1800's onwards, including the Forward Downs & Co Ltd machinery Dept from 1935 to 1946, part of this industry included foundry activities within the large structure still present on the site. As would be typical of this type of industry at this time there would have been few environmental measures in place to prevent soil contamination.

As part of any development of the site there will in all likelihood be significant remediation activities undertaken. Given the proximity of nearby residences possible impacts of this type of activity are a major concern, with potential for contaminated materials to drift to the local area and airspace during the course of any development.

**9. Open Space**

The Draft DPA includes the following statement in relation to required "open space" in addition to stating that the existing M J McNerney Reserve site is sufficient to satisfy any "open space" requirement for the site of the Draft DPA.

"The Open Space Strategy identifies a new greenway (shared use path) along the alignment of the rail corridor which will rationalise the bicycle route in this location. There is insufficient room within the existing rail corridor to accommodate such a route, particularly at the station platforms, and as such additional land within the affected area is required to facilitate this important cycling infrastructure."

We would contend that the "Greenway" is not in fact open space but a form of road and should not be used to justify the suggestion that open space requirement has been met. This "Greenway" is in effect a roadway – whilst it may not be for motorised vehicles it is a bitumised pathway for traffic, albeit cycling and foot, it is not what we would classify as "open space", it is just a variation on a roadway. Perhaps if it were bare earth/lawn etc then it should be classified as "open space" but bitumen should not fit within this definition.

**Conclusion**

Whilst we believe development of the area in question is an inevitable outcome, the Draft Kilkenny DPA as it stands does not sufficient detail to ensure the safety and wellbeing of current nearby residents. The draft should be reviewed and expanded to capture more of the inherent layout of local dwellings and the impacts of increased traffic flow through local streets.

We would like the opportunity to speak at the public meeting

**Mr David Mills & Ms Jane L Sage**

**12 Wilpena Terrace, Kilkenny SA 5009**

[REDACTED]

[REDACTED]

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 50**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 11:41 AM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Tristram

**Last Name**

Lucas

**Postal Address**

33 Yallum tce Kilkenny

**Email Address**

**Please place your written submission here**

There are a few issues with the proposal which need to be addressed and that I believe will negatively impact living within Kilkenny, the existing infrastructure & services:

- Street traffic increasing up to 500% in Kilkenny; The surrounding streets of the development site are small and already crowded and this proposal will add to the existing congestion problem, not just in the nearby streets but the entire area and cause safety

issues for residents and pedestrians. It seems like profits are being maximised at the cost of the sustainable living for Kilkenny residents. The density level increase is too high and the number of dwelling should be reduced.

- Not enough car parking spaces; There are virtually no useful bus services along David tce and even though the Kilkenny Station is next door it does not automatically mean the new residents will utilise the line and not own and drive cars to/from work and other places. There needs to be more parking for each dwelling.
- Not enough green space for the proposed development; McInerney reserve will undoubtedly be overrun from residents in the proposed dwellings and make the park again overcrowded and therefore unusable. There needs to be more green space.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 51**





Alva Pugh  
16 Yallum Tee  
KILKENNY SA 5009

1<sup>st</sup> April, 2020

Draft Kilkenny Mixed Use (Residential and Commercial) DPA –  
Submission Chief Executive Officer  
City of Charles Sturt  
PO Box 1  
WOODVILLE SA 5011

The 5 stories high rise development planned for the old Bianco site is too large and would overcrowd Kilkenny with such a huge number of dwellings.

The number of cars would severely impact the narrow streets around Kilkenny as there would need to be extra on street parking as now there is congestion trying to navigate down the streets with cars parked on both sides.

Many of the streets and footpaths would need to be upgraded and repaired. In Yallum Tee only one side of the street has a footpath that can be walked down without being faced with an obstacle of shrubbery, weeds, trees and uneven stone and bricks.

With extra families would come extra children, would the existing schools in the area be able to cope with the influx?

MJ McInerney Reserve is a very nice, well equipped park but it certainly would not cope with an influx of the number of people that would be in Kilkenny if this huge development goes ahead as planned.

Three stories high, at the most, would probably be more suitable for the Kilkenny area.

I have been a resident of Kilkenny for 66 years.

Mrs Alva Pugh



**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 52**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 1:27 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

joy

## Last Name

Germein

## Postal Address

4 Lincoln st west croydon 5008

## Email Address

[REDACTED]

## Please place your written submission here

I am in agreement with housing on the site proposed next to mc Inerney reserve but I do not agree with the proposal submitted There are too many dwellings for this space There is no green space allocated, there are too many cars allowed The area has very narrow streets and the amount of traffic would increase substantially . It would appear the council

is looking at making huge monetary gains in rates etc but is only looking at the here and now and not long term viability. I hope that sustainability takes precedence over greed

Sincerely Joy L. Germein

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 53**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 1:30 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Shannon

**Last Name**

O'Malley

**Postal Address**

18 Tarcowie Street KILKENNY SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

As a local to Kilkenney, I think the proposal to change the old Bianco site to residential is a fantastic idea as at the moment it is an eyesore because of dilapidated buildings, graffiti and garbage that is left on the site and surrounding streets. What does concern me though, is the proposed size if the residential development. HISTORIC CONSERVATION

AREA I think the new development should not be too modern and to try to keep the historical feel of Kilkenny by using the colours used in historical housing which are in general warm tones that contain cream and red brick. I feel the use of warm colour tones in the build could assist in assimilating the new buildings into the historical conservation area. There could also be possible harm to the existing heritage buildings that are close to main arterial roads in Kilkenny by the increase in traffic. TRAFFIC INCREASING IN THE AREA I believe the increase in traffic of 100% to 500% will impact my suburb and make it less safe for cycling and walking activities in the area. We have narrow roads at (Pinda St, Mundulla Road, Tarcowie St, Penola St, Aroona Road and Myponga St). Speeding traffic down the road may increase the potential of traffic crashes. Narrow roads that currently allow car parking on each side of the road allow for only one car to pass in the middle of the street (where this has occurred), that the streets will have a greater potential to have crashes occur and for roads to be gridlocked during peak traffic hours. Some of these streets may benefit from either one way traffic or only allowing parking on one side of the street. Reducing the entrance and exit to Pinda Street at the mouth of David Terrace will increase reliance on entering the area via Tarcowie, Mundulla and Myponga Streets. These homes previously existed on quiet suburban streets. INCREASE IN THE NUMBER OF CARS NEEDING A CAR PARK I believe with the possible extra 200 to 300 cars parking on the side streets (Please note this estimate is based on the current proposal, there will be car parks within the new development on the street, however some overflow could be on nearby side streets) will impact our community by restricting current homeowners who need to park a second car on the street from having clear access to their homes. There are also quite a few homeowners that already do not have a drive way to park and this will cause cars to park in nearby side streets due to a lack of parking outside the new development. This will restrict Visitors may not be able to easily attend these people's homes. As it is anyone visiting McInerney Reserve have to park in the narrow side streets to be able to enjoy the green space. ENVIRONMENTAL The development will see an increase in sealed surfaces which in turn will increase the heat in the suburb. A stormwater run off catchment will increase in the area due to development. Rainwater catchment could be taken advantage of for water recycling and use. Greening equals cooling – the building development needs to help create a cooler environment. Rainwater gardens could be added and the use of water run off could feed verge plantings or newly planted trees. The use of permeable paving would allow water run off into the soil



underneath. This eliminates the need for building storm-water run off systems. It assists with cooling the earth and the water could be channelled for use in garden beds at the nearby McInerney Reserve. Trees are important to the greening and cooling of our suburbs. I feel the development would need to have substantial green areas and to not rely just on McInerney Reserve. Use white or light-coloured tones for the roof which will decrease the heat in the suburb of Kilkenny.

**INFRASTRUCTURE** With a potential increase of 54% to the population of Kilkenny our existing railway station, bus stops, streets, rubbish bins, park, school or early childcare services might not adequately cover an increase of that size. There will be extra road rubbish in the area due to an increase in population. Existing footpaths and streets may need upgrades to cope with the added population. There will be extra shade created by the new development and this may create a potential wind tunnel down the main arterial streets (as there currently is on Pinda).

**WELLBEING** Communal housing could be built with areas that are shared by residents instead of small pokey gardens or private areas that separate residents. Residents will have opportunities to re-connect and mix if communal areas are created. Green spaces that connect individuals with garden spaces and views are proven to assist our wellbeing.

**COMMERCIAL SPACES** As we have adequate shopping and commercial areas nearby Kilkenny (including 5-6 Supermarkets) is there a need for creating more competition by putting in new commercial shopping or business areas? The addition of commercial spaces will increase traffic unduly in the area. It may also be hard to enter and exist the space in the near future so why would you increase traffic in this way? This would deter commercial enterprises from setting up in the area as well. If there are to be businesses I feel smaller shops would work best e.g. deli and or café or possibly a shop that sells only South Australian food, wine and other eats and drinks.

**OTHER IDEAS** Consider building an underground underpass (going under the railway line) from the building site to Aroona Road on the Glass Factory side of Kilkenny. Building an underpass under or over the Kilkenny Road / David Terrace rail crossing. This would ensure that traffic could move freely along this road, which is looking to increasing to 20,000 passes per day with the new development. Putting a crossing across David Terrace close to Whitefriars School to assist children and parents to walk or ride to the school safely. I know that DPTI have said no to this but I would like to point out that Woodville Road had a street crossing for Woodville High/St Clair Recreation Centre in a similar position. At Paradise Interchange they have put in traffic controls of 2 hour only parking in nearby streets. Possibly to do the same in

inner Kilkenny down to and including Tarcowie Street. This would help ensure that only residents are parking in the area long term. Offer residents Permit parks in the side streets if they don't have parking available or have a second car.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 54**

**Jim Gronthos**

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**From:** David Kenedy [REDACTED]  
**Sent:** Monday, 13 April 2020 3:19 PM  
**To:** City of Charles Sturt  
**Subject:** URGENT ATT: CEO at CITY OF CHARLES STURT. - DRAFT KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DPA  
**Attachments:** IMG\_5739.jpg; IMG\_5740.jpg; IMG\_5741.jpg; IMG\_5742.jpg; IMG\_5738.jpg; IMG\_5743.jpg

**Att: Chief Executive Officer.**  
**City of Charles Sturt.**  
**PO Box 1**  
**Woodville SA 5011**

**12 April 2020**

**DRAFT KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DPA Submission**  
**BIANCO SITE DEVELOPMENT PLAN AMENDMENT**

To Whom It May Concern

Thank you for allowing both Sheryl and myself the opportunity to weigh in and voice our opinion on the Kilkenny Mixed Use (Residential and Commercial) DPA.

We would like to say that although we support and welcome the development of the Bianco site and appreciate that it is a requirement of both State Government and a Local Council Quota, it is important that the views and feedback provided by residents in the neighbouring areas are well considered.

I hope our submissions are taken seriously and given the attention they deserve.

We do not want to sound negative and that is not our intention, but it is difficult to provide positive commentary on a project we can not see. I have presented the current DPA to some SA based architects who agree that it is uncommon to provide a submission report on a project that is not actually available to view.

We are assuming that when the council has something tangible from the developer, (a more detailed model or design) there will be a further opportunity for local residents to view the DPA again and provide a more detailed submission.

**PLEASE NOTE: In addition to my email/online application, I would also like the chance to be heard at the Public Meeting on 18 May 2020.**

**My primary points of concerns are:**

***1. Increased Traffic and The Impact it will have on My Property in particular: What impact will increased traffic have to the structural integrity of my property?***

**2. Increased Traffic in General:** What impact will increased traffic along Wilpena, Mundulla, Tarcowie, Pinda and other nearby streets have in relation to noise, safety, speed limits, traffic congestion and traffic flow?

**3. Increase in the Number of Cars Needing Carparks.** How will both Council and the Developer address the limited availability of carparks currently in the area and what impact will vehicles from an 500 additional homes have on the current 'off-street' parking we have?

**4. Privacy:** How will both the Council and Developer address the issue of privacy from the proposed 5 storey building that may arise from the Torrens Engineering site, in terms of privacy, to both mine and other homes close by that may also be affected?

**5 Historic Conservation:** How will Council meld the new development into the area in order to maintain the historical feel of Kilkenny, in particular the Southern End of Wilpena Terrace Kilkenny?

**7. Local Infrastructure:** How will both the Council and the Developer address the issue that the new development will have on current local infrastructure?

**8. Environmental issues.** What plans does the Developer and Council have in place to ensure greenery is maintained and encourage new greenery (I.e. Trees, shrubs, hedges for sound proofing etc) so that we do not have to view such a large concrete structure?

**9. Commercial Spaces:** How will Council and the Developer address the issue of 'additional vehicle traffic and local competition' that increased commercial enterprise will bring?

### **1. Increased Traffic and the Impact it Will Have On My Property.**

We are deeply concerned about the impact the additional traffic will have on our investment. I use the word investment, because although it is our home, it is also an investment. An investment into the area. An investment for the lives of my family and an investment into the preservation of historic and significant buildings.

Our property is located at **19 Wilpena Terrace Kilkenny**. It is a four bedroom, terrace building located on a corner block, adjacent to Wilpena Terrace and Mundulla Street Kilkenny. It is listed as a Significant Building and one which is Important To The Local Area and is Heritage Listed.

According to the information we have been given, the current development is expected to:

- Increase the population of Kilkenny by 54%
- Add an addition total of commercial and residential dwellings to the area by 67%
- Include 500 additional homes to the area, some of which will be 5-storey high
- Increase traffic to an estimated 1,470 cars per day along Wilpena Terrace, Mundulla and Pinda Street.
- Limit and bottleneck access to and from the development to Wilpena Terrace, Mundulla Street, Tarcowie Street and Pinda Street.

We believe very strongly that not enough thought has been put into the initial concept of this development. Particularly in relation to traffic and parking. We believe, that consideration, context and common sense is being waived and adequate research is not being attended to, especially in these early stages. It seems logical to us and others, that it would be inappropriate to build a development of this size and expect small narrow streets such as Mundulla, Tarcowie and Pinda to hold up against the constant wear and tear of large volumes of traffic and we think it to be inconsiderate to expect land owners affected by the proposal, not to be greatly concerned.

Most of these streets were designed before the advent of motor cars. They were not designed to accommodate such large volumes in traffic. Our property in particular is at risk.

We purchased the property some five years ago. In such a short time, we have seen over nine accidents at the intersection, experienced cars doing burn outs and speeding and a little over two years ago began getting major cracks in the walls along the southern boundary as a result of a 'constant stream of trucks and semi trailers that were carting dirt and shipping containers for storage at the old Bianco Site'. This should be noted in conversations I had with council at that time.

Constant traffic noise has affected the health of both my partner and my son who suffer from health issues including anxiety. Our bedrooms are located on the Mundulla Street side and they wear the brunt of the noise and cracks in the wall. Although the bluestone walls are very thick, the noise from cars, bikes and trucks is a constant issue and regularly wakes us at night.

We recently spoke with the initial owners, John and Barbera Komazec who had lived here for thirty years. John advised me that traffic was a constant battle and was one of their primary reasons for selling the home. Apparently John had been in touch with the City of Charles Sturt Council regarding this very issue on numerous occasions.

As a result of the current cracks in the walls and the proposed increase in traffic, we have been in discussion with some Structural Engineers about providing an Independent Report on our property in particular. We spoke with five firms and have chosen TMK Consulting Engineers as the provider.

A comment was made by an engineer that it seems ridiculous for a development of such magnitude to not have its own access and entry points to accommodate the proposed population. He suggested that increased traffic would most likely have a significant impact to our property, particularly due to the fact the residence sits directly on the boundary and isn't shielded by a side yard as such.

He also made the point that these old homes do not have standard footings that are able to withstand the impact but rather are made up of compacted rubble making them subject to movement.

So we expect the testing to be completed in around six-months due to delays as a result of the pandemic and the usual time taken to undertake progressive invasive and non-invasive testing and hope to have that completed by the end of this year.

**Given the nature of the report and its relationship to the development, we would expect the Engineers Report to be acknowledged and given significant weight and that any decisions on the development are postponed until such time that the report has been completed and discussed. I have included a copy of our initial quotation for your perusal.**

We and many of the local residents believe very strongly, that traffic flow will have a severe impact on our local area. We believe that Wilpena Terrace and in particular Mundulla, Tarcowie and Pinda Streets should not be used or more importantly, 'relied on' as the solitary access point for such a large development, especially as they are also used as a short cut for traffic coming from Torrens Rd to Davids Tce. We believe it is nonsensical and inconsiderate on local residents to consider a development of this size and rely solely on tiny side streets to support it.

There is also the added issue that the said traffic from the new development must then pour out onto Davids Terrace and enter a main thoroughfare that is in such close proximity to a train line that operates on average every eight minutes. This is not taking into consideration the trucks from the Glass Factory turning left onto Davids

Terrace. We have been advised that once the works at the Glass Factory ramps up, it is expected that up to 80 trucks per day will exit from Share Street onto Davids Terrace.

We can see that this is going to create a bottleneck and make it a hazard for all concerned.

We believe that if this development is to go ahead, both the Council and the Developer must come up with an **alternative traffic solution** that will allow traffic to enter and exit onto Port Road safely, and effectively and not rely on current side streets which are essentially for existing residents.

## **2. Increased Traffic in General:**

Currently, we have seen some improvements to traffic along Wilpena Terrace with the lowering of the speed limit and the moving of the Give Way signs at the intersection of Mundulla and Wilpena. To date I can testify that it has resulted in a dramatic 'decrease' in car accidents at our intersection in particular.

