

Albert Park Mixed Use Code Amendment

City of Charles Sturt (Part Privately Funded)

Date: March 2022

For Consultation

TABLE OF CONTENTS

1. WHAT IS THE PLANNING AND DESIGN CODE?2

1.1 Planning and Design Code Framework2

1.2 Overlays2

1.3 Zones.....2

1.4 Sub zones.....2

1.5 General Development Policies2

1.6 Amending the Planning and Design Code2

2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?4

2.1 Need for the amendment.....4

2.2 Affected Area.....5

2.3 Summary of proposed policy changes5

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?11

3.1 Engagement11

3.2 How can I have my say on the Code Amendment?12

3.3 What changes to the Code Amendment can my feedback influence?12

3.4 What will happen with my feedback?13

3.5 Decision on the Code Amendment13

4. ANALYSIS.....14

4.1 Strategic Planning Outcomes.....14

4.3 Infrastructure planning.....15

4.4 Investigations17

4.5 Recommended policy changes43

ATTACHMENT A – AFFECTED AREA MAPPING.....45

ATTACHMENT B – CURRENT CODE POLICY46

ATTACHMENT C – PROPOSED CODE POLICY.....69

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES..... 104

HAVE YOUR SAY

This Code Amendment is on consultation from **Monday 21 March 2022** to **Monday 23 May 2022**.

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be made via one of the following:

- a) Online on the SA Planning Portal

https://plan.sa.gov.au/have_your_say/general_consultations

- b) Via Council's [YourSay Charles Sturt site](#)

or

emailed to: jgronthos@charlessturt.sa.gov.au

or

Posted to:

Chief Executive Officer
City of Charles Sturt
PO Box 1
Woodville SA 5011

A copy of this draft Code Amendment is available for viewing at Council's offices, and libraries.

A public meeting at the conclusion of the consultation process will be held to give those who made a written submission and indicated their desire to attend a Public Meeting to make a verbal submission, as well as any other person who wishes to appear before Council's City Services Committee to make representations on the proposed amendments, or add further detail and clarification on a written submission.

The public meeting will be held at on **Monday 20 June 2022** at Council's Civic Centre, 72 Woodville Road, Woodville.

Please note that if no submissions are made indicating a desire to be heard, then no Public Meeting will take place.

In the meantime, if you have any questions about the Code Amendment, please contact Jim Gronthos, Senior Policy Planner, on 8408 1265 or via email at jgronthos@charlessturt.sa.gov.au

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

1.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4 Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6 Amending the Planning and Design Code

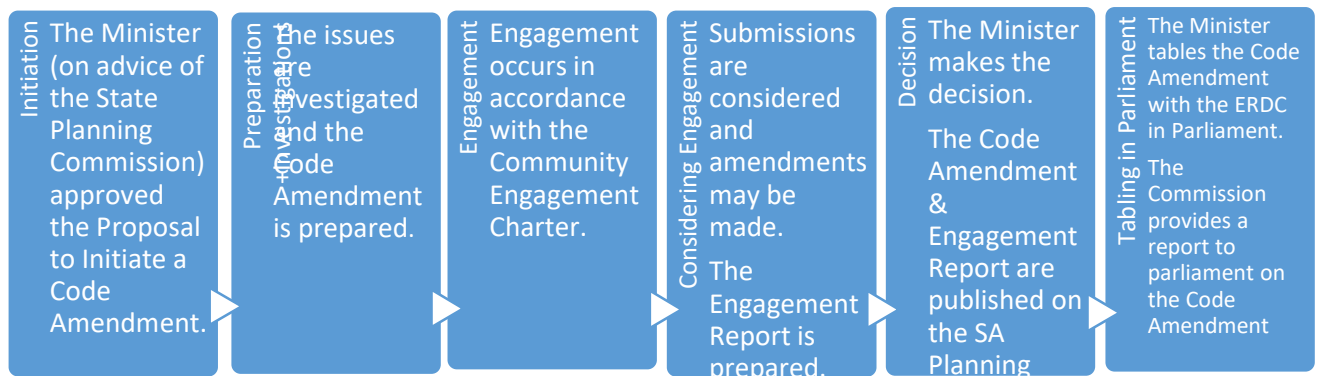
The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (the Minister) a Council, Joint Planning Board, Government

Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the amendment

The Council has agreed to a part privately-funded Code Amendment on the basis that in large sections of the Affected Area, industrial buildings have reached the end of their economic life and refurbishment or redevelopment for similar purposes would be commercially unviable given the existing policy and the modern expectations of neighbouring residents.

The Port Road transport corridor dominates the northeast boundary with much of the rest bordering low-density residential. It is this interface and residents' increased expectations for amenity which restricts the ability of the proponent and others within the zone to redevelop the land under the existing zoning.

The *30-Year Plan for Greater Adelaide* (the 30-Year Plan) (2017 update) details the government's aim to contain the urban footprint by increasing densities in appropriate areas such as "mass transit routes". Population growth will be housed largely by infill and regeneration rather than greenfield sites.

The City of Charles Sturt, which almost completely lacks greenfield sites, will host a portion of the State's population growth, using infill development around major centres and along key transit corridors. The Affected Area for this Code Amendment, being along a key transit corridor, qualifies as a site that has infill development potential and is close to existing services.