However, noise is still a considerable issue.

Living in a Terrace House is as bad or worse than living on a main road because we have no distance from the road and are unable to erect fencing. When a car, motorbike or truck comes down Mundulla from Davids Terrace, it must stop and idle at the intersection of Wilpena Terrace before continuing on. So the noise we get includes the downshift as it pulls up to the intersection, the noise at idle and then the noise as it accelerates and pulls away. This all occurs right next to our bedroom window both daily and throughout the night. **Additional traffic would simply be unacceptable.**

To use City Living as an example. People who have bought apartments and residencies within the city adjacent to nightclubs, have been successful in having the nightclubs and pubs prevented from either hosting live music or removed altogether. The Tivoli Hotel is one such example. We believe ours is a very similar scenario as the cars and trucks are very noisy and rattle the building at times. Clearly, if the proposed development is not planned effectively and considerably, we will see an increase in noise, cars, parking issues and accidents again.

I recently inspected both the development sites at **Bowden and Woodville West and Prospect** in relation to parking and traffic flow and although I am not an expert, I noted the following.

**(a) Bowden**, although accessible by some narrow streets, it has a major access point onto Park Terrace allowing for traffic to flow out onto a main thoroughfare quite easily. Traffic can enter a wide two lane road with ease, avoiding bottleneck incidents at peak time. As a result, I found less vehicles parked in the streets.

**(b) Woodville West** was similar again, but with a more restricted access point. Access was through a narrower street and the deeper I got into the development, the narrower the streets became. There were many apartments that seemed to have multiple vehicles and there were many parked on the verge making it difficult to navigate the narrow streets. In addition. I also spoke with a few residents in the Woodville West Project Area who advised me that, the developers have found it difficult to sell all of the apartments and that people come and go all of the time. One person suggested it had become a bit of a White Elephant.

**(c) Prospect** has been a failure and should be used as an example of how, when done incorrectly, bad things can become. We had previously lived in Prospect for over 30 years at three different homes within the area. We left five years ago specifically because of the overcrowding, lack of parking and the increased travel time as a result of increased traffic on Churchill and Main North Rd, but in particular along Prospect Road.

It used to take me fifteen minutes to get from my home in Myrtle Street Prospect to my office in Pirie Street Adelaide each day. After the apartments went up, that time increased to 75 minutes with much of it sitting stationary on Prospect Road. Prospect has lost its community feel and for many of the residents that have lived there for a long time, it feels like a middle class ghetto in many respects.

It is also worth noting that there has been no consideration taken into how the boxy looking apartments look with their unusual shapes and mixed colour schemes and how they fit into the landscape. There is a very stark contrast between these ugly apartments that will no doubt be outdated in around ten years and the grand old homes on large parcels of land that they sit next to. Most people agree they are an eyesore.

The current Kilkenny DPA estimates that an increase of 1000 vehicles per day along Wilpena Terrace is likely. John Tagliaferri, Senior Policy Planner at Charles Sturt Council suggested to me in an email from the 25 November 2019 that Wilpena Terrace, North of the proposed development currently has traffic volumes in the vicinity of 980 vehicles per day (which I do not agree is correct) and it is projected to accommodate 1,470 vehicles per day once the development is completed. He suggested that full development of the DPA could generate in the order of 360 vehicles in peak hour and 3,450 vehicles during the day. This is not a reasonable amount of traffic for Wilpena, Mundulla, Tarcowie and Pinda to carry. I have provided this information to the engineer for consideration.

I would suggest that a more appropriate solution to accommodate traffic in those numbers might be perhaps one of the following:

- a) Consideration of a bridge or tunnel to be built over the railway line and outwards to Port Road
- b) Consideration of either a bridge or tunnel to be built and adjoined to the disused road that sits along side of the Glass Factory and joins onto Port Road
- c) Or using land that has been purchased by the developer on the Southern side of Pinda Street to widen the road (Pinda Street) to accommodate three or four lanes. So the purchased land is used to build the road on.

We do not think using the current side streets as access points will be a good idea.

### **3. Increase in the Number of Cars Needing Carparks.**

We believe that local parking along Wilpena Terrace will be a serious issue and hasn't been planned for effectively. Firstly, there has only been an allowance of 1.2 carparks for each 1&2 bedroom apartment and 2.5 carparks for each 3 bedroom apartment. I am not entirely sure what is meant by a 1.2 size carpark. My interpretation is that it is either one or two carparks. If you could describe what a 1.2 and a 2.5 carpark is, that would be greatly appreciated.

Most people today have either one, two or more cars, so each apartment whether it's a one bedroom or two bedroom apartment must have at least two parks to accommodate its resident and any visitor or tradesperson. As has already been documented, the size of the garages with these apartments is often inadequate. What was once a medium size car is no longer the case. A 2006 Holden Cruze is considered a small car, yet is the same size as a 1960s EH Holden which was considered a medium to large sized car in its day. Quite often a single garage in new apartments will not be large enough to take a standard SUV, 4WD or even a Tradies Van or Ute. We believe the current number of parks proposed for the development is inadequate and should be increased or close to doubled.

I have attached some photos of some streets in Prospect. (Vine, Myrtle, Wilcox and others) that were taken around 11:00am on a recent weekday. This is to give you some idea as to what happens when you increase the amount of houses and shops but do not provide an appropriate number of parks. You will note that all of the streets are all relatively full. This NEVER happened ten years ago.

As you will see in one of the photos, there was a garbage truck doing the rounds. I managed to talk with him and asked how the apartments had effected his job. He was very forthcoming in advising me that it was a nightmare. He regularly missed bins because his truck was unable to reach them, he often clipped both cars and trees. He occasionally got stuck as he tried to navigate some of the narrower streets with cars on both sides. He claims it has added an additional one to two hours to his daily route.  
How will council address this issue?



We are also worried that parking will spill out of the development and into Wilpena Terrace, Mundulla and Pinda Streets impacting current residents who do not have off street parking and becoming an inconvenience for residents that have visitors.

I would suggest the following solutions:

- a) A public and residential carpark be built on the site that accommodates up to 50 or 70 additional cars and provides an area where trucks can load and off load. It could be used for residents, visitors and people wanting to leave their cars and commute to the city by train.
- b) I would suggest that the Pinda Street, Mundulla Street and the Southern End of Wilpena Terrace be 'yellow-lined' and sign marked for 'local resident parking only' so a permit is required and only residents and their visitors would be able to use them.

#### **4. Privacy:**

I was recently advised that the site that currently houses Torrens Engineering is also to be included in the development plan and given that it is on a main road and doesn't have the same restrictions, may house five-storey apartments. Could you please confirm this?

It appears that the owner has allowed graffiti artists to paint on the walls which is an eyesore to many as it invites more graffiti that is not art related. Is this because it is earmarked for demolition? If the building is to be retained and given its Heritage Listing Significance, how will its current facade be utilised into the plan?

Lastly, if it is to be demolished and a five-story apartments built in its place, I would ask that there are 'NO WINDOWS OR VERANDAHS' on the Northern Side because we believe it will impact on not just our privacy but others across the road. Even for us, a building of that size would replace a beautiful evening sunset with an ugly concrete building. Please advise us of its intentions.

#### **5 Historic Conservation:**

We would like to know how the historic feel of Kilkenny will be impacted by a modern development? As I have already noted by using Prospect as an example, the two do not often go together and this should be given serious consideration.

The colours used in historical housing tend to be warm tones such as cream or red brick. Modern housing trends tend to be dark bricks or plain concrete slabs with and multiple grey tones. Could the use of warm colour tones be used in the build to assist in assimilating the new buildings into the historical conservation area? Could the apartments be designed to look like they are of classic form

Could you provide photos of the buildings the developer intends to use? Could you also include photos of building types you think might clash with the historical heritage of Kilkenny?

I would like to see the historical area of Kilkenny 're-named' to be called 'Old Kilkenny' to assist in providing its own identity. In particular, the Wilpena Terrace are from Tarcowie Street to Davids a terrace. Could you perhaps consider this as part of the DPA plan? It would be great if Wilpena Terrace could take on a look similar to Queen Street in Croydon. It would also be great if consideration was given to the type of demographic it was likely to attract. With Kilkenny being only 8kms from the city and with current development, Kilkenny with its location between Woodville and Croydon has the potential to attract a more astute buyer rather than a low income earner looking for affordable housing which may have an impact on the prices of homes in the closer proximity.

## **7. Local Infrastructure:**

Questions that I have include:

- Will our current railway station, bus stops, rubbish bins and schools adequately support a potential population increase of 54%?
- Will there be extra road rubbish in the area due to an increase in population and washing hung out from balconies as is the case in Prospect?
- Will existing streets and paths need to be upgraded to cope with the increase in foot and car traffic?
- What impact will the development have on shade, blocking out the sun or creating a wind tunnel as is the case with Pinda Street?
- What impact will the increase in population have on our existing services such as water and in particular Internet?
- Has there been any suggestion or proposal of a 5G Tower which many landowners now see as a passive revenue stream? We would definitely not want to see a tower located next to a Local Heritage Area.

## **8. Environmental issues.**

Questions I have, include:

- Will an increase in sealed surfaces impact the area of Kilkenny?
- Will Stormwater run-off catchment increase in the area due to development?
- Trees and landscaping are important to the greening and cooling of our suburbs. I have noticed that both Bowden and Woodville West noticeable lack greenery and shade, especially against the backdrop of coloured concrete. How many trees are proposed to be included in the development and has there been any provision to perhaps line some of the current streets with trees such as the ones along side our building. They create a great canopy and shade during summer.

## **9. Commercial Spaces:**

We already have adequate shopping and commercial areas nearby in Kilkenny (including 5 supermarkets), is there a need for creating even more competition by putting in new commercial shopping or business into the development? When will we know what type of retail it'll be used, because many small Independent shop owners struggle to stay in business and we would not like to see vacant shops on a regular basis.

The addition of commercial spaces will increase traffic unduly to the area. What consideration has been given to any increase in traffic in this area, given our concerns with traffic and parking as it currently sits? How would they then intend to enter and exit? What competition will that additionally amongst other retailers closely?

Thank you again for allowing us to provide our suggestions on this matter. Please note that I have also provided a copy to local members within the area as I feel it is something they may wish to be a part of. Please feel free to contact me anytime for any further detail and we look forward to hearing from you in due course.

**Kind Regards**

**David & Sheryl Kennedy**

**19 Wilpena Terrace  
Kilkenny SA 5009**

[REDACTED]

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**CLUB SCREENS** Screenmedia | [REDACTED] |











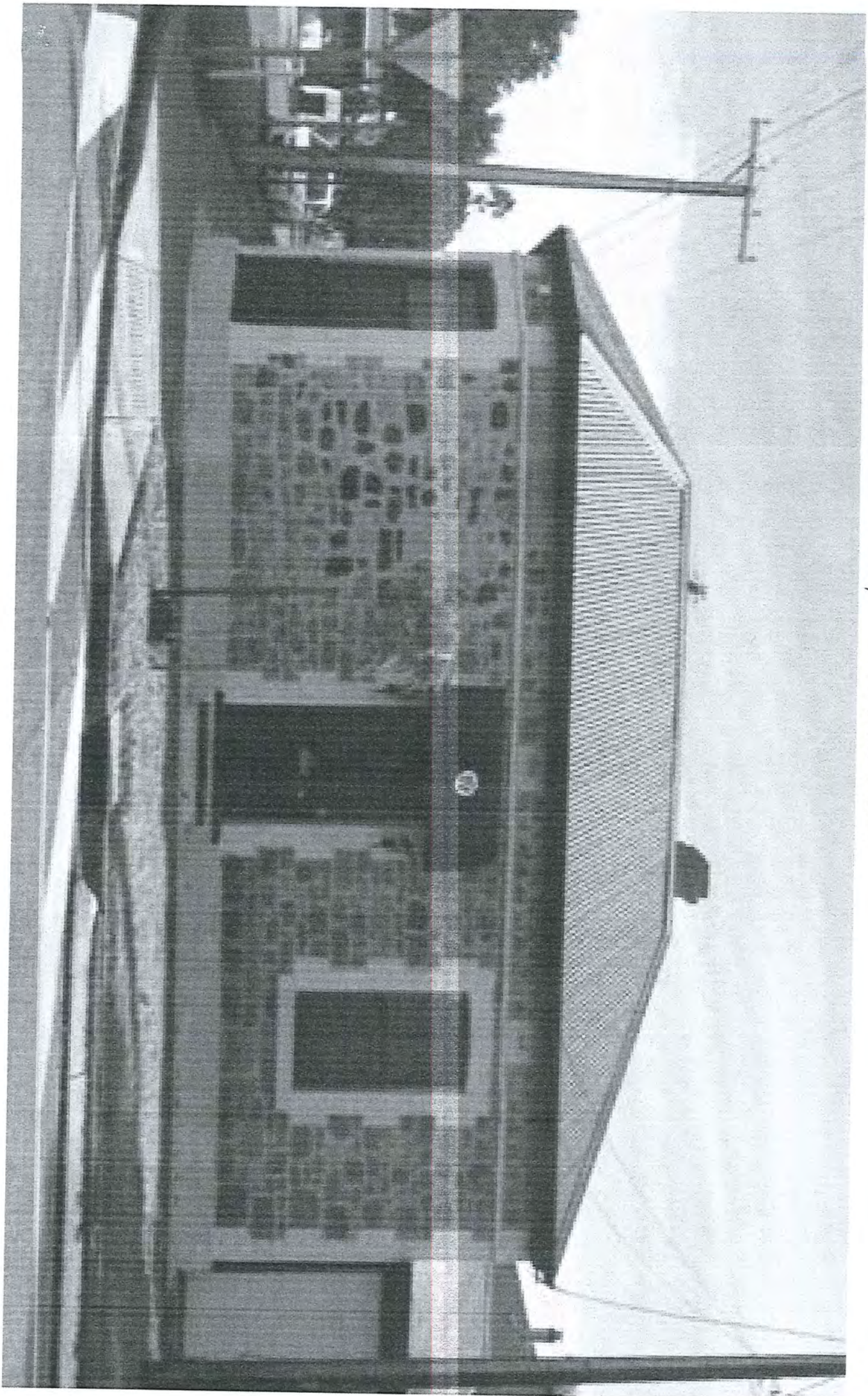








19 WIKENA TEE, WIKENUT







09 April 2020

David Kennedy  
19 Wilpena Terrace  
KILKENNY SA 5009

ATTENTION: DAVID KENNEDY

Dear David,

RE: PROPOSED ASSESSMENT OF CRACKING TO EXISTING STRUCTURE  
AT: 19 WILPENNA TERRACE, KILKENNY

As requested in your recent email, TMK Consulting Engineers (TMK) submits the following fee offer for engineering services. Fees remain valid for 2 months.

**All fees quoted are exclusive of GST.**

**PART 1: SITE INVESTIGATION AND INVESTIGATION REPORT**

**\$1,850.00**

Services proposed to be undertaken at the above site will consist of the following elements:

- Travel to and from the site.
- A single non-destructive site inspection.
- Perusal of existing structural documentation, if available (e.g. footings for building additions).
- Documentation and photographic evidence of typical defects identified at the time of the inspection.
- Classification of damage as determined in accordance with AS 2870.
- Reporting on causation of cracking (incl. comment on impact of current traffic and potential impact of additional traffic (plus 1000cars per day)).
- Recommendations for repair and future maintenance requirements.

The above fee does not include soil testing or additional forensic site investigations that may be recommended to be undertaken following the initial site investigation. Access to all areas of the buildings in question (if safe to do so) is assumed. Should access to certain areas be denied or not be accessible for whatever reason, those areas will be excluded from the assessment.

The anticipated turn around time for an investigation report is to be up to 20 working days from the time of the site inspection.

The abovementioned fee includes all services up to issuing the investigation report. Subsequent consultation, structural advice or attendance at meetings would be carried out at our nominated hourly rates.

**EXCLUSIONS (unless otherwise noted)**

- Authority fees, contributions and submissions.
- Works outside the allotment boundaries.
- Further inspections.
- Structural advice other than related to the items listed above.
- Structural design of remedial works or strengthening systems.
- Engineering services associated with latent conditions.

**TERMS AND CONDITIONS OF ENGAGEMENT**

All work will be carried out in accordance with TMK 'Terms and Conditions of Engagement for Consulting Services' Rev 10, a copy of which is attached.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 55**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 2:09 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Dave

**Last Name**

Saunders

**Postal Address**

21 Kupman St

**Email Address**

[REDACTED]

**Please place your written submission here**

We are concerned about the increase in traffic in the area surrounding the proposed development. The increase in traffic will no doubt cause significant increase in traffic moving onto David Terrace, being so close to the train crossing this will cause significant congestion and I was unable to find any suggestion in the DPA on how this will be

mitigated. My children regularly ride along the streets close to the development area and I'm concerned that this will become dangerous as residents resort to using back streets to avoid the increased congestion on David Tce. The number of proposed parking spaces is not sufficient and will cause more congestion on the relatively narrow streets surrounding the area. There is already significant parking issues near McInerney Reserve since the reserve was redeveloped so a large housing development adjacent to the reserve is likely to further exacerbate this. This will lead to increased traffic on surrounding roads and make walking and riding to the reserve, nearby schools and public transport more dangerous. Kilkenny Primary school would be closest in proximity to the new development, the school is already dealing with pressure on capacity so significant influx of students would create further pressure.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say Charles Sturt.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 56**



## Jim Gronthos

---

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 2:28 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Simon

## Last Name

Peters

## Postal Address

18 Wilpena Terrace, Kilkenny 5009

## Email Address

[REDACTED]

## Please place your written submission here

Hi there, my name is Simon Peters and I'm a Kilkenny resident of 10 years. Can I preface this submission to say that I'm astounded at the level of goodwill in the suburb, the amount of history that's this suburb retains and the overall vibe among the local community where we all have a common goal to care for one another, the environment & the heritage of the

suburb. I believe the proposed rezoning of the former Bianco site jeopardizes the fabric of the suburb. I need to say from the outset that I'm one of the many residents who is directly affected-my 120 year old former shop is situated three cottages from the intersection of Wilpena Terrace & Mundulla Street. The main points of my submission are: 1. Increase of traffic in the area. 2. Increase in the number of cars requiring a car park 3. Impact of the development on the historical feel of the area To say that this site is unique is an understatement. It's situation in being shoe horned into area bounded by McInerney Reserve & a train line makes it's suitability for various applications and uses limited to say the least. The fact that it's being proposed for such a development housing up to 500 apartments is astounding. I've taken the opportunity to visit a number of other sites in the Charles Sturt Council area that have had similar intensive housing developments-Bowden, St Clair, Woodville West, & the Football Park Development on West Lakes Boulevard. 1. Increase of traffic in the area. The main issue that I have with this proposal is the increase in the volume of traffic will occur. A potential increase of 100%-500% from a possible 600 cars in the development will cause huge disruptions to the suburb. The layout of the suburb where the key entry and exit will be via Pinda & Mundulla Street (2 very narrow streets) and their proximity to a railway level crossing on David Terrace make for a real challenge. A recent exercise undertaken by me to ascertain the amount of time the boom gates at this level crossing were down is as below. I took the opportunity to see how many trains crossed David Terrace in a peak period of 7:30 am -9:00 pm. The intervals alternate between 4 minutes & 9 minutes. Time Interval between closed boom gates 7:22 9 7:33 7:37 4 7:43 8:03 9 8:07 8:13 4 8:22 8:52 4 8:58 The intervals noted allow for the 1:45 that between the boom gates lowering and raising (note that with a sizeable increase in passengers using the train and entering/exiting at Kilkenny Station this amount of time will increase). During the time that the boom gates are down the traffic was banking back 4-5 blocks. My main issue is that when vehicles leaving the proposed housing development encounter traffic on David Terrace that are queued up at the crossing they will be queued themselves along Pinda Street & Mundulla Street. Pinda Street only has room for about 7-8 vehicles queued & Mundulla has room for about 3 or 4 more at best. At peak times there will be a significant amount of traffic wanting to go to work/take children to school. I believe this will cause traffic to queue along these streets over Wilpena Terrace making way for hazardous traffic conditions as well as forcing cars to turn right at Wilpena Terrace and drive down 8 or 9 blocks to join the end of the cars queuing along David Terrace. This will

cause a huge increase in traffic in the immediate area. Another route vehicles will take (if they are travelling to the city or in a Northerly direction) is along Aroona Rd then up Alfred Road, West Croydon. This will cause an enormous amount of increased traffic & disruption to residents in that area. I believe a significant amount of work would need to go into addressing these issues if a development of this size to go forward, a potential train underpass at the Aroona Road section has been suggested as a way of alleviating the volume of traffic attempting to enter David Terrace.

2. Increase in the number of cars requiring a car park With an average of 1.25 car parks per apartment available on site I believe there is a potential for a few hundred other cars requiring parking in the surrounding streets. These would be made up of apartment residents or their visitors. Sackville Street which runs along the Eastern side of McInerney Reserve already has a significant number of cars parked there (particularly on the weekends) this amount would increase substantially increase 24/7. I need to point out that a number of residences in the area (including mine on Wilpena Terrace) have no off street parking and we rely on single space out the front of our house -this would be in serious jeopardy.

3. Impact of the development on the historical feel of the area I feel that a development of this nature incorporating a potential 500 apartments up to 5 storey & significant retail area is not in keeping with the heritage of the suburb & also risks affecting the value of houses in the area. In closing I'd like to thank the City of Charles Sturt for the opportunity to submit our thoughts on this development. I believe if this site is to be nominated for housing that it is to be a townhouse type development of 2 stories only with a total number of dwellings significantly less than the 500 apartments that have been proposed.

Yours Sincerely  
Simon Peters Kilkenny, SA

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 57**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 2:33 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Scott

**Last Name**

Marshall

**Postal Address**

18 Tarcowie Street KILKENNY SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

I think this submission for a mixed use residential and commercial development is a fantastic idea. The current state if the land is appalling with graffiti, building falling down and it seems to be a dumping ground for rubbish. My concerns are mostly about the possibility of have 5 storey high apartments and a possible increase of 54% to the Kilkenny



population and how this will affect the current residents and properties. **HISTORIC CONSERVATION AREA** How will the historical feel of Kilkenny be impacted by this new development? The colours used in historical housing are in general warm tones that contain cream and red brick. Modern housing trends are currently for dark bricks and roofs and multiple grey tones, which are cool in tone. Could the use of warm colour tones in the build assist in assimilating the new buildings into the historical conservation area? Will an increase in traffic harm the existing heritage buildings that are close main arterial roads in Kilkenny? **TRAFFIC INCREASING IN THE AREA** How will a potential increase in traffic of 100% to 500% impact my suburb? We have narrow roads at (Pinda St, Mundulla Road, Tarcowie St, Penola St, Aroona Road and Myponga St). Speeding traffic down the road may increase the potential of traffic crashes. Narrow roads that currently allow car parking on each side of the road allow for only one car to pass in the middle of the street (where this has occurred), the streets will have a greater potential to have crashes occur and for roads to be gridlocked during peak traffic hours. Reducing the entrance and exit to Pinda Street at the mouth of David Terrace will increase reliance on entering the area via Tarcowie, Mundulla and Myponga Streets. These homes previously existed on quiet suburban streets. It will be less safe for cycling and walking activities in the area. Possibly some of these streets need to be made one way or only have one side of the street parking. **INCREASE IN THE NUMBER OF CARS NEEDING A CAR PARK** How will a possible extra 200 to 300 cars parking on the side streets in Kilkenny impact our community? (Please note this estimate is based on the current proposal) Cars will need to park in nearby side streets due to a lack of parking outside the new development. This will restrict current homeowners who need to park a second car on the street from having clear access to their homes. Visitors may not be able to easily attend these people's homes. **ENVIRONMENTAL** An increase in sealed surfaces will increase the heat in the suburb, how will this be dealt with? Stormwater run off catchment will increase in the area due to development. Rainwater catchment could be taken advantage of for water recycling and use. Greening equals cooling – how could this building development create a cooler environment? Could rainwater gardens save water run off and feed verge plantings or newly planted trees? Permeable paving allows water run off into the soil underneath. This eliminates the need for building storm-water run off systems. It assists with cooling the earth and the water could be channelled for use in garden beds at the nearby McInerney Reserve. Trees are important to the greening and cooling of our suburbs. How could we



include trees in this development? New housing trends are for dark roofs, dark brown bricks or grey cool tones. Dark roofs could easily be replaced with white or light-coloured tones which will decrease the heat in the suburb of Kilkenny. **INFRASTRUCTURE** Will our existing railway station, bus stops, streets, rubbish bins, park, school or early childcare services adequately cover a potential population increase of 54% in the area? There will be extra road rubbish in the area due to an increase in population. Existing footpaths and streets may need upgrades to cope with the added population. There will be extra shade created by the new development along with a potential wind tunnel down the main arterial streets (as you currently have with Pinda). **WELLBEING** Communal housing could be built with areas that are shared by residents instead of small pokey gardens or private areas that separate residents. Residents will have opportunities to re-connect and mix if communal areas are created. (Data from Germany and socialisation) Green spaces that connect individuals with garden spaces and views are proven to assist our wellbeing. **COMMERCIAL SPACES** As we have adequate shopping and commercial areas nearby Kilkenny (including 5-6 Supermarkets) is there a need for creating more competition by putting in new commercial shopping or business areas? The addition of commercial spaces will increase traffic un-duly in the area. It may also be hard to enter and exit the space in the near future so why would you increase traffic in this way? This would deter commercial enterprises from setting up in the area as well. **OTHER IDEAS** • Building an underground underpass (going under the railway line) from the building site to Aroona Road on the Glass Factory side of Kilkenny. • Building an underpass under or over the Kilkenny Road / David Terrace rail crossing. This would ensure that traffic could move freely along this road, which is looking to increasing to 20,000 passes per day with the new development. • At some bus Interchange they have put in traffic controls of 2 hour only parking in nearby streets. Would it be possible to do the same in inner Kilkenny down to and including Tarcowie Street? This would help ensure that only residents are parking in the area long term.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 58**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 2:36 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Simon

## Last Name

Johnson

## Postal Address

17 Tarcowie Street Kilkenney 5009

## Email Address

[REDACTED]

## Please place your written submission here

Simon Johnson 17 Tarcowie Street Kilkenney 5009 [REDACTED]

[REDACTED] To Whom It May Concern In addition to this submission, I would also like the chance to be heard at the Public Meeting on 18 May 2020. I am a 38 year resident of Kilkenney, living at the corner of Arkaba Road & Tarcowie Street so am within

the area to be mostly affected by the DPA. I think that the proposal is too large in scale for the limited area that it is in and the limited access to the site. A smaller scale development would address many of the issue that I and other residents are concerned about. The dramatic increase in population and associated traffic and parking need to be taken onto account. Perhaps modelling a proposal that takes into account a limited scale development that does not detrimentally affect the local area - rather than the maximum possible return from the site. I think that the current proposal is flawed and does not take into account several important factors that will adversely affect the Kilkenny & West Croydon area if it proceeds in its current form. Heritage Area Change to the Heritage feel of Kilkenny/West Croydon will be drastic and will negate any council words about "Heritage Area", impact on the heritage are of the southern end of Kilkenny will be huge. Change in traffic. Modelling in the proposal mostly takes into account traffic out to David terrace. This does not address the wider area back into Kilkenny and across to West Croydon. Current "Rat Runs" back to Torrens road & Rosetta Street will be used more under this proposal. I think that the traffic modelling should be expanded for the whole area. Most of the local streets are not wide enough for current use let alone the amount of traffic proposed. Change in roadside parking Current parking in the area relies partly on "on road spaces". If a development of this size were to proceed in its current form overflow parking would spill south into the current existing residential areas. Examples of this are seen in other development similar to this such as Bowden and St Clair and Prospect Road . Many households have more than 1 car and end up parked in the street or other car parks. Even now overflow parking from the train station commuters is ending up down to at least Tarcowie Street. This will cause issues with traffic and accident risks increasing and access to peoples properties duw to the number of extra cars being parked in the street. Contribution to open space. It must be a priority that any future development has to actually contribute real open space, a physical contribution rather than pay a surcharge into general funds that could be used as funding for open space in other parts of the council area. I do not think that a Greenway Bike/pedestrian path should be classified as open space. Any calculations of open space should not include an access path or roadway. Increasing the population proposed by this development would overload the current facilities at McInerney reserve without it being added to by a significant contribution. Future Comment on site will be restricted If the draft DPA were to be approved the local residents and the wider Kilkenny community would lose opportunities to comment on any proposed use and structures on the site into the

future, provided any future use of the area complies with the development plan in place. This could lead to the development of buildings that are not in harmony with the current existing Kilkenny area and that could impact on the wider community. Affect on current Business use. Currently within the DPA there are several small businesses. These businesses are employers within the council area. The proposed DPA does not allow them to remain. They contribute to the community and council area and should be allowed a chance to remain. Any proposal should allow these businesses to remain.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 59**



## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 2:52 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Sue

**Last Name**

Johnson

**Postal Address**

17 Tarcowie Street Kilkenny

**Email Address**

[REDACTED]

**Please place your written submission here**

Whilst I am very much looking forward to something being developed on the old Bianco site, I am very concerned in relation to privacy of existing residence, traffic and parking. The proposal states that some buildings could be up to 5 storeys in height. I believe this will encroach on some of the Mundulla & South end of Wilpena residence privacy. I would

no want someone overlooking my backyard. We have lived in our house for 30+ years on cnr of Tarcowie and Arkaba Road and parking has been a problem in the narrow streets for most of that time. Most residence have a car per person (if not more) and there is a house/duplex on our little street that does not have off street parking and can only park on the narrow Arkaba Road. I fear that with such a large, multi storey development just at the end of our street with no 'new' access road or exit road being provided, that the traffic and overflow of cars will be parked in our already congested narrow streets. Just be around on a Friday morning when the Garbo is trying to squeeze through the parked cars. There is also a lot of young families in the neighbourhood, hence young children out and about, coming & going to the beautifully renovated McInerney Reserve... We don't need more cars, less viability around these areas. Please allow a development, but keep the height to a max of 3 floors, block the Mundulla/Arkaba Road intersection so traffic does not flow down Arkaba road. All traffic out of the development must go along Pinda Street to Kilkenny Road. And a new flow of traffic out to Port Rd, via Aroona Road (new access required). Traffic, Parking, building height... please review

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 60**

**Chief Executive Officer, City of Charles Sturt**  
**DELIVERED IN PERSON**

RESPONSE TO KILKENNY MIXED USE DRAFT DEVELOPMENT PLAN AMENDMENT (DPA)

There is no doubt that the area under change is in exceptionally poor condition and an eyesore. This has needed re-development for years.

However, I have some concerns about the details and in some instance lack of sufficient detail of the draft plan:

1) Page iv

It was noted that numerous entities and individuals are to be formally consulted. As a result of these consultations, including those from the public, there may be changes to the DPA. If there are changes then this should return to the public for further consultation. I cannot find any indication in the Draft DPA whether this is to occur.

2) Page 7, Section 2.2, Consistency with the Planning Strategy

The DPA was stated to address various targets within the Planning Strategy. With respect to **Target 5** - *Urban green cover is increased by 20% in metropolitan Adelaide by 2045*. It could be presumed that this increase of 20% is relative to the date of the 30-Year Plan for Greater Adelaide ie 2017. The DPA does not seem to be increasing the green area in the document. More of this later. It could then be questioned whether the DPA is consistent with the principles of the 30 Year Plan along with policies relating to open space and recreation, emergency management. With the additional on street parking there would be increased difficulty for emergency vehicles and refuse collection vehicles being able to access some of these narrow streets in a safe and timely manner especially with the potential for vehicles parking on street on both sides.

3) Page 9, section 2.3.3, Infrastructure Planning

This seems to state that Council and Government Agency Infrastructure Planning in the DPA is not relevant in that it is listed as *nil*. It is not certain what this means. However I would have thought the local streets, footpaths, reserves and the proposed Plaza would have required some planning.

4) Page 9, Section 2.3.4, Current Ministerial and Council DPAs

With reference to the Council DPA for Woodville Road and Environs (under preparation), no direct comment can be forwarded as there is no document to comment upon. However, there have been rumours that Woodville Road may become a one way carriageway and this would have impacts upon David Tce/Kilkenny Road. Without knowing the contents of the under preparation Woodville Road DPA it cannot be agreed that it would have no effect on the current proposed DPA with respect to vehicle traffic and the consequences.

5) Pages 16-18, Section 3.2.1, Building heights

Set back distance for 2 story dwellings was suggested to be with the immediate interface. It is not clear what this means, it could be inferred to be at footpath level given that other dwellings are listed with setback distances from the footpath on the opposite side of Mundulla Street. This setback distance should be more meaningfully quantified as opposed to *at interface* as on page 17. This page also gives set back distances as *from the footpath on the opposite side of Mundulla Street* (ie the northern side) \*:

| Stories | Setback distances   | Physical location (my interpretations and measurements)   |
|---------|---------------------|---|
| 2       | <i>at interface</i> | unknown   |
| 3       | <i>9.5 metres *</i> | Width of road + southern side footpath = ~9.4 metres. This seems to indicate the 3 story building is at street level. |
| 4       | <i>15 metres *</i>  | If above is correct then the frontage is about 5.5 metres back from boundary.   |
| 5       | <i>22 metres *</i>  | If above is correct then the frontage is about 12.5 metres back from boundary.  |

\* It is not known what the location of the footpath on the northern side of Mundulla Street actually refers to; eg, gutter, footpath proper closest to road, or footpath closest to residence. It is suspected to be the gutter. This should be more clearly stipulated.

From the above there seems to be no set back distances from the front boundary for at least dwellings of 3 stories.

The section continues with *In this sense, the form close to the Mundula Street frontage is most important and controls limiting this should be reflected within the policy.* The term “should” allows quite a deal of flexibility. If this sentence is so important “must” is a better word.

Similarly, on page 18, with respect to *appearance in order to minimise architectural block*, it should be that *these interface areas must utilise architectural expression ....* so that can be no mistaking intent. In addition, *This must needs to be reflected in policy .....* removes some ambiguity.

6) Page 18, Section 3.2.1, Densities

It was noted that the original aim was to have medium to high density dwelling across the affected area with an average net dwelling density of 100 per hectare or 1 dwelling for 100m<sup>2</sup> or 10x10m (or equivalent). It was also stated that whilst denser forms of development than currently in the affected area was initially anticipated, it was not now anticipated to be the highest, as in Bowden and West Lakes:

| Location      | Minimum density (dwelling/hectare) |                            |
|---------------|------------------------------------|----------------------------|
|               | Core are                           | Transition area            |
| Bowden        | 60-270                             | 60-230                     |
| West lakes    | 100-200                            | 70                         |
| Affected area | 70 (generally south of Pinda St)   | 35 (north of Pinda Street) |

These “minimum” numbers in the core area indicate that the actual densities are not necessarily less than those of Bowden or West Lakes as it does not stipulate a maximum.