Parts of the site are discussed with a view to redevelopment for new uses in the Industrial Land Study (2008), the Strategic Directions Report (2014) and the Urban Employment Zone Land Review (2019) and a strategic consideration of the entire area is considered appropriate given this context.

2.2 Affected Area

The area affected by the proposed amendment is described as follows and as shown in Figure 1, below, and at **Attachment A**.

The Affected Area comprises approximately 11 hectares, of which about 4ha is owned by the proponent. Most is zoned for Employment (principally for properties fronting Port Road) and Strategic Employment, with the residual zoned General Neighbourhood.



Figure 1: Affected Area

2.3 Summary of proposed policy changes

2.3.1 Current Code Policy

The current use of the land in the Affected Area is predominantly a mixture of commercial, retail commercial and utilities/industry. There are small areas of residential land included in the north-western and parts of the southern central and eastern areas of the subject area.

The Affected Area currently falls within three zones; the Employment Zone, the Strategic Employment Zone and the General Neighbourhood Zone. There are no subzones. The policy content of the Zones is contained within **Attachment B**, and summarised below.

The intent of the current Employment Zones is that development provides for a range of industrial, commercial and logistic land uses at different intensities, which complement the land uses in the surrounding zones. The General Neighbourhood zone anticipates development will provide for low-rise housing at low and medium densities and some non-residential land uses which complement the residential amenity.

Collectively, the three zones envisage an area where Port Road remains a major employment arterial for large-scaled allotments with industrial/warehousing and commercial land uses which do not compromise the liveability of the surrounding and adjacent residential areas, which are to remain low-rise and low to medium-density.

There is a need to alter the zoning to facilitate mixed use development within the zone which is currently limited by the Employment Zones, and the forms of which are not specifically envisaged by the General Neighbourhood Zone.

A Technical and Numeric Variation (TNV) applies to those portions of the Affected Area within the Employment Zones and relates to maximum building heights of 12m. No specific TNV applies for building heights within the General Neighbourhood Zone for the affected area, although the Zone policy discusses heights of up to two levels and 9 metres height. These need to be changed to reflect the building forms envisaged, as well as appropriate transition heights to surrounding neighbourhood zone areas.

Twelve Overlays identified in the SA Planning and Design Code are currently applied to the area, including:

- Advertising Near Signalised Intersections
- Airport Building Heights (Regulated) – relates to buildings over 110m in height
- Future Road Widening
- Hazards (Flooding) – principally to small pockets within roads
- Hazards (Flooding – General) – covering portions of the southern part of the affected area
- Major Urban Transport Route
- Prescribed Wells Area
- Traffic Generating Development
- Urban Transport Routes
- Stormwater Management – General Neighbourhood zone areas only
- Regulated and Significant Tree
- Urban Tree Canopy – neighbourhood zone only

The majority of these overlays remain relevant to addressing these matters for future development and should continue to apply to the affected area.

A summary of the Overlay policy intent and coverage is summarised below. Full copies of the Overlay content can be found at Plan SA website (<https://code.plan.sa.gov.au/>).

Overlay	Policy Objectives and Coverage
Advertising Near Signalised Intersections	<p>Seeks to ensure a safe road environment by reducing driver distraction at key points of conflicts on roads.</p> <p>Addresses issues such as locations of advertisements, illumination and animation of advertisements.</p> <p>Triggers referral to Commissioner of Highways in certain circumstances.</p>

Overlay	Policy Objectives and Coverage
Airport Building Heights (Regulated)	<p>Seeks to manage the potential impacts of buildings and emissions from development in order to minimise operational and safety impacts on commercial and military airfields, airports, airstrips and helicopter landing sites.</p> <p>Covers issues such as ensuring buildings are below the designated OLS levels surrounding these facilities, as well as avoidance of plumes from stacks in these locations.</p> <p>Triggers referral to the airport operator company for the relevant airport or Secretary of the Minister responsible for the administration of the Commonwealth Airports Act, 1996.</p>
Future Road Widening	<p>Seeks to ensure that development does not compromise the efficient delivery of future road widening requirements.</p> <p>Seeks that development is not positioned within identified road widening areas on the Metropolitan Adelaide Road Widening Plan.</p> <p>Triggers referral to the Commissioner of Highways for developments in these scenarios.</p>
Hazards (Flooding)	<p>Seeks to ensure that impacts and risks to people, property and infrastructure are minimised by restricting development within identified high flood risk areas.</p> <p>Covers issues such as land division layouts, building placement, and avoiding certain uses that involved vulnerable and large assembly of people. Also identifies need to design development to avoid diverting floodwaters or impeding floodwaters, as well as preventing entry of floodwaters into buildings.</p>
Hazards (Flooding – General)	<p>Seeks to minimise the risk on people, property and infrastructure within general flood risk areas.</p> <p>Covers issues such as building locations, minimum finished floor levels for buildings and avoidance of storage of hazardous materials in flood prone locations.</p>
Major Urban Transport Route	<p>Seeks the safe and efficient operation of major urban transport routes, as well as safe and efficient access to and from these routes.</p> <p>Addresses issues of appropriate driveway locations, sight distances, as well as new road locations and junctions.</p> <p>Triggers referral to the Commissioner of Highways for certain development scenarios.</p>

Overlay	Policy Objectives and Coverage
Prescribed Wells Area	<p>Seeks the sustainable use of prescribed wells.</p> <p>Addresses issues associated with ensuring sustainable usage and supply of water without placing strain on groundwater sources.</p> <p>Triggers referral to the Chief Executive of the Department of the Minister responsible for the Landscape South Australia Act 2019.</p>
Traffic Generating Development	<p>Seeks the safe and efficient operation of urban transport routes and the safe and efficient access to and from these routes.</p> <p>Addresses issues of appropriate driveway locations, and access for certain large traffic generating types of developments adjacent to a State Maintained road.</p> <p>Triggers referral to the Commissioner of Highways for certain development scenarios.</p>
Urban Transport Routes	<p>Seeks the safe and efficient operation of urban transport routes and the safe and efficient access to and from these routes.</p> <p>Addresses issues of appropriate driveway locations, and access for developments to minimise traffic flow interruptions on State Maintained Roads.</p> <p>Triggers referral to the Commissioner of Highways for certain development scenarios.</p>
Stormwater Management	<p>Seeks that development incorporates water sensitive urban design techniques to capture and re-use stormwater.</p> <p>Addresses issues such as inclusion of water tanks and other retention and detention devices connected to dwellings for re-use.</p>
Regulated and Significant Tree	<p>Seeks the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.</p> <p>Addresses issues protecting trees that make contribution of local amenity and character, limiting tree damaging activity through design and placement of development.</p>
Urban Tree Canopy	<p>Seeks residential development that preserves and enhances tree canopy through the planting of new trees and retention of existing mature trees.</p> <p>Suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p>

2.3.2 Proposed Code Policy

The future zoning for the Affected Area will need to support mixed use development, comprising of medium to high-density residential and commercial development that serves the local community. In order to achieve this it is proposed that the policy regime for the Affected Area be changed as follows.

- Rezone the land to the Suburban Business Zone along the Port Road and West Lakes Boulevard Frontage and Housing Diversity Neighbourhood Zone at the interface with surrounding General Neighbourhood Zone (Murray Street, Grace Street, Glyde Street and Jervois Street)