It was also noted that the area between Pinda Street and the railway line is to have at least 70 dwellings per hectare and 35 dwellings per hectare between Pinda Street and Mundalla Street. This seems to be open ended. Should a maximum density be quoted or a range? As we have seen with the recent (and current) pandemic, the higher densities can create a challenge to the health, both physiological and psychological, to those in the area.

7) Pages 18-19, Section 3.2.1, Setbacks

There was reference to road widening requirement, however details of this could not be found elsewhere in the DPA except for a brief mention on page 5 of attachment A, which referred to the widening of the eastern side of David Tce. It stated that *all existing and new streets in Kilkenny ... will develop as a pedestrian friendly environment achieved by landscaping, surface treatments, street furniture and building design. Building setbacks along ... eastern side of David Terrace at Kilkenny are subject to road widening requirements and will also consider additional setback requirements to encourage street activation (eg outdoor dining) due to the narrow nature of the existing footpath.* Presumably this is referring to the area on David Tce outside the current Torrens Engineering. Here the footpath width is 1.7 to 1.8 metres near Pinda Street reducing to 1.5 metre where there are currently indented spaces for vehicle ranking as one approaches the railway line. If the road is widened then the footpath width will be reduced without very significant additional setback distances. There would be certain minimum footpath width, possibly 4 metres or more, to safely site outdoor dining on David Tce. In any event I am not sure if this footpath would be a pleasant environment. The increased setback would severely erode the space for retail/commercial floor space. Perhaps the idea did not have sufficient detail and it may have been the intention to use the small triangular space, seemingly dedicated as plaza, for this initiative, which would be more appropriate. This would not really need road widening. In addition what would be the purpose of road widening unless the road crossing the railway line and the road opposite is also widened.

Whilst referring to the premises of Torrens Engineering on David Tce, being included in the development, discussions with a staff member who knew of the development stated that they have not been advised that their occupancy of the site will end.

Having read this in the above attachment, it appears to be contrary to the paragraph on page 19, which states:

*For locations within the affected area where there is intended to be a focus for non-residential land uses at ground, there is a strong desire to meaningfully frame and activate the street space through minimal setbacks.*

This seems a bit both ways.

Setbacks was also mentioned and discussed earlier in item 5).

8) Page 26, Section 3.2.5, Traffic Impact Assessment, Sustainable Transport

For clarity, the bus stop about 100 metres south of Wilpena Street is actually on Kilkenny Road, on the opposite side of the railway line, and not David Tce. There are other bus stops along both sides of David Tce and Kilkenny Road. Route J8, according to Adelaide Metro web site, appears to run only Monday to Friday, as stated in DPA, but only on hourly intervals between 09:00 and 17:10 hours from Arndale Centre Interchange. To utilise earlier service one seems to require the J7 route which travels along Port Road from the West lakes Centre Interchange. The closest bus stop for this route is near The Queen Elizabeth Hospital which has a scheduled time of 06:30 and 07:44. It is believed that some timetables are being reviewed and the number of stops and locations of stops may change. Presumably the times may also change, which may be less frequent with aim of becoming more sustainable. The result of this would be that public transport on weekends and early buses on weekdays may be very limited and/or very impractical if one needs buses as opposed to trains. Those wanting this poorly efficient service, are more likely to use private vehicles. Hence the basis of the traffic impact would be questionable. This impact is likely to be greater than envisaged in DPA and its Appendix B.

There was reference to 2 key pedestrian crossing points over the railway line. One of these was at the edge of M J McInerney Reserve. It is suggested that this crossing point has some associated safety risks as it comes out on the southern side directly at Aroona Road South. This is an access road for trucks into O1 glass on the eastern side and the new glass warehouse on the western side. Aroona Road South is quite narrow for large trucks and would represent safety risks especially if used by children entering and leaving M J McInerney Reserve.

9) Page 27, Section 3.2.5, Car Parking

The structure of the first sentence is a little confusing; ie what does *both* refer to? Is it both residents and visitors or should it be both off street and on street parking with the latter not being mentioned?

The DPA encouragement on policy for off street communal parking in the Development Plan. This is a great suggestion and it is written as if the Development Plan has not been finalised. I would have thought that the DPA would have come after the DP. This is a little unclear.

Off street parking requirements for dwellings may be understated. The level of public transport may not be as great as the DPA, and Appendix B, seems to suggest. In addition, depending on the actual nature of the individual uses within the retail/commercial precinct, it is probably a much lower probability that those attending these areas would arrive and leave by public transport than suggested in the DPA.

For a detached or semi-detached dwelling, 2 on site car parking spaces were indicated with the second space in tandem. With tandem parking, it is likely at times the second vehicle will be on the street. It may also be questionable for detached/semi-detached dwellings, and then apartment styles with 3, 2 and 1 bedrooms would have as little as 2, 1.25, 1 and 1 vehicles on average. If there is a 3 bedroom dwelling it may have at least 4 residents or at least planning



for that number. Otherwise the owner may purchase a dwelling with less bedrooms, presumably at a cheaper more affordable cost. Hence the estimate of vehicles may be significantly low and this has impacts on parking, traffic management and safety. This has implications not only for parking but traffic flow concentrations for the affected area and onto adjacent roads such as David Terrace and Torrens Road.

It has become clear over the years that the popularity of large SUV type vehicles have a significant impact on parking requirements. This creates some difficulties with off street parking where parking space size is not generally generous and this would be especially the case in communal off street parking. These vehicles also have negative impact on street parking particularly where modern frontages are very restricted. This also creates difficulties with vehicle exiting. However, it was noted that the number of driveway crossovers would be minimised. What this means in quantified practical terms would be work in progress.

The M J McNerney Reserve is very well patronized on weekends and parking can be difficult in that vicinity. I have experienced one driver having a great deal of difficulty manoeuvring the vehicle to do a “U-turn” on Pinda Street with vehicles parked on both sides of the street. It turned into a 5 point turn and that was with a “normal” light passenger vehicle, not a SUV.

Recently (3 April 2020 and 7 April 2020) I noted that all the angle parking places on Wilpena Street between Mundulla Street and Pinda Street were fully occupied, and this is an indication of the demand for off street parking. Admittedly this was during the current pandemic but it would represent the conditions when residents returned from work. Some of these vehicles may have been associated with employees of Torrens Engineering. However, this current parking may also represent the future overflow from the retail/commercial, including on street dining, precinct car park given that it is not certain that visitors to that precinct will arrive and leave by public transport.

10) Page 28, Section 3.2.5, Traffic Generation and Impact

The traffic generated (also in Appendix B) was based in part on the estimated number of vehicles and as indicated above this may be understated and therefore the number of trips was likely to be understated and not conservative. This is not only due to the likely underestimated number of vehicles in the dwelling and the retail/commercial precinct, but also the claimed impact of public transport which may be over-stated, especially the bus services and the assumption that those attending the retail areas will be doing so via public transport. With respect to public transport, the bus stops are on both sides of Kilkenny Rd/David Tce, would require the users to cross that busy arterial road. There is a pedestrian crossing at the railway crossing but will they walk an extra distance to use this facility, which, if they do, will interfere with traffic flow. If they don't it is illegal and an increased safety risk.

There was SIDRA modelling of the Pinda Street/David Tce and Mundulla Street/David Tce intersections for PM peak periods. It would be interesting to see this modelling at the AM peak times which may be more concentrated. It would also be significantly affected by trains where traffic can be banked up significantly along David Tce. Residents have expressed to myself difficulty in turning left and right into David Tce from Mundulla Street when train and pedestrian crossings are activated.

There does not appear to be any modelling of traffic leaving Harvey Street East, especially turning right into David Tce during peak morning traffic, which tends to be heavier than afternoon peak. The angled alignment of Harvey Street East to David Tce creates a more difficult and dangerous situation where traffic is difficult to see. This is exacerbated by many vehicles turning right into Harvey Street East from David Tce so as to access both Stanley Street (blocked from David Tce) and Belmore Tce (difficult to access because it is immediately adjacent to the railway line) as well as Harvey Street East and West. With the significant flow of traffic expected to be leaving Mundula Street at peak AM, there will be even greater difficulties and hazards, quite possibly accidents and with the traffic being heavy, access by emergency services will be more difficult. Note that there is very close proximity where both Harvey Street East and Mundulla Street enters David Tce but they are not exactly opposite so it is not a true intersection and this adds to the difficulty. Perhaps entry to David Tce from the new development should be further up David Tce to the north.

It was noted in Appendix B that Council had indicated residence correspondence relating to safety concerns at Mundula Street - Wilpena Tce intersection, with anecdotal and additional unreported crash history noted. Details were not provided and therefore its relevance is unknown.

11) Page 29, and Appendix B, Section 6.2.2 Mundalla Street Intersection

It was noted that for safety the Intersection of David Tce with Pinda St should not have a right hand turn from David Tce or a right hand turn from Pinda St. This is very sensible given the position of the railway lines.

This turns attention to the Mundulla St intersection. David Tce has a channelised right turn lane of 43 metres. I very approximately measured this as about 17 metres lead in and about 25 metres of channelised right turn lane proper. The 25 metres may only accommodate 4 to 5 cars, let alone more heavy vehicles accessing the retail/commercial precinct, before the single lane travelling north starts to become impeded. The question becomes whether the channelised lane has sufficient length to accommodate the peak hours. Also of consideration is the required braking distances. Appendix B reported a deceleration distance of 75 metres for  $2.5\text{m/s}^2$  or 55 metres for  $3.5\text{m/s}^2$  for a velocity of 70kph. This deceleration distance is greater than the current channelised lane, although it probably could be lengthened except for the impact on the off street parking and bike lane on the western side of David Tce. To this braking distance must be added a distance for safety and for queuing storage. The deceleration of  $3.5\text{m/s}^2$  may represent greater than average values with a normal average being between  $1.1$  and  $2\text{m/s}^2$ . A maximum value of  $3.09$  has been reported in literature as achievable. Therefore, a stopping distance of 55 metres may be understating the distance. However, it (55 metres) has been based on 70kph (ie speeding for that area, which may be less likely given the location of the railway crossing and the junction with Harvey Street East). I have noted several times dangerous driving with north travelling vehicles crossing the white line on David Tce to pass cars slowing down to turn left into Harvey Street East!

12) Page 32, Section 3.2.7, Public Open Space

The justification that M J McNerney Reserve is sufficient size for the affected area and ALL surrounding residences is based on the assumption that there is an average of 2 residents per dwelling in the affected area. With 100 dwellings per hectare on the 3.3 hectare development site gives 330 dwellings and from the assumption of 2 residents per dwelling gives 660 residents. This seems to fit the benchmark of 1,000 people for 2 hectares of open space (1,225 people for the 2.45 hectare M J McNerney Reserve) which is presumably for at least all of the Kilkenny and some surrounding areas. However, the assumption of an average of 2 residents per dwelling may be a significant understatement for dwellings of 1, 2 and 3 bedrooms. An average of 3 may be closer to the mark and this makes a difference of an increase of 50% ie 990 residents for the 3.3 hectare site. This is approaching the benchmark even without considering all the other residents in the undisclosed relevant surrounding areas. The real concentration of residents, both post development and current, may well be significantly greater than the benchmark.

During visits to M J McNerney Reserve on 2 consecutive Saturdays before the Covid19 pandemic, revealed a lot of people present and by 10am on one Saturday all the tables and bbqs were taken. One of the Saturdays had numerous pop up tables and bbqs with plenty of party balloons. This was a great situation. However it tends to indicate that the current M J McNerney Reserve may not be sufficient on its own after the development. In addition, during these visits both tennis courts were fully occupied with 8 waiting their turn. Admittedly it was wonderful weather on these occasions. The parking in the area of the Reserve at these times was at a premium, including Sackville Street etc. With respect to M J McNerney Reserve, I must state that it is an excellent family amenity of which the Council should be proud.

There is a small area at the end of Wilpena Tce near the railway station. I have never seen anyone utilising that space as it is too small and too close to David Tce for children to use safely. I suspect this is going to be absorbed into the plaza.

- 13) It was noted that some of the figures, particularly maps, were reproduced in low resolution which meant that their reading was at times very difficult.
- 14) It appears as if other intersection formations are possible and considered at the development application stage. Would this be the go out for public consultation?
- 15) It is not my intention to speak about this submission at the public meeting.

Peter Kentish  
64 Harvey Street East  
Woodville Park. SA 5011  
8 April 2020

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 61**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 3:28 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Leeahna

**Last Name**

Johnson

**Postal Address**

17 Tarcowie Street, Kilkenney SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

To whom it may concern, I am writing to voice my opinion on the proposed DPA at the old Bianco site and would like to be heard at the community meeting. Firstly I agree that something should be done with the now derelict location, however I do not fully agree with the plan in its current format. I have lived on and off in Kilkenney for 30 years and this area

has been part of my family for much longer, with many members living in the area, getting married, going to school etc. There are a few key areas I wish to raise as a resident of 17 Tarcowie Street, Kilkenny: 1) Increased Traffic 2) Increased number of cars requiring parking 3) Community impact – increased population 4) Number of stories in the new development

**Increased Traffic:** I am unsure of how much time anyone involved in this project or approval committee has spent in Kilkenny, however the impact of adding 500 extra homes into such a small location will have a significant impact on already busy side streets. David Tce and other larger main roads I'm sure will be able to cope with the extra traffic, however the small side roads will not. There are a series of smaller roads within Kilkenny and neighbouring suburb West Croydon and Croydon which will be affected by the increased number of cars attached to each dwelling. Streets such as Alfred Tce, Aroona Road and Wilpena Tce are already used by some people to avoid major roads and travel at high speeds, despite 40kms per hour speed limits. There have been several crashes since I have lived here on these feeder roads. Currently people feel comfortable to have their children walk or ride to school or the train station. Residents take their dogs for walks along the footpath with no need for additional road safety measures such as pedestrian crossings or traffic lights. With 500 extra dwellings this will be a very different story, especially around MJ Mcinerney Reserve, these types of simple activities will no longer be safe and council will need to provide extra measures on the smaller side street around the reserve and on foot trafficked areas towards the train station.

**Increased number of Cars requiring parking:** This issue is raised at every new development, I am not sure why there are not more allocations per dwelling for car parks. Evidence of how 0.75 parking spots per house does not work in real life can be seen in both the Bowden and St Clair developments. I previously lived at 44 Beyer St, St Clair and there was constantly an issue with on street parking, with no available space for the residents due to the townhouses, or apartments only having limited number of spaces. I lived in a 2 story, 3 bedroom townhouse almost opposite the train station at St Clair. This townhouse only had 1 undercover space and 1 tandem driveway space. This meant myself and my 1 roommate had to either constantly swap cars around to get in and out or to fight with neighbours to find a space on the street close by. That townhouse could have had 6 people living in it due to the number of bedrooms, could you imagine the issues we could have had with parking then. Due to the location of the townhouse to the train station this was nearly impossible, as commuters using the train station would fill up the designated 'park & ride'

spaces very early in the morning and then this requirement for 'park & ride' would spill out onto the side streets. Visitors to my house would rarely be able to park outside our place. We even had instances of there being so many cars in the street that people would park over our driveway or in our driveway. For this development to work it MUST have a higher ratio of car parks per dwellings than currently proposed. Kilkenny already has a shortage of on street parking due to the narrow streets and older style properties not having off street parking. The surrounding streets would not be able to cope with an additional 500 cars. We currently have a running joke with the residents of Arkaba Street calling it 'Carparkaba' due to the number of cars already parked on the street most days.

Community impact – increased population: Kilkenny holds a very special place in my heart as it has the home I grew up in and many great memories. Having recently returned to the residence due to the COVID-19 crisis I realized the sense of community that this place had that you rarely find. This is a suburb where you know all your neighbours, their kids, their pets etc. This is a community that cleaned up the derelict train station platform, painted the stobie poles, and plant flowers in the garden beds on the footpath. This is something you rarely find in a world filled with social media and technology. I have recently seen this is the verge parties and the number of teddy bears in the windows around Kilkenny.

Increasing the population by 54% in this one suburb will remove this sense of community and everyone will just be another person they see from time to time. Just like any other suburb. I think it is the history of the suburb that brings everyone together, most people have been here for many years – it's the first home they purchased and they have raised a family there (like my parents) or like one of our neighbours who has lived there since before I was born. There are new additions to the neighbourhood over time, like all places, but the sense of community and the pace of the suburb is why people choose to move here to start a family or settle down. Ultimately this is where I would want to raise my children in the future, in a place where I know my neighbours, where we all care about how the train station looks and where people feel safe and comfortable to walk the streets.

Number of stories in the new development: This goes along with all my above points. Kilkenny is a community neighborhood built on the history of the people who live here. There are the old shop fronts which have now been converted into houses, etc. a 5 story apartment building would stick out like a sore thumb in Kilkenny. This would also mean that existing properties would be forced to make privacy adjustments to their property as the line of sight from the 5th floor would be into most people's backyards or over fences.



Most properties in Kilkenny are single or two stories maximum. This is then how current residents have constructed their homes and outdoor spaces, not having to worry about if the person on the 5th floor can see over my fence into private places. I understand why the developer wants 5 stories, more stories, more properties, more money. I have worked in the Hotel Industry and the more rooms you have the higher value of your property. But this is not a new standalone development, such as St Clair or Bowden where the surrounding area only had a small amount of residential properties. The developers are looking to place this in the middle of a well-established suburb. This will have significant impact on the current residents and to be honest will change the suburb negatively. You should have MAX 2-3 stories, this will preserve the look and feel of the suburb, and protect your existing residents and their privacy. It will also allow the area to be developed into a cohesive part of Kilkenny. Rather sticking a building into the middle of the suburb. Overall I think that some form of development needs to occur at the old Bianco site. It has become an eye sore for the suburb, however we need to be smart about what we choose, remember it is a choice, to be placed into the suburb. This is not just a money making exercise, this choice will have a real impact on the people who already call this suburb and your council home. Many of these people have been here a VERY long time and we should consider the benefit to our existing population vs. the wants of a developer. Kind regards, Leeahna Johnson 17 Tarcowie Street, Kilkenny

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 62**

## Jim Gronthos

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**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 3:42 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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# Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

## First Name

Ross

## Last Name

McNaughtan

## Postal Address

25 Wilpena Terrace, Kilkenny, 5009

## Email Address

[REDACTED]

## Please place your written submission here

First, I as a member of the community, I take issue which being asked to accept a change to land use without the submission of plans for comment by the community. I consider this a way to avoid public consultation on what will be constructed on the site. I will keep the remainder of this submission as succinct as possible. Traffic: this will cause a large change

in traffic in area. Already, due to the rail signals and the traffic that flows down David Terrace, it is difficult to access David Terrace from Pinda, Mundulla and Tarcowie streets. I cannot imagine how much more difficult this will be with a medium to high density housing development. This will also massively increase the traffic on the surrounding streets. Is it reasonable to assume that Charles Sturt council will be investing in upgrading and repairing the surrounding streets in Kilkenny to accomodate the increased traffic and wear and tear on them? Parking: There is already limited parking in Kilkenny due to the age of the suburb and it having narrow streets. Given the parking allocated in the plan and looking at behaviours of people there will be increased parking in the surrounding streets, particularly outside of hours. Many residents already park on the street due to their homes not having off street parking. It seems unfair that residents will have to request permit parking spots be allocated outside their homes (which is an extra household cost). In addition, there is already some difficulty in navigating the surrounding area due to parking. Services: Based on population and the planned number of dwellings, this will constitute a large change to the population in Kilkenny. As residents, we would expect that Charles Sturt Council will be upgrading community services in the area in line with the change in population due to increased demand. Thanks for the opportunity to comment.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 63**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 4:12 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Irene

**Last Name**

Tsoukalas

**Postal Address**

2 Wilpena Terrace, Kilkenny SA 5009

**Email Address**

[REDACTED]

**Please place your written submission here**

We are writing in response to the redevelopment for the Kilkenny Mixed use site. As long standing residence of the area for over 50 years, we have endured the site of Bianco's with all the dust, possible asbestos and the ongoing construction (up until recently). We welcome the redevelopment however oppose the high rise five story block facing crn of

Wilpena and Pinda st. Our concern is when the commencement of a large dwelling will cause undue noise and careless construction workers in the area. We found during the time Bianco was there, issues for using exiting and entering our home and difficulties in our immediate family having access to parking. We welcome a small 2-3 story dwelling behind and to the side of us. However, oppose a high rise we believe this would significantly change the scope of the area. Having 5-story dwelling is not suitable as the urban layout is dense and has limited space for two cars to travel and to have residence parking on either side. The street around Mandulla is so dense that when two cars are parked on opposite side, there is an inability to drive through and with the increase of future residence, this will be near impossible despite all the current traffic measures. We are also aware that in any community/ suburb a percentage is allocated for Community Housing. This in turn can will cause a rise in social issues to the area. For example across the road from us has been Department for Correction housing where every night there was incidences of threat and SAPOL attendance. We would like to know what safe guard council and the developers are doing to ensure this will not become ghetto type of area with increased rate of crime as well as high level of deviant behaviours. The concerns are that these dwellings would not be occupied or worse not compliment like many projects at present stalling. This is a developer's ability to be advantageous on the expense of their residences. The concerns is also the privacy how will that be managed. Regards, Irene Tsoukalas

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 64**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 4:30 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Michael

**Last Name**

[REDACTED]

**Postal Address**

[REDACTED]

**Email Address**

[REDACTED]

**Please place your written submission here**

In response to the key changes proposed, I am not against rezoning the area to be a mixed use zone. The creation of residences is favourable however there are issues with creating a 5 storey apartment building replacing the Bianco factory building that will arise and further contribute to the already difficult parking situation around McInerney reserve

(which needs to be improved). The issues with parking have stemmed from the popularity of the park and failure to provide ANY sort of car park (and in fact removing the two parking areas that were previously utilised at the end of Pinda st. and Day tce.). How is the creation of 400 apartments going to cater for visitors to the park AND visitors to the residential dwellings with effectively no car park at all? Even as it stands now, as a resident beside the park we often cannot even get out of our driveway when the park is populated on a weekend, constantly forcing us to delay or cancel our plans on the weekend. This will be followed up in a seperate email, but has already been reported to a councillor. In addition to the lack of parking, the excessive height of an apartment complex is detrimental to the character and standard limitation of 2 storey dwelling in the area. Why is an exception being proposed here? As a comparison, the apartment buildings in Bowden are less of an issue as they are beside a main thoroughfare and there is much more open space, but the single creation of a large building does not fit in with the predominately housing based area in West Croydon/Kilkenny. However, I am told that the parking within the Bowden apartment complex is also an issue, as residents resort to parking on the street because of the lack of space in storage with apartment living. This will make the situation around this area even worse, and a permanent issue with no further space or land to place a much needed car park for the park visitors. As a result I would request that the consideration be made for limiting both buildings to 2 storeys (as proposed on Mundulla st). The extension of the OH greenway is supported and other pedestrian connections with the hope that there are no issues with blindspots for cyclists as there already is on the greenway where cars fail to slow down on Gibson st (and give way to both pedestrians and cyclists at the zebra crossing as required by law).

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

No

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**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT  
PLAN AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

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**SUBMISSION 65**

## **SUMMISSION**

### **Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment (DPA)**

Christine Braham  
14 Alfred Road  
West Croydon SA 5008

There has been a strong desire in the community for many years for the ugly and abandoned Biancos site to be remediated and put to a use that would result in an improved amenity for the local community and make a positive contribution to the Council area. However the proposal contained within the Kilkenny Mixed Use DPA is a great disappointment and a lost opportunity by the Council if allowed to proceed as it stands.

The main areas for amendment needed are:

- Significant reduction in the overall number of new homes
- Reduction in the maximum height allowance to 3 storey
- Where the development abuts current single story homes, the maximum height allowance needs to be 2 storey
- There be an increased ratio in the requirement for off street parking for each home
- McInerney Reserve open space not to be treated as satisfying the open space requirement for the development ie Open space needs to be provided within the development as per the current requirement for developments
- Impact of anticipated increased traffic on streets in the whole of the local area including West Croydon to be addressed
- Impact of increased traffic entering and exiting David Terrace be realistically assessed with a detailed plan for amelioration
- Need for amenity that adds positively to the local area and does not detract from the current scale and style of housing

#### **Housing Density and impact on Traffic**

This DPA could result in 500 new homes on the former Biancos site. This density is too high considering the narrow nearby residential streets, current congested nature of David Terrace and the nature of the current largely single-storey housing.

The traffic impact of this development is understated. There is currently already considerable congestion along David Terrace witnessed daily by all those who live in this area. With the increase in the number of cars from this development, it will result in major gridlock on David Terrace, particularly when traffic must stop for train crossings, which are more frequent during peak hours.

Access in and out of the redeveloped site will be problematic for the new residents. A redesign of David Terrace to allow for this significant increase in traffic would be needed for this redevelopment. There needs to be a detailed provision of a traffic management plan that would ensure safe movement of emergency service vehicles, garbage collection and truck deliveries etc on new and existing narrow suburban streets.

Inevitably, motorists will search for alternatives to David Terrace in the adjoining side streets, impacting on what were once quiet streets. One road in particular that will be impacted is Alfred Road. This is currently used by many Kilkenny residents to access Rosetta Street subway, to avoid the David Terrace rail crossing. This level of usage will be greatly exacerbated with this

development. This street was not included in the Traffic survey as part of this DPA. This is a failing in the scope of the traffic investigation and needs to be rectified to ensure the Traffic Impact Assessment truly reflects the impact on the local area.

Currently there are often cars parked on both sides of the narrow local streets only allowing passage for one car which creates danger when another car waits to pass thereby blocking the view of motorists exiting their homes. This danger will be heightened with the increase traffic arising from this development.

A number of years ago Alfred Road was upgraded. At the time there was a proposal by council that traffic calming measures be included. Residents were adamant that they did not want this to occur. Their reasons given were that if humps were used, they create noise as cars travelling too fast bump over each hump. Also the installation of humps results in a loss of street car parking space. An alternative was proposed that there be no parking on alternate sides of the street. Residents opposed this as again it would reduce street parking and could result in friction between neighbours as they compete for the fewer parks. The outcome was that the street design was not changed to resident's satisfaction. With the 40kph zoning subsequently introduced, speeding has also greatly reduced. With any impact on Alfred Road from this development, residents would not wish traffic management measures to be introduced which would result in reduce street parking.

### **Environment**

The lack of green space within the DPA for this development is totally unacceptable. The reason given in the DPA is that it is adjacent to McInerney Reserve. This reserve was established for current residents. It was recently given a much-needed upgrade. It was not increased in size. It is not enough open space for an additional large number of households. It is unfair that the existence of a council reserve, upgraded with rates from current residents, is then the justification for any developer to avoid their responsibility to provide public open space. The DAP seems to assume that the Reserve is for the sole use of those within the Development instead of a Reserve that is for the whole of the local area from Rosetta Street to David Terrace and even beyond. Once the Development is taken into account the Open Space available would fall well below the Council's Open Space Strategy.

Lack of green space also means less opportunity for water run off to be absorbed into the soil or to provide for any water reuse opportunity through water aquifers. There is also less space for the planting of trees. This is contrary to the aims of the "Tree and Streetscape Management Plan" of the City of Charles Sturt which outlines the numerous benefits of trees in "Role, Value and importance of Trees and other vegetation in the urban environment", page 8. Lack of green space is also inconsistent with the Council initiative related to "Heating of our Suburbs".

### **Heritage**

The DPA is disappointing in failing to include any Desired Character Statement particularly to ensure the character of the new buildings are in sympathy in terms of colours and materials to those homes that are immediately adjacent.

### **Building Height**

5 storey buildings would be totally out of scale with the current more village-like nature of this suburb. Under this proposal there would not be adequate buffer areas to prevent an awkward and unsympathetic juxtaposition of such buildings to the current homes. There would be significant overshadowing which would also result in loss of privacy for neighbouring home-owners causing significant dissatisfaction and protest.



The designation of a 2-3 storey height for the industrial land opposite Mundulla Street would be totally out of character with the one storey small cottages currently in this street. This should be zoned for 1-2 storey homes only.

### **Car Parking**

The density of off-street car parking provision in the DPA is not adequate. Today most two-person households have 2 cars. Once there are children, this increases as the children reach driving age. Households, which cannot garage the cars at their residence would inevitably seek street parking further afield, infiltrating existing streets causing conflict, annoyance and congestion.

### **Retail Development**

It is not clear what off-street car parking for staff, visitors and deliveries will be provided for the commercial and/or retail area in the development. This needs to be made explicit and to be adequate without impacting on residents' street parking both within and nearby the development .

I do not wish to speak to my submission at a public meeting.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 66**

**From:** noreply@charlessturt.sa.gov.au  
**Sent:** Tuesday, 14 April 2020 4:45 PM  
**To:** Jim Gronthos  
**Subject:** Submission Form Form Submission

**Follow Up Flag:** Follow up  
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## Submission Form Form Submission

There has been a submission of the form Submission Form through your Your Say Charles Sturt website.

**First Name**

Linda

**Last Name**

Maller

**Postal Address**

6 Aroona Road West Croydon 5008

**Email Address**

[REDACTED]

**Please place your written submission here**

I think there is going to be a huge increase in the traffic in all the streets leading to the new development because of the large number of dwellings that are to be built. Traffic congestion and gridlock on both the major arterial roads (Kilkenny Road and Torrens Road) and suburban (particularly Mundulla, Wilpena, Aroona, Pinda, Alfred and Rosetta)

roads are going to be problems that all residents will find difficult to live with. Kilkenny Road is already very busy at peak hour. It can be difficult to turn onto either Torrens Road or Kilkenny Road at peak hour. The time it takes to just safely exit one's driveway will increase. Vehicle collisions will potentially rise due to increased traffic flow. There is potential for great risk to local residents on foot as they cross roads to access McInerney Park as no pedestrian crossing exist. Cars and trucks already "rat-run" through Aroona, Mundulla, Rosetta and Alfred Roads. Aroona is particularly narrow and there is room for one car to pass when a vehicle is parked. Perhaps roads could be blocked to stop rat-running as is the case throughout hundreds of streets across Adelaide. I note that such traffic calming measures worked particularly well in Port Noarlunga and Christies Beach where I grew up. If, for example, the road was blocked at the intersection of Mundulla and Aroona, rat-running would decrease and park users would have a safe spot to cross. Such blocking of roads would lead local residents to use routes that are more capable of handling an increase in traffic volume.

I think that traffic along Kilkenny Road is going to struggle to flow because many of the residents of the new development will rely on cars rather than public transport, creating a huge increase in turning traffic at Pinda and Mundulla Streets. Potential solution to this problem could be a widening of Kilkenny Road and a railway over or underpass by Kilkenny Station. Alternatively, or in addition, a re-opening of the closed section of Aroona Road that leads into West Croydon from Port Road with again, an over or underpass at the railway line.

I also think that there is going to be a huge increase in on-street parking in all streets around the new development because of the large number of dwellings to be built and firstly, the low number of carparks being provided for each dwelling and secondly, the small number of visitor carparks planned per dwelling in the development. If the number of carparks proposed for the development is inadequate for the number of cars used by the residents and required by their visitors, the overflow of residents cars and their visitors cars will simply fill the streets, as has been seen in the development at the old Clipsal site. 6 Aroona Road has yellow lines on both sides of the road already so no visitors can park at the house and just unlocking gates is hard with traffic often hurtling around the corner. Our visitors must park away from the house. If parks for the development are under provided

for, our visitors will potentially need to park a very long way away. Vehicle collisions with parked vehicles and vehicle damage will increase as cars are forced to contend with a greater number of parked vehicles, particularly along the narrower roads.

I think that Pinda Street will struggle to cope with the new traffic demands caused by the new residents cars because it is just a regular suburban road and I think that it will also be used for increased on-street parking.

**Do you wish to make a verbal submission at the Public Hearing to be held at 6.00pm, Monday 18 May 2020 at the Civic Centre, 72 Woodville Road, Woodville?**

Yes

To view all of this form's submissions, visit

<https://www.yoursaycharlessturt.com.au/index.php/dashboard/reports/forms/viewDetail/393>

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say Charles Sturt.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION**

**SUBMISSION 67**

Our Ref: REB 03.20

12 March 2020

Chief Executive Office  
City of Charles Sturt  
PO Box 1, Woodville SA 5011

Submitted via [www.yoursaycharlessturt.com.au](http://www.yoursaycharlessturt.com.au)

Dear Sir/Madam

**Draft Kilkenny Mixed Use (residential and Commercial) DPA – Submission**

Thank you for providing the opportunity to SA Power Networks to comment on the above project.

SA Power Networks may be impacted by proposed zoning changes in its capacity of operator of the State's electricity distribution network or, alternatively, as a landowner/occupier. Irrespective of the tenure arrangement, all of SA Power Networks' land interests will be directly related to the operation of the electricity distribution network.

It is not practical for SA Power Networks to review every DPA to the extent necessary to comment on its individual property ownerships/occupations or infrastructure impacts. Accordingly, this response has been prepared to draw attention in a general way to the matters which SA Power Networks believes should be taken into consideration in progressing the proposal.

SA Power Networks takes its obligations to meet future electricity demand very seriously. You will appreciate that *any* infill or green field development will necessarily require a corresponding upgrade of the electricity distribution network (which may involve the setting aside of land for a new substation).

Whilst the DPA may flag potential development of this nature, prospective developers and those approving developments should give consideration to the current network capacity, the long lead times in meeting any increased load demand, and the requirement for developers to contribute towards augmentation of the upstream electricity network along with funding direct costs associated with extension/connection of electrical infrastructure specifically for their development. Developers should contact SA Power Networks' Builders and Contractors line directly in this regard on phone number: 1300 650 014.

It is preferred that developers refer to the SA Power Networks Distribution Annual Planning Report for up to date augmentation information. This is a public report available at the following link,  
[http://www.sapowernetworks.com.au/centric/industry/our\\_network/annual\\_network\\_plans/distribution\\_annual\\_planning\\_report.jsp](http://www.sapowernetworks.com.au/centric/industry/our_network/annual_network_plans/distribution_annual_planning_report.jsp)



If requiring further clarification or information please contact Jane Jusup, Real Estate Support Officer on 8404 5262, thank you again for the opportunity to comment.