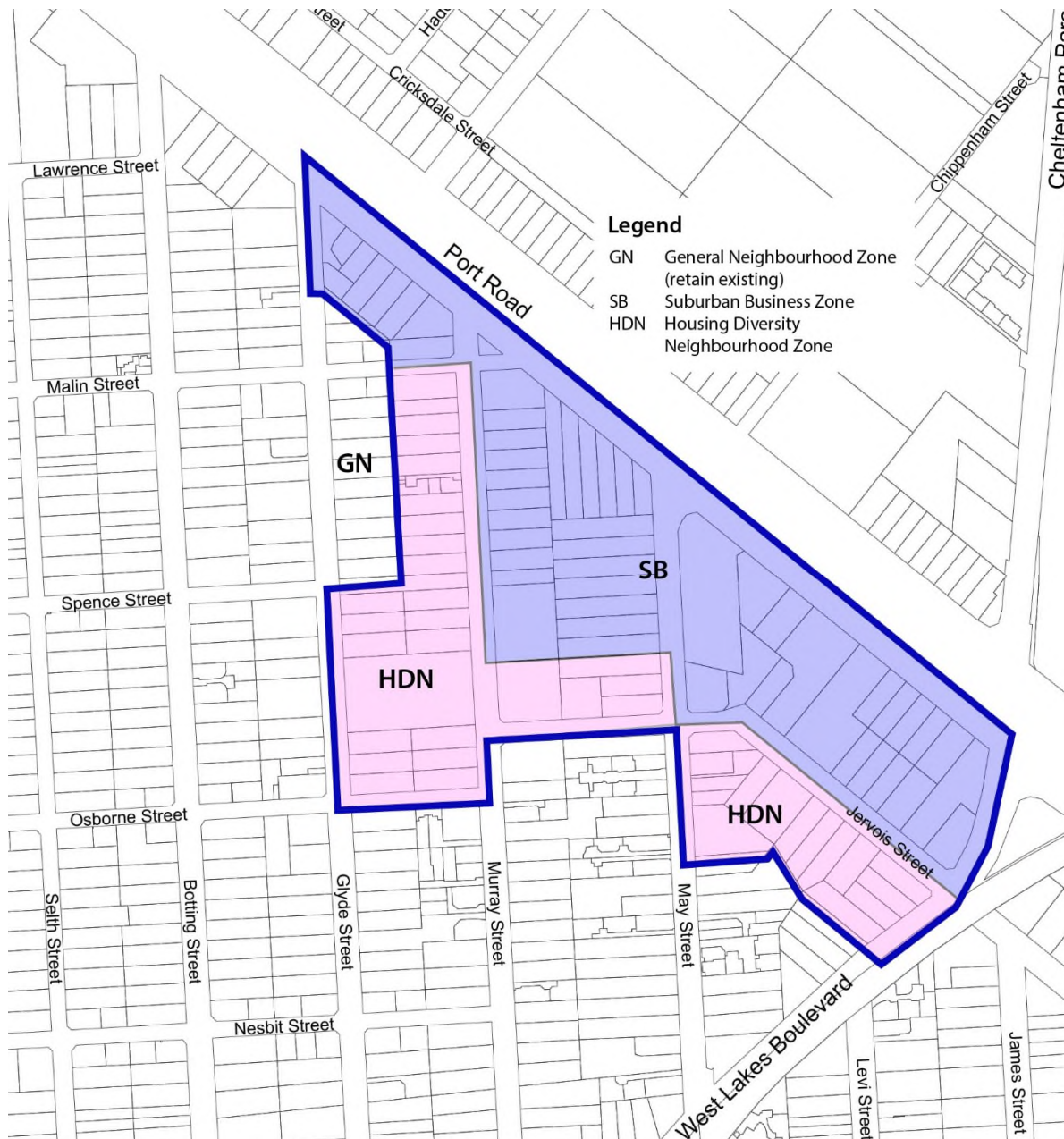


Figure 1: Proposed Zones

- Ensure Technical and Numerical Variations within each Zone (where relevant) reflect the four and three storey maximum building heights distributed throughout the Affected Area

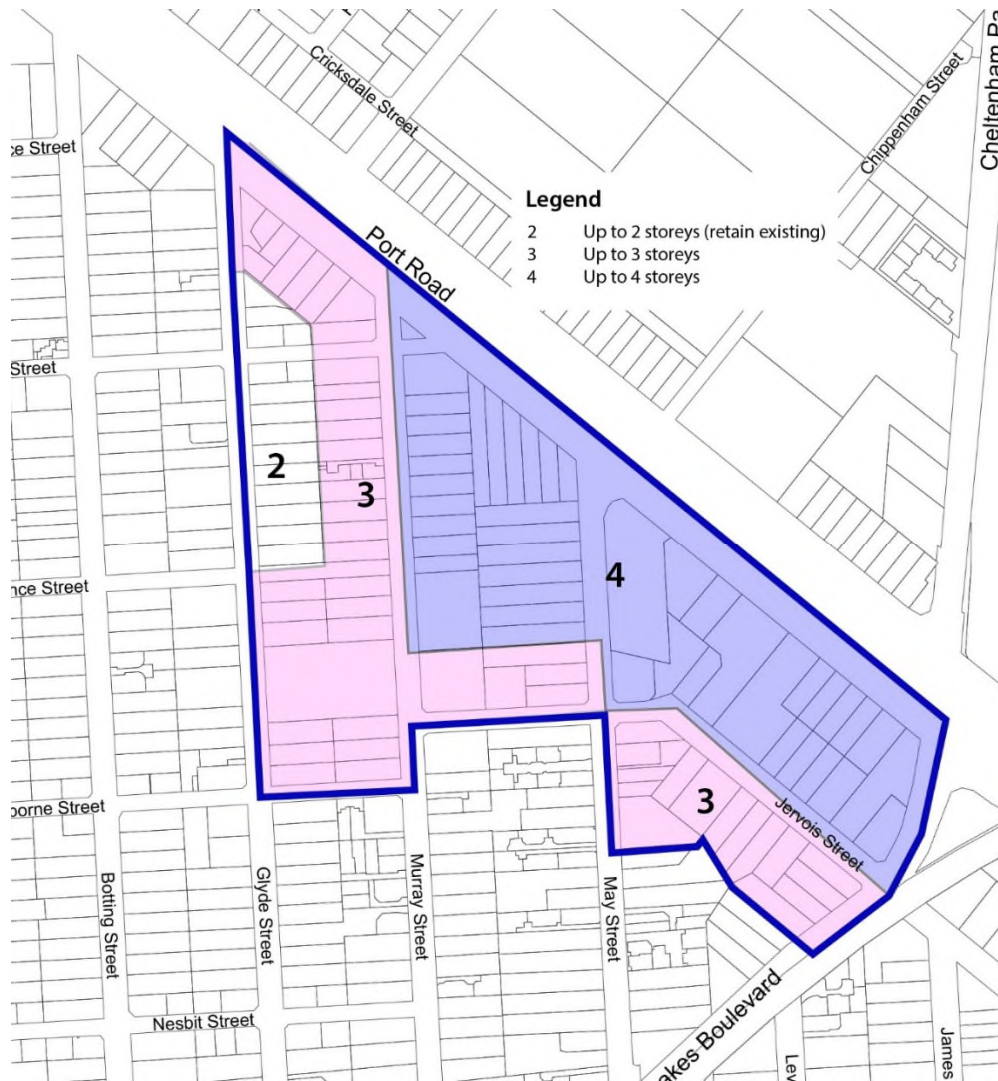


Figure 2: Proposed Building Heights

- Include a Concept Plan Map for the Affected Area which addresses the desired:
 - key vehicle access locations
 - key pedestrian and cycling movements
 - location of active frontages
 - location and extent of public open space
 - stormwater management infrastructure (eg detention and WSUD basins)
- Apply the Noise and Air Emissions Overlay to the Affected Area
- Apply the Affordable Housing Overlay to the Affected Area
 - Apply the Interface Management Overlay to the Affected Area
 - Extend the Stormwater Management Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone
 - Extend the Urban Tree Canopy Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone

The proposed policy changes are shown in **Attachment C**.

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1 Engagement

Engagement on the draft Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this draft Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at https://plan.sa.gov.au/resources/planning/community_engagement_charter

A summary of the engagement that is occurring for this draft Code Amendment is as follows:

- An 8-week consultation process
- A notice placed within The Advertiser
- A copy of the draft Code Amendment being placed on the SA Planning Portal https://plan.sa.gov.au/have_your_say/general_consultations
- Information on Council's 'Your Say Charles Sturt' website, with information on the Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs and information on how to make a submission.
- Copies of draft Code Amendment and information brochure to be made available at Council offices and libraries.
- A written notice to all property owners within the affected area and other property owners immediately surrounding the affected area inviting them to review and comment on the draft policy.
- Invitation to prepare submissions online or via post.
- Information brochure outlining what the Code Amendment is about, the proposed policy amendments, how interested persons can comment.
- City of Charles Sturt social media platforms.

A Public Meeting will be held at the conclusion of the consultation process, at which time any interested person may appear before Council's City Services Committee to make representations on the proposed amendment.

3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- a) Online on the SA Planning Portal

https://plan.sa.gov.au/have_your_say/general_consultations

- b) Via Council's YourSay website at www.yoursaycharlessturt.com.au

or

emailed to: jgronthos@charlessturt.sa.gov.au

or

- c) Posted to:

- Chief Executive Officer
City of Charles Sturt
- Albert Park Mixed Use Code Amendment
- PO Box 1
- Woodville SA 5011

- c) Attending and speaking at the public meeting proposed for this draft Code Amendment

(please indicate in your written submission if you desire to be heard at the Public Meeting).

3.3 What changes to the Code Amendment can my feedback influence?

There are ways in which feedback from respondents can influence the outcome of the proposed Code Amendment. These include decisions made associated with:

- a) The type of zone(s) selected for the affected area, and the extent of its spatial application across the affected area.
- b) Potential building heights and setbacks applicable to parts of the zones, as well as other applicable 'Technical and Numerical Variations' (TNV) that are available to the selected zone(s).
- c) The desired location and size (up to a maximum of 12.5% of the developable area) of future public open space.
- d) Desired pedestrian, cycle linkages

As the Planning and Design Code is a State Government document that applies to the whole State (and not just Council), there is no scope for changes to the specific policy content of Core Modules of the Code, other than where identified as a Technical and Numerical Variation (such as for building heights). In addition, the following elements cannot be influenced through this Code Amendment process:

- e) The geographic extent of the Code Amendment Affected Area.
- f) The creation or amendment of policy contained within the Planning and Design Code.
- g) The extent and placement of desired land uses.
- h) The percentage of physical public open space contribution (legislated).
- i) The design of future development proposals eg: dwelling applications.
- j) The type of future non-residential development proposals.
- k) The design of future public open space.

3.4 What will happen with my feedback?

The City of Charles Sturt is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the City of Charles Sturt when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however company details will be.

The City of Charles Sturt will consider the feedback received in finalising the draft Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the SA Planning Portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister, at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1 Strategic Planning Outcomes

4.1.1 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This draft Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.2 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long-term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This draft Code Amendment is considered to be consistent with the Regional Plan (30 Year Plan for Greater Adelaide) as shown in **Attachment D**.

4.1.3 Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy documents in the following manner:

City of Charles Sturt Community Plan 2020-2027

The supports the following policies of the City's Community Plan by:

Theme/Objective	Comment
Our Liveability: A well-designed urban environment that is adaptive to a diverse and growing City	The draft Code Amendment proposes to rezone an area which is no longer fit for its current purpose and will enable population growth to occur. It is therefore responsive to and supportive of a growing and changing city.
Enhance the diversity of open spaces to create innovative, accessible and flexible community spaces	The draft Code Amendment investigates the potential provision of a new public open space that will help address an identified lack of it in the area. A suggested

Our Environment
Our city is greener to reduce heat island effects and enhance our biodiversity

location is identified and policy support provided to its provision.

Our Liveability
Drive an integrated, responsive transport system and well maintained network of roads and paths that facilitate safe, efficient and sustainable connections

The draft Code Amendment proposes to encourage residents in a sustainable location near public transport. The investigations have regard to the implications of the potential development on the road network and any road infrastructure upgrades identified.

Our Economy:
Businesses and industry sectors continue to grow and diversify

The site is not considered prime industrial land. The draft Code Amendment proposes a zone and policy support which enable new types of employment opportunities which are respectful of the current and proposed future residents.

4.3 Infrastructure planning

The following infrastructure planning is relevant to this Code Amendment:

Council Infrastructure Planning	Response/Comment
Stormwater	Existing pit and pipe infrastructure exists within the road network of the Affected Area. A level of on-site detention and detention will be required to manage stormwater resulting from anticipated future development of the Affected Area, noting that the sites are largely already completely impervious in nature.
Roads	<p>The surrounding road network is sufficient to support anticipated traffic movements from anticipated development of the affected Area.</p> <p>Recent intersection upgrades to West Lakes Boulevard and Port Road have been undertaken to improve conditions and capacity.</p> <p>New roads may be required within the Affected Area to service future development. The location and layout of the new roads will be subject to future design but will connect into the existing road network and have regard to Council requirements. In particular, a desire to prevent movements from within the affected area south along Murray Street.</p>

Government Infrastructure Planning	Agency	Response/Comment
Mains Water and Sewer		The Affected Area is currently serviced by water mains and the network has capacity to cater for the development. SA Water have advised of no specific planning works within or affecting the affected area, however, there will likely be some localised augmentation works to some pipes.
		The Affected area is currently serviced by mains sewer and the network has capacity to cater for the development. SA Water have advised that of no specific planning works within or affecting the affected area, however, there will likely be some localised augmentation works to some pipes. Upgrades of the Queensbury Pump Station will be dependent on the scale of the future development and would be at developer's cost.
Electricity		SA Power Networks have advised that the existing power supply network for the Affected Area has sufficient capacity to accommodate the anticipated additional loads from development. If additional loads are required as a result of development, then standard augmentation rates would apply.
Gas		APA have advised that the natural gas network has sufficient capacity to service future development and that no specific projects are required or planned.
Communications		NBN have advised that there is sufficient capacity in their network to support the development.