Yours sincerely,



Mandie Busby  
Real Estate Advisor



**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION**

**SUBMISSION 68**

## **Jim Gronthos**

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**From:** Rushforth, John (Housing) <John.Rushforth@sa.gov.au>  
**Sent:** Monday, 30 March 2020 8:35 AM  
**To:** Jim Gronthos  
**Subject:** 'Draft Kilkenny Mixed Use (Residential and Commercial) DPA - Submission'

Hi Jim,  
Herewith SA Housing Authority's response .

Regards

John

### **SAHA response to City of Charles Sturt: Consultation – Kilkenny Mixed Use (Residential and commercial) Draft DPA (Privately Funded)**

#### **Background**

The proposed DPA identifies the subject land as having major infill development potential being in close proximity to existing services and the CBD. The intent is to develop the site as a key area of increased population growth through achieving greater densities.

For that purpose, the draft DPA proposes rezoning of the affected area from the Urban Employment Zone (and two Residential Character Zone properties) to the Suburban Activity Node Zone and applying the Affordable Housing Overlay to the affected area.

#### **The purpose of the Affordable Housing Policy**

The purpose of the Affordable Housing Policy is to generate supply of housing that is affordable to low- and medium-income households (household income level up to 120% of median household income) and encourage a greater diversity of dwelling types and housing options.

The State Planning Strategy (The 30 Year Plan for Greater Adelaide) sets a target of including 15 per cent affordable housing in all new significant developments, such as growth areas and those where creating over 20 dwellings.

#### **Affordable Housing in the City of Charles Sturt**

According to SAILIS data for 2016-2017 and 2017-2018 for House and Unit Sales by LGA, there is still a very high need for affordable housing in the City of Charles Sturt. Only 16.6% of dwellings sold in the Charles Sturt City area were affordable to low- and medium-income households. This is less than half the Greater Adelaide average of 32.9%. It is important therefore, that the City of Charles Sturt continue to embed Affordable Housing Policy in their Planning and development Policies and Objectives.

#### **Affordable Housing in proposed DPA**

Currently the majority of subject land lays in the Urban Employment Zone with a small portion of land in the Residential Character Zone. The Amendment introduced by the above DPA proposes incrementing residential dwellings into vibrant mixed-use development with increased building heights and higher densities, (up-zoning). The Affordable Housing Overlay is to be applied over the entire subject area.

#### **SA Housing Authority recommendation**

SA Housing Authority strongly supports the proposed DPA and application of the Affordable Housing Overlay. The proposed zoning changes will provide for higher supply of affordable housing within the key growth area.

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION**

**SUBMISSION 69**



*In reply please quote: 2018/19202/01  
Enquiries to: Catherine Hollingsworth  
Telephone: 0457 837 760*

**Development Division**

Level 5  
50 Flinders Street  
Adelaide SA 5000

GPO Box 1815  
Adelaide SA 5001

Telephone: 08 7109 7007  
ABN 92 366 288 135

<http://www.dpti.sa.gov.au>

Craig Daniel  
Manager Urban Projects  
City of Charles Sturt  
PO Box 1  
Woodville SA 5011

[jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au)

**Attention: Jim Gronthos**

Dear Mr Daniel

**CITY OF CHARLES STURT – KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DEVELOPMENT PLAN AMENDMENT (PRIVATELY FUNDED) – PUBLIC CONSULTATION**

Thank you for providing the Department of Planning, Transport and Infrastructure (the Department) with an opportunity to comment on the Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment (DPA).

The relevant sections within the Department have been consulted and our agency comments are provided below and in **Attachment A – Agency Comments**.

We note that the DPA received approval for public consultation on 15 December 2019. Comments therefore consider matters associated with the current planning reform program and discussions held in relation to the Outer Harbor Greenway route and adjacent railway station.

**Planning Reform considerations**

As Council is aware, the Department is currently working with all councils on a program of transitioning existing Development Plans to a new Planning and Design Code (the Code).

Council would also be aware that when the Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new



planning system. This will include a review of Concept Plans, existing Desired Character Statements and other local variation policies as part of the transition process.

In progressing the DPA, Council needs to keep in mind the timeframe in relation to lodging the DPA for approval and transitioning policy into the Code. For the proposed amendment to form part of the Code for implementation, the DPA should be lodged for approval by 29 May 2020.

If you plan to lodge the DPA for approval after May, DPTI will assess the DPA but the decision will be held until after Phase 3 Go Live to enable a separate consolidation into the Code. Council has three months after Code implementation to lodge the DPA for approval (transitional regulations) - Phase 3 end of December.

DPAs in either of these two latter circumstances will only go live in the Code, they will not be consolidated into the Development Plan. The Department will work with Council to facilitate conversion of the DPA into the new Code structure.

## **Investigations**

Some of the investigations in this DPA are agency specific and the Department will be guided by their advice in this regard. Please note that there may be instances where discrepancies arise between the views of one government agency and another on certain issues. In such instances, please contact the Department so it can assist Council in resolving these issues (once all agency submissions have been received).

It is requested that Council's response to the Department's submission be included in the summary of agency submissions. Should changes suggested by the Department not be incorporated into the DPA, Council is requested to contact Catherine Hollingsworth.

Following the consultation period, Council is required to consider submissions made and determine whether Council wishes to proceed with the DPA, and if so any changes that are proposed.

As noted in the Statement of Intent, government agencies must be provided with a summary of their submission and Council's response. In this regard, a copy of the relevant excerpt from the submission summary table would be appropriate. Further, if Council intends to make the agency's comments publicly available, Council should seek each agency's approval in writing, prior to release.

## **Approval Package**

Information on the documents that are required to be submitted at the final approval stage can be found at the following web address:

[http://www.saplanningportal.sa.gov.au/current\\_planning\\_system/planning\\_policy/practitioners\\_guide\\_to\\_preparing\\_development\\_plan\\_amendments](http://www.saplanningportal.sa.gov.au/current_planning_system/planning_policy/practitioners_guide_to_preparing_development_plan_amendments)



The information can then be accessed by referring to the Practitioners Guide to Preparing Development Plan Amendments PDF document and by accessing the templates and guides hyperlink.

The final approval package to the Minister should consist of the following documents:

- a covering letter
- the Amendment
- summary of Consultation and Proposed Amendments Report
- summary and response to agency submissions
- hard copy of all submissions
- a copy of the amendment instructions in track changes showing the changes made in response to consultation.

Please also note that, prior to submitting the final approval package to the Minister, you should submit all maps in Adobe Illustrator format and a copy of the Amendment Instructions to the DPA Mapping Coordinator (email: [DPTI.PDDPAMappingCoordinator@sa.gov.au](mailto:DPTI.PDDPAMappingCoordinator@sa.gov.au)). Authorised PDF maps will be returned to Council to submit as part of the approval package to the Minister.

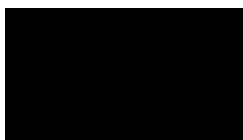
Council is also required to ensure that the Local Member of Parliament has been consulted on the DPA. If the Local MP changes following consultation, a copy of the approval DPA should be forward to the current MP for comment, prior to lodging the final approval package.

### **Hand-over meeting**

Subject to current restrictions associated with COVID-19, the Department encourages Council and/or Consultant to contact the relevant Planning Officer to discuss the approval package and whether a physical handover is appropriate. Please still contact the Planning Officer by telephone to ensure all documentation is included in the package and discuss any issues arising out of the process.

If you have any questions on this matter, please contact Catherine Hollingsworth by phone on 0457 837 760 or email at [catherine.hollingsworth@sa.gov.au](mailto:catherine.hollingsworth@sa.gov.au).

Yours sincerely



Sally Jenkin

**TEAM LEADER, DEVELOPMENT PLAN AMENDMENTS**

**PLANNING DIVISION**

**DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE**





**Government of South Australia**

Department of Planning,  
Transport and Infrastructure

3 / 04/ 2020



## Attachment A – Agency Comments

| No. | Issue                    | Discussion   | Action required   |
|-----|--------------------------|--|---|
| 1.  | Kilkenny Railway Station | Further to a recent meeting on site with Council, the Department confirms its interest in progressing further discussion on the prospective redirection of the Outer Harbor Greenway route from Pinda Street to the Kilkenny Railway Station, through the land currently subject to the DPA, together with the potential to upgrade the station. | In order to facilitate construction of the Outer Harbor Greenway route and any potential future changes to the railway station, land within the DPA, interfacing the railway station area should be protected as already provided for by Council. Council is encouraged to maintain contact with the Department in this regard.<br>Please contact Gemma Kernich, Unit Manager, Transport Planning and Investment in regards to any matters relating to the Outer Harbor Greenway or the Kilkenny Station.<br><a href="mailto:gemma.kernich@sa.gov.au">gemma.kernich@sa.gov.au</a> |

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION**

**SUBMISSION 70**

## Jim Gronthos

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**From:** Smith, De-Anne (DEW) <De-Anne.Smith@sa.gov.au>  
**Sent:** Wednesday, 8 April 2020 3:57 PM  
**To:** Jim Gronthos  
**Subject:** Kilkenney Mixed Use (Residential and Commercial) DPA - DEW comments [DLM=For-Official-Use-Only]  
**Attachments:** Kilkenney DPA\_Figure 1.docx

### For Official Use Only

Dear Jim

Thank you for providing the Department for Environment and Water with the opportunity to review and comment on the City of Charles Sturt Kilkenney Mixed Use (Residential and Commercial) Development Plan Amendment (DPA) (Privately Funded). We have reviewed the DPA and provide the following comments (noting that these comments are made with the knowledge that the introduction of the Planning and Design Code to urban areas will make further changes):

#### **Flooding**

The following comments are based on flood studies that Department has access to at this point of time, noting that there is no riverine flood study data available within the subject area. Based on the 1% AEP River Torrens Flood Inundation Map (1999) which is the closest available to the DPA site, it can be observed that there is 'no' flood risk from River Torrens for the proposed site. However, two stormwater flood studies (Port Road 2005 and Torrens Road 2008) show some stormwater flood risks to the DPA site (see Figure 1 attached).

#### Stormwater Flooding Risk

DEW has reviewed the 1 in 100 yr. ARI (1% AEP) pre-development flood scenario of the above two stormwater flood studies against the proposed DPA extent. Based on the flood extent map (see Figure 1) it can be seen that the main roads and adjacent areas at the North-West side of subject site appear to be affected by stormwater flooding. The mapping indicates that evacuation for events greater than the 1% AEP is likely to be difficult as some of the streets around the site are likely to be closed during the event. The DPA, under Flooding and Stormwater Management, doesn't address the need for safe access for evacuation from the site in a flood event. The National Flood Management guidelines call for higher finished floor level requirements for vulnerable land uses than for standard residential development. When setting the minimum finished floor levels, different Flood Planning Levels (FPL) may be used for residential and commercial developments by considering the stormwater flood risk. Also the DPA specific recommendations for managing stormwater peak flow rates based on pre-development and post-development should be carefully reviewed as flow from this development should not exacerbate flooding conditions of the adjacent areas.

#### **Green Infrastructure**

The DPA is sound from a green infrastructure perspective. The scoping study envisaged a TOD scenario including high value public realm and public greenspace (including public plazas and green streets) and the Suburban Activity Node Zone promotes them. In addition, the Water Sensitive Urban Design (WSUD) provisions to be included in the Planning and Design Code are a good starting point for the assessment of future development proposals.

#### Plaza

In relation to the proposed public plaza the Analysis states: *"The establishment and provision of the plaza should be reflected within a local addition principle of development control which also identifies its function and how development should address the space."*, however, while the proposed Amendment includes a PDC promoting the plaza it does not identify its function and does not explicitly identify how development - adjacent the plaza - should address the space:

#### Desired Character

*"This zone will be developed as a medium to high density residential node with integrated mixed use development and quality public open spaces around public transit stops."*

*"To promote a compact pedestrian oriented development, building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings."*

*"A high amenity public realm and pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design."*

*"Front fences will be minimised to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm."*

#### Principles of Development Control

26: *"At Kilkenny, development should facilitate the creation of a public plaza adjacent to the northern rail station platform, Wilpena Terrace and Wilpena Reserve"*

The Analysis suggests that the functions of the plaza would include: *"linking the northern end of the rail station platform, connections across both the rail and David Terrace, as well as delineating a sense of arrival to the Precinct from this location (northbound)"*. The Analysis also suggests that the council envisages public plazas making *"an important contribution to both amenity and activation through landscaping and use"* and *"a positive contribution to liveability"*.

DEW suggest the following amendments, with new text underlined and suggested deletions ~~struck through~~ would better achieve the desired outcomes:

#### Desired Character:

*"A high amenity public realm, including public park at Seaton and public plaza at Kilkenny and a pleasant pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design."*

*"To promote a compact pedestrian oriented development, building entrances will be oriented to the street, public park at Seaton and public plaza at Kilkenny, large parking areas will be minimised and on-site parking areas will be located behind buildings."*

#### Principle of Development Control 26:

26: *"At Kilkenny, development should ~~facilitate the creation of~~ include a public plaza within the existing road reserve adjacent to the northern rail station platform, Wilpena Terrace and Wilpena Street Reserve. The plaza should integrate with the rail station platform, Wilpena Street Reserve, the Outer Harbor Greenway, and wider pedestrian and cycling networks, provide a sense of arrival to the Precinct from the north, and otherwise contribute to the amenity, activation and surveillance of the public realm as per the Desired Character."*

#### Stormwater management

The DPA falls within the catchment for the *Torrens Road Catchment Stormwater Management Plan (2015) (SMP)* produced by Tonkin Consulting for the cities of Charles Sturt and Port Adelaide Enfield.

The site is not prone to flooding although the local road network is. The site for the development appears to be completely (or near completely) impervious, therefore future developments have the opportunity to greatly improve the amenity, biodiversity and sustainability of the site including improvement in stormwater quantity and quality management – DEW would encourage the developers and Council to utilise onsite reuse and infiltration opportunities to improve the local amenity, provide greening of the neighbourhood, reduce heat stress in the area, and improve water quality for stormwater leaving the site. The SMP notes:

*The built-up nature of the Torrens Road catchment offers few opportunities for improvement of amenity, recreation and environmental enhancement in association with existing or proposed drainage infrastructure.*

*Due to the built up nature, new development and streetscape upgrades should give priority to environmental enhancement, using water sensitive urban design (WSUD) principles to increase biodiversity and create green corridors where possible.*

Due to the current imperviousness of the site, development on the site which allows for some infiltration opportunities and stormwater reuse could help improve the capacity of the downstream stormwater network and reduce ponding in roadways in frequent storm events.

The Development Plan for Council does not extend to targets for future development. The development should aim to achieve the water quality and quantity targets set out in the State Government's WSUD Guidelines (2013) - *Water sensitive urban design (WSUD) – Creating more liveable and water sensitive cities in South Australia*.

It is proposed to provide links to a neighbouring reserve and as stated in the DPA provides a great opportunity to create a green corridor along the train line as well as provide great connectivity for pedestrians and cyclists. A green corridor at this location could also be utilised for stormwater treatment and passive water reuse to achieve the aims of the SMP (noted above).

### Green Open Space

The DPA states that due to the presence of the neighbouring MJ McInerney Reserve there is no need for further public open space provision within the Affected Area, with the exception of a potential public plaza within the existing Wilpena Terrace Reserve (p. 35). Evidence shows that most of Adelaide's urban areas have experienced a decline in the quality of its green space and the city's tree canopy coverage is amongst the lowest of Australia's capitals. Green space will play an increasingly important role as the density of our city increases. There is a need for a mixture of green open spaces to cater for different users, including small, local green spaces very close to where people live and spend their day, in addition to large formal parks.

Green spaces, trees and other plants beautify and improve the amenity of urban areas, provide critical services such as clean air and water, and protection from flooding, contribute to urban biodiversity, and have strong positive impacts on social, physical and mental health and wellbeing of individuals and communities. Green spaces also play an important role in climate change mitigation and adaptation by sequestering carbon, reducing the urban heat island effect, reducing building energy use and emissions, and protecting people and property from extreme weather events such as heatwaves and storms. Green spaces are ideally coupled with the retention of water in urban landscapes – a key consideration in WSUD, as mentioned above.

With that in mind, there is the opportunity for any future developments at this site to create new open green spaces and streetscapes to benefit the community and to contribute to the 20 per cent increase in canopy cover target set out in the *30-Year Plan for Greater Adelaide*. DEW suggests that any development within the Affected Area should include the provision of new open green space to benefit both future residents and the local environment, with a focus on increasing tree canopy cover and combining green spaces with WSUD infrastructure.

If you have any questions in relation to these comments please do not hesitate to contact me on 0428 340 046.

**De'Anne Smith**

Principal Planning Officer

Strategic Policy & Impact Assessment | Environment, Heritage and Sustainability  
Department for Environment and Water  
P (08) 8463 4824  
Level 8, 81-95 Waymouth Street, Adelaide, 5000  
GPO Box 1047, Adelaide, SA 5001, AUSTRALIA



**SOUTH**  
AUSTRALIA



**Government of South Australia**

Department for Environment  
and Water

*Helping South Australians conserve, sustain and prosper*

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Classified by [de-anne.smith@sa.gov.au](mailto:de-anne.smith@sa.gov.au) on 12/02/2020 11:29:11 AM



Figure 1





**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION**

**SUBMISSION 71**

14 April 2020

SAW 97/02114

The Chief Executive Officer  
City of Charles Sturt  
PO Box 1  
Woodville SA 5011

Dear Sir/Madam,

Re: Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment (DPA)

I refer to the letter dated 6 February 2020 received from your office seeking our comments on the above DPA and wish to advise the following:

SA Water currently provides water and sewerage services to the subject areas. Networks augmentation might be required should the proposed rezoning generate an increase in demands. The extent of the augmentation works (if required) will be dependent on the final scope and layout of the future developments and will be required to comply with the SA Water Technical Standards including those for the minimum pipe sizing (refer to 2<sup>nd</sup> paragraph of the "Provision of Infrastructure" section on page 2). This advice should be provided to prospective developers.

We note the comments made on the page 31 of the DPA draft document under the section "Infrastructure Analysis" paragraph (being part of Section 3.2.6 Infrastructure Assessment) in regard to water and sewer network's capacity to potentially accommodate future developments.

We also noted SA Water's email dated 7 February 2019 captured within the KBR report (Appendix D – Infrastructure Assessment, KBR) providing a water and sewer network's capacity investigation. Since the above investigation was preliminary in nature, a fresh investigation needs to be undertaken to provide updated infrastructure requirements once the final scope and layout of the proposed developments is known.

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

#### SA Water Planning

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

#### Protection of Source Water

- Development/s shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water. In particular, the following conditions shall apply:

- Landfill shall be outside of Water Protection Zones;
- Landfill area to include leachate collection facilities;
- Effluent disposal systems (including leach drains) to be designed and located to prevent contamination of groundwater; and
- Industry to be located in appropriate areas, with safeguards to ensure wastewater can be satisfactorily treated or removed from the site
- Development shall avoid or minimise erosion.
- Development shall not dam, interfere or obstruct a watercourse
- The Natural Resources Management Act 2004 includes wide ranging powers over source water quantity issues. The Department for Environment and Water should be consulted, if in doubt, over compliance with this Act. Source water quality issues are addressed by the Environment Protection Authority through the Environment Protection Act 1993.

#### Provision of Infrastructure

- All applications for connections needing an extension to SA Water's water/wastewater networks will be assessed on their individual commercial merits. Where more than one development is involved, one option may be for SA Water to establish an augmentation charge for that area which will also be assessed on commercial merits
- SA Water has requirements associated with commercial and multi-storey developments as outlined below:

Multi-storey developments: For buildings with 5 stories and above, a minimum of DN150 water main size is required. For buildings with 8 stories and above, a minimum of DN 200 water main size is required.

Commercial/Industrial developments: A minimum of DN 225 receiving main size is required for sewer and a minimum DN 150 main size for water.

#### Trade Waste Discharge Agreements

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

Thank you for the opportunity to comment on the Kilkenny Mixed Use (Residential and Commercial) DPA. Please contact Peter Iliescu, Engineer, Systems Planning Wastewater on telephone (08) 7424 1130 or email [peter.iliescu@sawater.com.au](mailto:peter.iliescu@sawater.com.au) in the first instance should you have further queries regarding the above matter.

Yours sincerely

per Matt Minagall  
Senior Manager, Customer Growth

Phone: 08 7424 1363  
Email: [Matt.Minagall@sawater.com.au](mailto:Matt.Minagall@sawater.com.au)

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 72**

To whom it concerns

Please find below comments requested to be taken into consideration in regards to the Kilkenny Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded).

I note the land is proposed to be rezoned to a Suburban Activity Node Zone (mixed use) which would allow medium to high density residential development ranging from 2 to 5 storeys.

### **Support**

- General regeneration of the affected area to residential and mixed use that takes into account reasonable community feedback and requests balanced with reasonable private landowner / developer profit margins and location of suitable industries or businesses.
- Generous pedestrian and cyclist connections to MJ McInerney Reserve, the train station platform and the Outer Harbour Greenway.

### **Concerns**

#### **1. Impacts of increased traffic on existing roads, residents and businesses**

- The Council must learn from existing medium to high density developments within the council area already and provide adequate parking on street and off street.
- The Council must listen and taken into account legitimate concerns and learnings of current residents and businesses re how the local roads operate, the likely behaviour of drivers and impact of higher density living in the area.
- Council and landowners should consider what incentives could be put in place for underground parking for apartments, instead of street level parking for medium density. Street level parking is rather unsightly and in my opinion contributes poorly to aims to see well presented walkable communities. It also sometimes can unnecessarily push building heights up whilst not increasing housing availability.

#### **2. Affordable Housing Overlay**

If I am understanding the draft Planning and Design Code correctly, the Affordable Housing Overlay current proposes that apartments built under this policy would at a minimum require '0' car parks and any other dwelling would require a minimum of 1 car park. The draft states:

*Dwellings constituting affordable housing are provided with car parking in accordance with the following: (a) 0 car parks for an apartment; and (b) 1 carpark per dwelling for any other dwelling.*

If my understanding is correct, then I advocate that Council need to exercise caution when considering the Affordable Housing Overlay in future and that instead the General offstreet parking requirements from the draft Planning and Design code should apply the same as to all apartments, as per the table below.

Table 1 – General Off-Street Car Parking Requirements

| Class of Development           | <b>Car Parking Rate (unless varied by Table 3 onwards)</b><br>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type. |
|--------------------------------|---|
| <b>Residential Development</b> |   |
| <b>Group Dwelling</b>          | 1 or 2 bedroom dwelling – 1 space per dwelling.<br>3 or more bedroom dwelling – 2 spaces per dwelling.<br>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.  |

- I cannot stress enough how outrageous and outrightly discriminative the '0' car parking proposal is in relation to affordable housing. I don't believe the general population would accept these conditions as it is likely those purchasing affordable housing would own at least one vehicle and this would force vehicles onto the street if they had no car park. Parking in areas with medium density housing is already at a premium and this would further unnecessarily cause traffic and parking congestion.
- In the General Off-Street Parking Requirements above from the draft Planning and Design Code, I urge that the re-zoning be cautious as to blanketly consider the Affordable Housing Overlay of the new code if these issues are not rectified and that the development needs to consider more than adequate visitor parking for medium density apartments, to assist with on-street traffic and parking congestion.
- Further re the Affordable Housing Overlay, I urge Council to exercise caution in applying this blanketly if it means that it still includes allowance for a 'decrease of minimum site areas of up to 20%.' Again, affordable housing should not constitute a decrease on minimum standards and quality of living. Reference from draft Planning and Design Code currently states: *DTS/DPF 3.1 Where constituting affordable housing, the minimum site area specified for a dwelling can be reduced by up to 20%.*
- I hope I am incorrect about my understanding of the Affordable Housing Overlay in the draft Planning and Design Code and would look forward to further information about Council's understanding of this overlay. If I am correct however, then it is an issue for this DPA and development in the future.
- Should the above measures not be reconsidered in the final Planning and Design Code it is suggested Council follows up to actively reject these measures.

### 3. Lack of a concept plan

- I understand there were reasons for this not being included (mainly that the new Planning and Design code will not use them/DPTI no longer accept them?) but it makes it quite difficult for the average person to get a clear grasp on what is being proposed which in my view potentially compromises meaningful feedback in this process.
- In the absence of a clear concept map, it is not clear in the DPA if the following maps should be taken into account or not, making it difficult to provide adequate comment...



An example of a concept plan provided in the DPA:

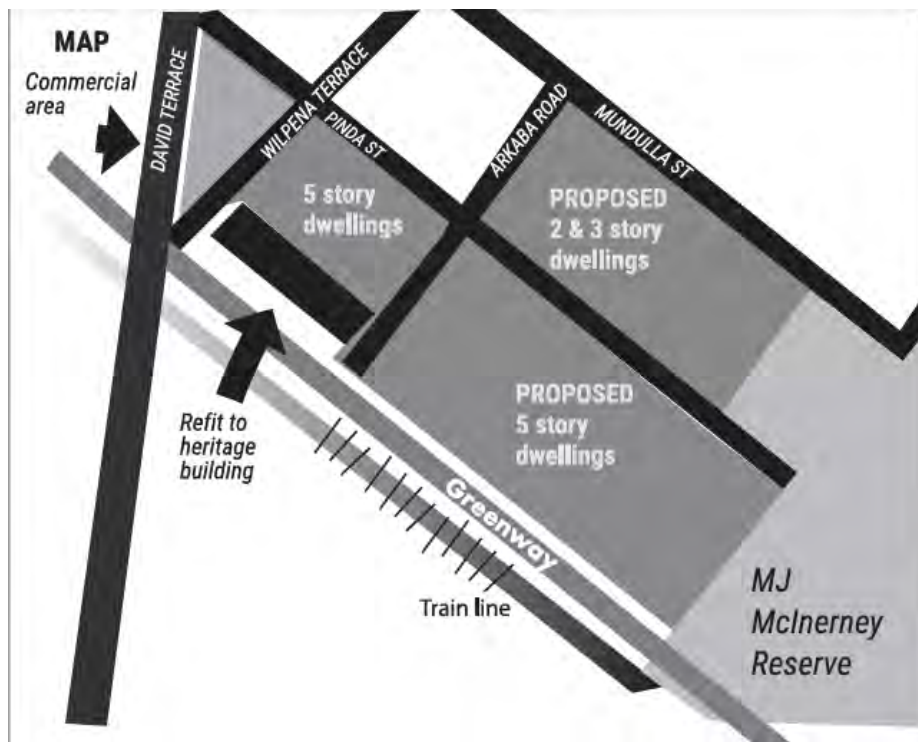
Figure 3.1: Development Concept Plan



Another example of what is provided in the DPA that providing little information about proposed building heights etc.:



Further I understand a local community group drew up this map:



- How can it be possible that there are so many interpretations available of the one site? How can the average person be expected to provide meaningful feedback without clarity on this? I believe meaningful feedback has been compromised on this DPA due to the lack of concept plans available on this site. I understand this may not be a matter for Council (subject to State Government decisions) however advocating for addressing the negative impacts of the lack of concept plans being included should be taken up by Council.
- It is not clear in the maps provided in the DPA what is considered to be a 'core location', something often referred to in the DPA.

#### 4. Storey heights

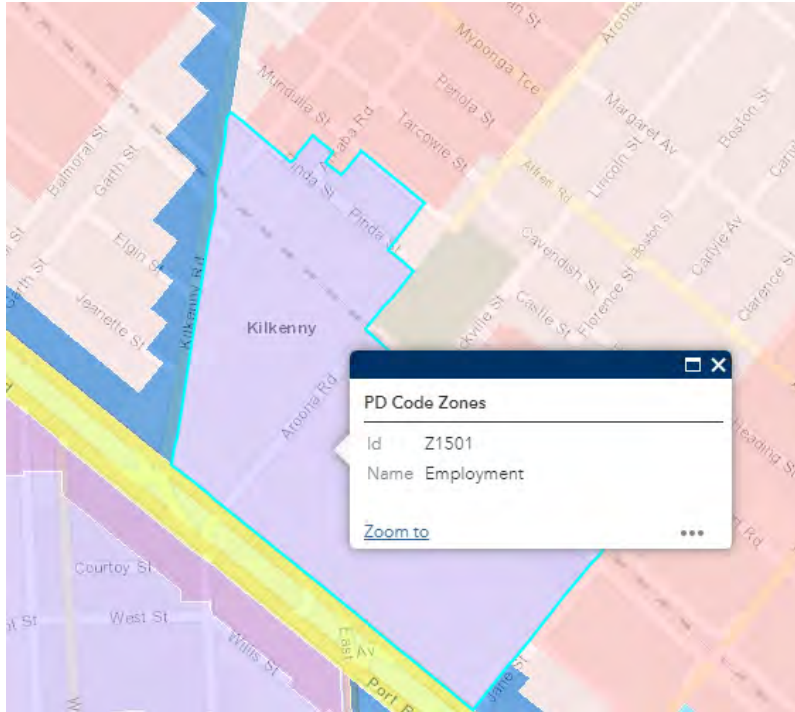
- My understanding is a number of local residents have suggested that the proposed 5 storeys limit is too high. Community feedback from the recent Bowden Brompton Mixed Use DPA (Privately Funded) came to a similar suggestion but compromised on a graduated storey approach. I note the lack of detail about such an approach in the DPA and encourage a more detailed graduated approach to be considered.
- Agree with limiting development along Mundulla St to a maximum of 2 storeys however this should be extended to Arkaba Rd and Pinda St – i.e. broaden interface areas. The reason for this is the adjoining streets are likely to have limits of 2 storeys also. This would be consistent with a graduated approach across the entire development and my current understanding of community expectations.

#### 5. Green and open space

- Reject this statement in the DPA:  
*Implications for Policy*  
*Given the presence of the MJ McInerney Reserve there is no need for further public open space provision within the Affected Area and no need for further policy coverage in this regard. There is scope for the creation of a public plaza space within the existing road reserve adjacent to the northern end of the rail platform and building on the existing Wilpena Street reserve. The establishment and provision of the plaza should be reflected within a local addition principle of development control which also identifies its function and how development should address the space.*
- The presence of the adjacent reserve should in no way compromise on the minimum standards of allocating 12.5% open space or less to the development area. This allocation of 12.5% is barely enough as it is, so Council need to retain this as a requirement.
- Adequate landscaping and allocation of green space should be included in the development. One suggestion is the development could seek to replicate that of the St Clair landscaping along the train line which provides generous landscaping between the trainline and the start of residential development, making a significant positive impact on the quality and aesthetic of the area.
- There is ever-growing academic literature on the links between adequate access to green spaces and the benefits for community wellbeing. This is one source but there are many others: <https://www.vichealth.vic.gov.au/letter/articles/vh-letter-46-great-outdoors-and-health-equity>. Make this site an exemplary for including adequate green space, not an example of where corners were cut on technicalities.

## 6. Implications of new Planning and Design Code

- This area is currently proposed as an Employment zone in the draft Planning and Design Code – Forgive my confusion but I'm not clear on what the Council proposes the zoning will be under the Planning and Design Code and therefore what the implications of that will be in the future? There is some attempt to explain this in the DPA however it is relatively difficult to understand for the average person.



- What is Council's suggestion of what zone this areas would match with in the new Planning and Design Code? I couldn't see this in the DPA and would be pleased to have this pointed out.

## 7. Consultation going forward

- There is currently no information on the YourSay page about the potential impacts of the new Planning and Design Code and how the feedback from those that have taken the time to carefully draft comments will be used going forward.
- I do not wish to be heard at a public hearing however I do look forward to further information about how a public hearing will be made accessible to members of the community given the current COVID-19 restrictions. This is a particular issue for community members that may have disability access requirements and older citizens without the digital infrastructure or digital skills to engage effectively online, should the hearing be held that way.

The City of Charles Sturt is a fantastic council and area and I provide my feedback in good faith for the best possible outcomes for community members, businesses and the environment. Thank you for considering my submission.

Kind regards

Katriona Kinsella (14/4/2020)

[Redacted signature]

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION**

**SUBMISSION 73**



## KILKENNY RE-DEVELOPMENT.



10 YALLUM TCE

KILKENNY

SA 5009.

This development will have a great impact on our Kilkenny and Surrounding suburbs, because of the amount of extra residential homes to be built, five stories would be too high.

The streets are narrow, especially Aroona Rd, Pinda St, Mundulla Rd and Tarrowie St.

Other things to consider are:-

Parking for extra cars, visitors cars parks, and most of all green space.

It will also have a great impact on our Water-Sewerage, electricity and gas.

I want this development to go ahead but at a smaller scale.

I would like to see, an underpass or overpass on Kilkenny rd (railway line) + David tce, so cars wouldn't bank up as they do now entering from Port rd and Torrens rd.

Thank you for considering  
my Submission  
M Lassone

Toni Tasson

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSION - LATE**

**SUBMISSION 74**



Addressed to:

**Draft Kilkenny Mixed Use (Residential and Commercial) DPA** – Submission 'Chief Executive Officer,  
City of Charles Sturt , PO Box 1, Woodville SA 5011

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## **PERSONAL OVERVIEW**

The following details our formal submission in response to Council’s **Your Say** invitation.

Thank you for action in developing this site. It is great incentive and I wish for the builders/council/all involved to be able to make a profit. I would also like to see have the community’s viewpoints heard and included in this process so that something is developed that will suit everyone involved.

I believe the proposed density is too high; a five storey maximum for development pushes the density of housing beyond what is reasonable for impacts on the surrounding area. Scaling down the proposed rezoning of the land to a two- to three-storey limit would lessen the impact for the existing and new residents.

I believe that any development between Mundulla Road and Pinda Street should remain at one- to two-storey dwellings to remain in keeping with the heritage precinct. I do not believe that we need any commercial areas within this development. They will add undue traffic and congestion to the area. The development should be zoned for housing only.

**I have organised my specific responses below under chief category headings.**

### **1. HISTORIC CONSERVATION AREA**

Kilkenny is an historic area containing older style homes and allotments. It would be advisable for any modern development to build dwellings that are complimentary to the existing housing structures. There are many examples of newer in-fill housing that is unsightly and jarring when you view it on our local streets. Please see the images inserted below.





Modern housing has been judged to be valued at 40% per square metre of older style housing. Please see <https://communityalliancesa.org.au/wp-content/uploads/2019/11/Sandy-Wilkinson-6-Nov-Community-Alliance-AGM.m4a> for further information. I feel that including cheaply constructed housing that does not match the existing housing stock will disrupt the heritage feel that we have in our local community.

Dark rooves, chocolate bricks, the use of cool grey tones and stark white will be at odds with our local areas rich red bricks, natural stone, cream and heritage colours. It would be great to see a colour scheme selected that will match the existing housing rather than clash with it.