The above upgrades to infrastructure can be economically provided to the Affected Area. As such no further agreements or other arrangements are required to fund the infrastructure. Infrastructure assets such as roads and open space that will ultimately be vested with Council will be subject to further agreement with the Council at the development application stage to ensure that relevant infrastructure is consistent with Council requirements.

Electricity, gas and water will be provided by the relevant service providers with any associated costs for connections to be met by applicants of future land use development applications.

4.4 Investigations

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. In addition to this, the Commission has also specified certain investigations to be undertaken to support the Code Amendment.

The following investigations have been undertaken to inform this Code Amendment:

4.4.1 Industrial land study (2008)

This study considered the industrial land stock within the City of Charles Sturt by identifying existing industrial land supply and assessing its value in continuing with its current industrial use or undergoing rezoning in order to potentially consider alternative land uses.

The study did not identify any of the Affected Area as 'Prime Industrial Area'; noting that little or no manufacturing occurs at Albert Park. In general terms the study suggested a complete rethinking of the zone may be warranted and in particular:

- *the balance of the precinct is of little broader industrial significance and may be best suited to service industry and service trades*
- *there are minor opportunities to rationalise boundaries on the southern side to integrate isolated commercial and industrial sites*
- *the old cold storage facility warrants review in anticipation of the demise of an aging facility*
- *residential interface along the southern boundary could be improved.*

Given the interface issues arising from the interface of some of this location, as well as the aging infrastructure of some of the uses (particularly along Murray Street), there is value in pursuing zoning that supports a broader range of small scale commercial and retail land uses to take advantage of the visual prominence of the affected areas and particularly Port Road and West Lakes Boulevard corner, and exposure to passing traffic.

Management of the residential interface is needed to be addressed through a policy setting that provides for transition to the established residential areas, and which seeks to ensure that future non-residential land uses are design and operated in a manner that mitigates impacts on established (and future) residential development.

Conversely, it is appropriate to consider a policy framework for the Affected Area that supports ensuring any future sensitive receivers (ie residential development) is designed having regard to the potential mixed use nature of future development.



Figure 3: Representation of Albert Park Precinct within the Industrial Land Study (2008)

4.4.2 City of Charles Sturt Urban Employment Land Review (2019)

This review was undertaken to update the Council's understanding of its industrial land stock. Again, none of the Affected Area was identified as Prime Industrial Land, and the possibility of rezoning the former cold storage site (Figure 4) was similarly raised. In addition, the report mentions possible consolidation of the Gateway Church site (Figure 5) into the residential zone (where such a use is an envisaged use). It is clear that the affected area has marginal utility in its current zone and benefit could be derived from changing the land uses. However, the Study had too narrow a scope to make strategic recommendations for entire precincts.

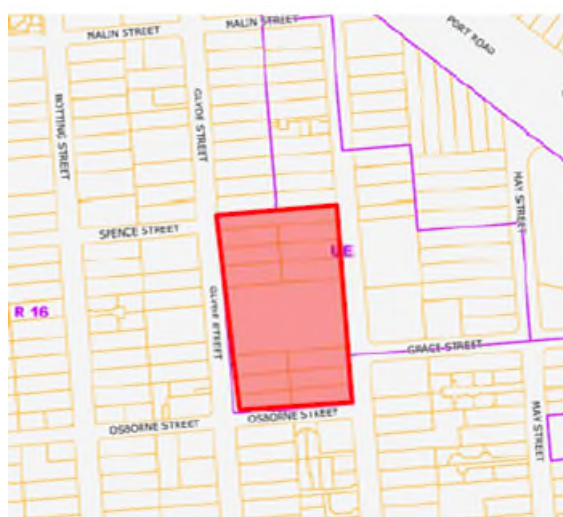


Figure 4: Former Cold Storage site



Figure 5: Gateway Church site

4.4.3 Proponent's Statement of Justification

A statement of justification was presented to Council to seek endorsement to initiate a Code Amendment process in accordance with the requirements of Council's privately-funded Code Amendment policy.

The statement of justification requested that the City of Charles Stuart initiate a part privately-funded Code Amendment in order to establish a more supportive planning policy framework for the Affected Area.

Several key justifications for the proposed rezoning were provided as follows:

- The Affected Area is not a Prime Industrial Area identified in Council's 'Industrial Land Use Study 2008';
- The buildings on the sites within the Affected Area have or are reaching the end of their economic life and complete redevelopment will be required under a more restrictive zoning regime than the original development;
- The configuration and fragmentation of the sites and ownership does not support their efficient and economic use for industrial, commercial or bulky goods retail uses;
- The change of zoning will not impact adversely on the continuing operation of existing business but will facilitate the redevelopment of the Affected Area to more appropriate land uses at the residential interface; and
- The interface issues with adjacent and nearby residential properties cannot be adequately overcome without further reducing the utility of the Affected Area sites.

Implications for Policy

The above previous studies undertaken prior to the Code's initiation identify an appropriateness to consider other higher and better land uses for the affected area. This implies a need to rezone the land to facilitate mixed use development and residential development.

4.4.4 Interface with Non-Residential Land Uses and Noise Sources

The interface between the Affected Area and nearby non-residential land uses is an important consideration as part of this Code Amendment, particularly as it seeks to introduce sensitive land uses (ie residential) in the affected area. EPA-licenced facilities identified within 800m of the affected area and the recommended evaluation distances applicable to them are summarised below.

Licenced activity	Address	Recommended evaluation distance	Distance from Affected Area
50940 - Petroleum – petrol filling station	OTR, 938-942 Port Road Woodville West	All other 24 hours operations – 200m	70 metres
50854 - Manufacturing – powder coating	Betta Powder Coating, 17 Circuit Drive, Hendon	300m – where capacity is more than 100 litres of paint or 10kg of dry powder a day	350 metres

Licenced activity	Address	Recommended evaluation distance	Distance from Affected Area
		100m – where capacity is less than 100 litres of paint or 10kg of dry powder a day	
50576 - Petroleum – petrol filling station	Coles Express, 827/837 Port Road, Woodville	Normal hours of operation – 50m	380 metres
797 - Resource Recovery/Waste Disposal – semiconductors (activity producing listed waste)	Hendon Semiconductors, 1 Butler Drive, Hendon		470 metres
50867 - Petroleum – petrol filling station	Liberty, 801 Port Road, Woodville	Normal hours of operation – 50m	650 metres

Table 1: Nearby Licensed Activities and Evaluation Distances

All but one of the petrol filling stations are outside of the recommended evaluation distance and therefore not likely to impact on potential residential land uses through noise and air quality impacts.

The other two licenses are within the Hendon business park and given access is only onto Tapleys Hill Road and the existing intervening residential development, are not assessed as having potential to impact on new residential development within the affected area.

The existing OTR petrol filling station is within the evaluation distance designated due to its 24-hour operation. However, notwithstanding this, it is considered the likely noise sources and impacts would not be dissimilar from that emanating from Port Road and such impacts could be suitably addressed through the *Ministerial Building Standard 010 - Construction requirements for the control of external sound*, triggered by the Noise and Air Emissions Overlay.

While not requiring a license, there are other potential noise and air emission activities within 800 metres of the affected area which may impact residential amenity. These include:

- Festival City - bulk wine storage (within the affected area)
- Statesman's Windows – Door and Window fabrication
- National Storage, Cheltenham – 24-hour storage facility
- CMI Toyota Cheltenham – car dealership and service centre
- Moyle Bendale Timber – timber importer and moulding specialists
- Bunnings Woodville – Bulky goods retail
- Harvey Norman Woodville – Bulky goods retail
- Portside Mitsubishi – car dealership and service centre (within the affected area)
- Ripper Print – printing

- Sola Seal – Window tinting
- Moores - Saw Sharpening
- Cast Stone – stone and concrete residential fencing products (within the affected area)
- Tradelink – retail and warehouse (within the affected area)
- Spotlight – retail (within the affected area)
- Gateway Baptist Church (within the affected area)
- Numerous warehouses and engineering businesses (mostly within affected area)

Most of these activities produce little noise and air emissions that would impact on residential development. In fact, most activities currently adjoin residential development. As such, the potential for unreasonable amenity impacts of these activities on potential future residential land uses are considered to be able to be managed through policy and appropriate design and construction responses, such as those found within the *Ministerial Building Standard 010 - Construction requirements for the control of external sound*, triggered by the Noise and Air Emissions Overlay.

The presence of both Port Road, West Lakes Boulevard and the Adelaide – Grange rail corridor in themselves present as noise and air pollution sources. It is important that the potential impacts from these noise and air sources are mitigated to maintain an appropriate residential amenity for any new residential development within the affected area.

It is also acknowledged that there will continue to be small scale lawful businesses within the affected area that will be potential sources of noise directly adjacent to the potential future sensitive uses. In this circumstance, it is important to ensure that the sensitive use is suitably designed and located to mitigate known impacts of these uses, so that they are not compromised into the future and can continue to operate without further restrictions imposed. In this regard, there is value in applying the Interface Management Overlay to the affected area. This overlay also addresses the appropriate design and placement of sensitive receiver development against the potential noise sources of adjacent development. This overlay, together with the Noise and Air Emissions Overlay would provide the appropriate balanced policy approach to mitigating conflicts between non-residential and residential development.

Implications for Policy

There is existing policy coverage within the P&D Code which ensures activities are consistent with the Environment Protection (Noise) Policy. This applies to both new sensitive receivers and noise sources.

The Noise and Air Emissions Overlay should be engaged where the impacts of existing high-volume transport corridors and mixed land use may need to be mitigated on new sensitive development in the area.

The overlay applies to all areas that are likely to be affected by noise and air emissions, including zones which allow for mixed uses. Port Road, a Type A Road, borders the area, and a section is adjacent the Grange railway. Therefore, the overlay is applicable for the affected area and will mitigate potential impacts for the interface with non-residential land uses.