The architectural aspects in new designs square block verandas, narrow windows, no front yards, houses that are all double garage frontage will also clash with the existing houses. It would be quite simple for newer housing to employ some of the structural elements seen in existing heritage housing and also seen in the images below.



















As a reflection on history, just because something is currently in fashion and popular does not mean that it will be celebrated and liked in 20-40 years' time. There are many examples of 1970s architecture that are disliked now whereas older style bungalows (from the 1940s and before) and historical building are able to maintain their value and will appeal for many years to come.

I believe the height levels from two to three stories between Mundulla and Pinda Streets is too high and should be kept at one to two stories in order to not clash with the existing heritage feel of the area. There are many examples in Prospect on Churchill or Prospect Road that show single story houses jammed up next to three to five storey buildings that look very odd next to one another.

Overall, I believe that historical heritage area within Kilkenny is an area that will maintain its value and bring others to our community. While new developments will have their honeymoon period, they will in the long term not maintain a strong value. Please protect our heritage and maintain some connection between the design of the new development and the suburb of Kilkenny.

## **2. TRAFFIC INCREASING IN THE AREA**

There will be a traffic increase in the local area. I don't understand how such a large development could be planned for the area without direct access to the main road from the development. I cannot think of another development with a similar access issue. I believe that putting such a large number of houses in the area will create a development that will be hard to enter and exit and park within.

There will be traffic issues on the small side streets of Pinda St, Tarcowie St, Penola St, Aroona Rd and Mundulla St. When a car is parked on the side of the road it is not possible for two cars to pass on any of these streets. Sightlines are poor in these streets which may lead to people hit by cars in these narrow streets if the traffic increases.

Due to the structure of the streets traffic may be gridlocked during peak traffic hours. There will be greater potential for crashes with cars trying to share the road. Currently the corner of Mundulla St and Aroona Road has cars zooming around the corner. The increase of cars could create safety hazards for people crossing to McInerney Reserve.

We currently have speeding cars coming through Kilkenny as they cut through the back streets to get through to Rosetta Street from David Terrace. Alfred Road and Reynell Street have a major increase in traffic with people who do not live in our area cutting through it. An increase in traffic that would come with the development at the proposed scale would only exacerbate these issues. Additionally, most drivers ignore the 40 km/h speed limit in place in this part of the City of Charles Sturt. An increase in traffic levels on streets that surround the development area will decrease their amenity for all residents and make them more dangerous.

Additional cars will inevitably use David Tce/Kilkenny Road which is a major route through the area across a train level crossing. Several times a day this crossing presently has traffic lined up to the Port Road intersection.

**A significant increase in density in this area requires a more detailed traffic assessment than what has been provided for in the DPA. A more detailed staged traffic and parking plan would assist with understanding of the impacts for residents and the wider community.**

### **3. INCREASE IN THE NUMBER OF CARS NEEDING A CAR PARK**

How will a possible extra 200 to 300 cars parking on the side streets in Kilkenny impact our community? (Please note this estimate is based on the current proposal, there will be car parks within the new development on the street, however some overflow could be on nearby side streets). I am concerned that the adjoining areas of Kilkenny will also experience increased pressure for on-street car parks.

I believe cars will need to park in nearby side streets due to a lack of parking outside the new development and the possibility that each dwelling may have up to 2 cars per residence. This will restrict current homeowners who need to park a second car on the street from having clear access to their homes. They will then need to fight for the existing car parks or move their vehicles into nearby side streets. This will cause further obstacles on narrow roads such as Pinda St, Tarcowie St, Penola St, Aroona Rd and Mundulla St that do not allow for two cars to pass on the street if there is a car parked on the side of the road.

Visitors may not be able to easily attend these people's homes and when they do, they will further add to the narrow side streets traffic congestion.

The experience that people have in Bowden around Plant 4 and also in St Clair is that, even with parking provided for development and very convenient public transport, residents and visitors have ended up competing for nearby on street parking.

Parking in general is an issue with building laws that do not adequately consider parking implications within their rules and regulations. Australia is currently a country that is car dependant where the car is



king and people expect to be able to park at the door of any facility they wish to enter. I think we need to consider the real implications of parking and cars without our communities. I also feel we should give cycling, nature and foot traffic equal status.

#### **4. ENVIRONMENTAL**

An increase in sealed surfaces will increase the heat in the suburb that will impact on Kilkenny. By ensuring some environmental aspect to reduce heat and increase greening in this development we could stop the potential heat impacts that are to come in South Australia.

I have gone out and tested the heat on Adelaide streets in and around Whitmore square with scientific heat reading equipment on a 33-degree day. It was an afternoon around 1-2pm. The heat on the asphalt roads and kerbs was over 50 degrees centigrade. The heat of metal plates on the road was around 60 degrees centigrade. It would be great to have these heat issue considered as part of this development by implementing the following:

- Making sure only light coloured rooves are used in the development would help cool the space. The Lights View North eastern suburbs development is incredibly hot due to the dark rooves used in the development. Please see <https://www.adaptwest.com.au/mapping/heat-maps> for further information.
- Rainwater catchment could be taken advantage of for water recycling and use in rain gardens in the street's verges.
- Having light coloured road to reflect light would help with decreasing heat in the area.
- Permeable paving allows water run-off into the soil underneath. This eliminates the need for building extensive stormwater run-off systems. It assists with cooling the earth. Could all driveways be made out of permeable paving?
- Could Storm Water run-off be water channelled for use in garden beds at the nearby McNerney Reserve saving the council money for watering and from the installation of expensive stormwater systems.
- Greening equals cooling - Trees are important to the greening and cooling of our suburbs. How could we include trees in this development apart from verge trees? Could there be heavy garden and tree plantings in any planed plaza. Could green walls also be included into the site? Therefore increasing the cooling of the area.

#### **5. INFRASTRUCTURE**

Will our existing railway station, bus stops, streets, rubbish bins, park, school or early childcare services adequately cover a potential population increase of 54% in the area? In short, we will have issues with overcrowding in places such as McNerney Reserve. On days when the weather is good, and people travel to the park from outside the suburb for birthday parties the park is currently full and hard to access. Many residents in nearby Sackville Street are currently experiencing issues with parking their car near their homes due to extra car parking congestion. With the increase in population of the area this will become a regular issue.

Existing footpaths and streets may need upgrades to cope with the added population. As will services such as rubbish removal, and the need for a large stormwater system to facilitate run off.

#### **6. WELLBEING**

Communal housing could be built with areas that are shared by residents instead of small pokey gardens or private areas that separate residents. Residents will have opportunities to re-connect and mix if communal areas are created. Further details: <https://www.onecommunityglobal.org>

Green spaces that connect individuals with garden spaces and views are proven to assist our wellbeing, our basic physical and mental health. Please visit the research of Richard Louv for further information.  
<http://richardlouv.com>

## **7. COMMERCIAL SPACES**

The addition of commercial spaces would potentially increase traffic in the area. There is no real need for commercial enterprises of the type suggested. i.e. small supermarket or coffee shops. There are four shopping centres within a five-kilometre radius of the Bianco's site, with a total of seven supermarkets, four of which are in within a 10-minute walk. There is a café on Belmore Tce, cafes and specialty stores at Armada Arndale; and at St Clair Shopping Centre, Woodville Road, Elizabeth St, and at Bowden's Plant 4, all a short train or bike ride from the Bianco's site. These businesses deserve our support and do not need to be undercut by the potential increase in further shopping options in the area.

## **8. AFFORDABLE HOUSING NEEDS & POPULATION**

<https://www.abc.net.au/news/2019-12-08/sas-eastern-states-exodus-continues-but-what-is-the-solution/11749922>

I believe that a world based on growth, particularly economic growth is not the best objective or outcome for us to aim for. The rapid use of our natural resources has resulted in overt consumerism and the perils of climate change. We live in the driest state on the driest continent in the world. Increasing our population is not smart and building for such an increase is possibly foolhardy.

The prices of such new developments are not the cheapest housing available. If we need affordable housing why not build something really affordable for people that require social services.

## **9. OTHER IDEAS**

*Relevant to the DPA or its impacts on the local area, such as:*

- Building a Park and Ride tower which splits the daytime parking into 40% for residents and 60% for commuters. The Park and Ride would be used by residents in the evening to allow for extra parking at night. The Park and Ride income would pay for the building of the tower and for the extra spaces for residential use. This would take extra cars off the street and provide a dedicated parking tower to alleviate local parking issues.
- The addition of another roundabout in the lower end of Wilpena Terrace at Mundulla or Tarcowie Street would greatly benefit our community and slow down cars that use these streets. This would increase the area's safety and protect local residents.
- Putting a crossing across David Terrace close to Whitefriars School to assist children and parents to walk or ride to the school safely. I know that DPTI have said no to this but I would like to point out that Woodville Road had a street crossing for Woodville High/St Clair Recreation Centre in a similar position.
- At Paradise Interchange they have put in traffic controls of 2 hour only parking in nearby streets. Would it be possible to do the same in inner Kilkenny down to Tarcowie Street? This would help ensure that only residents are parking in the area long term. I believe that council should be doing this all along the railway corridor. This would deter commuters parking on our streets. Building dedicated Park and Ride facilities would ensure parking moves from off street to in-tower parking spaces.

- I am not a fan of Plazas. I see them as barren unused and unfriendly architectural spaces that provide nice vistas but I feel they contain a lack of practicality for the community. It would be great to have these plazas provide garden room spaces or areas that people feel comfortable in using. The plaza at St Clair train station is rarely populated or used by residents except as a common space for travelling through. That seems to be such a waste for a such a large economic parcel of land. Community gardens, walled garden spaces and the implementation of green plantings could help this area be really used the community in a practical and healthy way.

**To submit your DPA submission on-line visit:**

Your Say <https://bit.ly/2QCi6cC>

To submit your DPA submission direct to council you MUST place your feedback in an enveloped that is titled:

**Draft Kilkenny Mixed Use (Residential and Commercial) DPA – Submission** 'Chief Executive Officer, City of Charles Sturt , PO Box 1, Woodville SA 5011

*You may request with your submission your wish to be heard at the public meeting on the **18 of May 2020**. This can be indicated either on-line or in your posted submission to council.*

**Tracey Davis and Eugene Suleau** formally request a **verbal representation** in relation to the draft DPA.

We look forward to your reply of confirmation that our submission will be included in the Report to Council.

Regards

**Tracey Davis**

BA (Visual Communications), Honours Art & Design (Communication Design)  
Kilkenny resident of 21 years

**Eugene Suleau**

B. Media  
Kilkenny resident of 12 years

79 Wilpena Terrace, Kilkenny SA 5009

[REDACTED]  
[REDACTED]

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - PUBLIC SUBMISSIONS - LATE**

**SUBMISSION 75**



RECEIVED

23 APR 2020

CITY OF CHARLES STURT

**Submission to the City of Charles Sturt regarding the proposed redevelopment of the Bianco site between Kilkenny Railway station and Pinda Street, plus the industrial site between Pinda and Mundulla Streets., and the section between Wilpena Terrace and David Terrace - referred to by the City of Charles Sturt as the Affected Area.**

I have lived on the corner of Cavendish and Sackville Streets for 30 years. My suburb is West Croydon, which has throughout my time here been closely connected to Kilkenny in innumerable ways. The heart of our conjoined community is MJ McInerney Reserve. Over 20 years ago I was honoured to be a part of the creative team which saw a wasteland transformed to the beautiful treed parkland the community enjoys today. It has been delightful to observe in the intervening years the space fulfilling its mission as a gathering and recreational area for the local community.

The recent redevelopment of the reserve has had both positive and negative repercussions on the local community. For the purpose of this submission I will highlight both the negative consequence of car and human traffic in our narrow local streets and at MJ McInerney Reserve. Many of the historic cottages in the area do not have off street parking, and residents constantly find the space in front of their home taken by visitors to the park, while the park itself is no longer the tranquil environment the local community has been enjoying.

This latter point brings me to the proposed redevelopment, which I believe would have a hugely negative impact on an historic corner of Adelaide. The multi storied apartment concept is totally out of keeping architecturally for a start. Additionally, I understand there has been no consideration of dedicated green space for a number of new residents which could increase the population of Kilkenny by 54%. These residents would depend on an already compromised MJ McInerney Reserve for fresh air and exercise.

I am also concerned that the traffic impact study that has been carried out as part of the Development Plan Amendment (DPA) has not taken into account

the consequences of increased volume on the narrow residential streets of West Croydon. Several streets including Alfred Road, Cavendish Street which lead to Rosetta Street could potentially become rat runs for motorists accessing Port and Torrens Roads from the proposed Development.

Philippa Forwood, [REDACTED]

CC Peter Manilauskas, Member for Croydon, Leader of the Opposition in South Australia

**KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN  
AMENDMENT (PRIVATELY FUNDED) - AGENCY SUBMISSION - LATE**

**SUBMISSION 76**



**Environment Protection Authority**  
GPO Box 2607 Adelaide SA 5001  
211 Victoria Square Adelaide SA 5000  
T (08) 8204 2000 F (08) 8204 2020  
Country areas 1800 623 445

EPA 438-206

Mr Jim Gronthos  
Senior Policy Planner  
City Of Charles Sturt  
72 Woodville Road  
WOODVILLE SA 5011

Dear Mr Gronthos

**Kilkenny Mixed Use Residential and Commercial DPA - Development Plan Amendment**

Thank you for providing the Environment Protection Authority (EPA) with the opportunity to comment on the Kilkenny Mixed Use Residential and Commercial DPA (DPA).

The EPA understands that the purpose of the DPA is to rezone the affected area from Urban Employment Zone and Residential Character Zone to Suburban Activity Node Zone. The rezoning would enable residential, community and commercial development.

When reviewing documents such as this DPA, the key interest of the EPA is to ensure that all environmental issues within the scope of the objects of the *Environment Protection Act 1993* are identified and considered. The EPA is primarily interested in the potential environmental and human health impacts that would result from any development that may be proposed subsequent to this DPA. At the DPA stage, the EPA works to ensure that appropriate planning policy is included in the development plan to allow proper assessment at the development application stage.

The EPA acknowledges that the DPA is being prepared against the background of the transformation of the South Australian planning system under the *Planning, Development and Infrastructure Act 2016*. Hence, the policies that are proposed in the DPA will be replaced by those of the Planning and Design Code. Despite the future changes to the South Australian planning system, the EPA has made its comments on the proposal within the framework of the current planning system.

*Interface between land uses – Air quality*

The affected area is located in close proximity to sources of air emissions that could have an impact on any future sensitive receivers. Of primary concern is the O-I Australia glass manufacturing facility on Port Road, West Croydon.

Since 2016 the EPA has worked with the proponent, holding various meetings and discussions, to

ensure the potential impacts associated with development near to the O-I Australia facility were properly investigated.

Air quality modelling was undertaken by Enviroscan and a report, *Enviroscan O-I Adelaide Plan Air Quality Impact Assessment Report 10-0332* (8 March 2018), was prepared. A peer review of the Enviroscan report was undertaken by Assured Environmental. The EPA reviewed the Enviroscan report and, despite some matters raised by Assured Environmental (which the EPA considered would not significantly affect the air quality modelling outputs), was satisfied with the report.

The EPA notes that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains the appropriate Interface between Land Uses policies to ensure air quality matters are assessed in any future development applications.

The EPA is satisfied that air quality issues have been suitably addressed through the DPA.

#### *Interface between land uses - Noise*

The affected area is located in proximity to a variety of noise sources including the O-I Australia glass manufacturing facility, railway line, Port Road and other surrounding roads.

A report, *Kilkenny DPA Environmental Noise Assessment* (July 2019), was prepared by Sonus. The report concluded that, with appropriate acoustic treatments, noise could be addressed.

The EPA notes that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains the appropriate Interface between Land Uses policies to ensure noise matters are assessed in any future development applications.

The EPA is satisfied that noise matters have been suitably addressed through the DPA.

#### *Site contamination*

The DPA identifies that in 2004 a site contamination investigation was undertaken for the former Bianco site by Adelaide Environmental Consulting. The investigation identified potentially contaminating activities that had been undertaken at the site and it is considered likely that there is a level of site contamination present. A further visual assessment was undertaken in 2015.

The site contamination investigations were limited to the former Bianco site and did not extend to other parts of the affected area.

The Desired Character statement for the Suburban Activity Node Zone identifies that the affected area may have been affected by potentially contaminating activities and that appropriate site contamination investigations will need to be undertaken.

The *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains the appropriate site contamination policies to ensure site contamination matters are assessed in any future development applications.

The EPA is satisfied that site contamination issues have been suitably addressed through the DPA.

#### *Stormwater management*

Flooding and stormwater management are investigated in the DPA and it is stated that up to 250m<sup>2</sup> of bio-retention would be required to treat stormwater before off-site discharge. It is further stated that the bio-retention devices would be spread throughout the development, but that this would be dealt with at the development application stage.

The Desired Character statement for the Suburban Activity Node identifies that water sensitive urban design features would be integrated throughout the area at the neighbourhood, site and building level. The *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains the appropriate water sensitive urban design policies to ensure stormwater quality management matters are assessed in any future development applications.

The EPA is satisfied that stormwater quality has been suitably addressed through the DPA.

For further information on this matter, please contact Geoff Bradford on 8204 9821 or [geoffrey.bradford@sa.gov.au](mailto:geoffrey.bradford@sa.gov.au).

Yours sincerely

James Cother

**ACTING MANAGER, PLANNING AND IMPACT ASSESSMENT**

**ENVIRONMENT PROTECTION AUTHORITY**

5 May 2020