The Interface Management Overlay should also be applied to the Affected Area to ensure new sensitive receiver development is appropriately designed to mitigate impacts on lawful non-residential development within the affected area.

4.4.5 Traffic Impact Assessment

A Traffic Assessment has been undertaken by GTA Consultants based on the potential development scenario for the Affected Area. The report examines the existing traffic and parking conditions, alternative transport capacity (cycling, pedestrian, public transport), likely traffic generation and parking demands as a result of the potential development, proposed access arrangements, as well as the potential impact on traffic volumes on the performance of the surrounding road network. The full report is contained within **Attachment E** and is summarised below.

Traffic Generation

GTA have modelled potential post development traffic generation from indicative development within the Affected Area on the assumption that the Affected Area could accommodate:

- a total of up to 550 dwellings;
- 35 existing standard dwellings will remain;
- up to 10,500m² of commercial floor space; and
- up to 3,500m² of retail floor space.

Based on the above full development capacity, the Affected Area is expected to generate in order of 822 peak hour trips and 6,973 daily trips across the entire day post development. This equates to a net increase of 208 vehicle trips in peak hour traffic generation, of which, 55% of these additional trips are associated with retail / commercial properties.

In terms of the impact of the additional traffic generation on the adjacent road network, it was concluded by GTA that the impact is likely to be minimal during the peak periods with a net increase of only:

- 60 vehicles at the intersection of May Street / Port Road
- 25 vehicles at the intersection of Jervois Street / West Lakes Boulevard
- 6 vehicles at the intersection of May Street / West Lakes Boulevard
- an additional 35 vehicles along Murray Street (noting closure to through movements south currently in place will be retained) with 21 southbound and 14 northbound
- 18 vehicle movements along Glyde Street, with 6 being southbound and 12 northbound.

High level traffic modelling has predicted that each key intersection in the surrounding network of the Affected Area will continue to operate satisfactorily with the anticipated additional post development traffic volumes, with minor increase in queue length and degree of saturation.

Car Parking

GTA concluded that there are no existing parking issues within the Affected Area. The ratios to accommodate parking demand are identified within the SA Planning and Design Code for different types of development as summarised in the table below. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements as detailed below.

Class of Development	Car Parking Rate 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.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.

Class of Development	Car Parking Rate
	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.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m ² of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	2.5 spaces per 100m ² of gross leasable floor area 1 space per 100m ² of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m ² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m ² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m ² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child

Class of Development	Car Parking Rate
	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.
Library	4 spaces per 100m ² of total floor area.
Community facility	10 spaces per 100m ² of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m ² of total floor area for a Fitness Centre 4.5 spaces per 100m ² of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m ² total floor area 1 spaces per 100m ² of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m ² of total floor area.
Store	0.5 spaces per 100m ² of total floor area.
Timber yard	1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

The Code provides off-street car parking policy within two tables which have differing ratios for selected land uses, depending on whether the location is within a designated area.

The identification of the affected area as a Designated Area is not considered appropriate as it does not achieve the conditions within Table 2 – Off Street Parking Requirements for Designated Areas as contained within the Transport, Access and Parking General Development Module of the Planning and Design Code (and the identified exception Zones are not envisaged to be utilised within the proposed Code Amendment) due to the intensity, scale and forms they envisage. These conditions relate to a site that:

- a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service (ie a Go Zone)
- b) is within 400 metres of a bus interchange
- c) is within 400 metres of an O-Bahn interchange
- d) is within 400 metres of a passenger rail station
- e) is within 400 metres of a passenger tram station
- f) is within 400 metres of the Adelaide Parklands.

The affected area is outside of 400 metres from the nearest rail station, as well as greater than 200 metres from a Go Zone bus route (Port Road is not identified as a Go Zone),

Implication for Policy

The potential future development of the Affected Area is not likely to warrant any significant upgrade of any road infrastructure or junctions, and as such there is no need to cover this need through local addition policy. There is sufficient coverage within existing policies contained in the P & D Code to address safe and efficient access for future development, as well as provision of suitable on-site car parking and servicing of development.

The Code would apply the typical car parking ratios for development within Table 1 – Off Street Vehicle Parking Requirements (this will be automatically triggered by virtue of not achieving the designated area conditions and the affected area not applying the exclusions type Zones).

4.4.6 Pedestrian & Bicycle Planning/Integration with Public Transport

The existing pedestrian infrastructure within the Affected Area comprises sealed pedestrian paths, always on at least one side of the street and where more clearly residential in character, often both sides of the carriageway. Apart from the intersection of Port Road and West Lakes Boulevard, there are no signalised pedestrian crossing points on the Port Road frontage, although there are recently installed (compliant) pram ramps at the entrances to May and High Streets. There is not a great diversity of use within the Affected Area at present and the main attractors of pedestrian activity are along Port Road, aside from the train station on West Lakes Boulevard.

The opportunity exists to extend Spence Street beyond Glyde Street to Murray Street, creating additional permeability (**as a pedestrian/cycle only connection**). Some other blocks may likewise lend themselves to the creation of new streets or laneways, which would be desirable as the existing street grid tends to have large blocks that discourage walking and make routes longer. In terms of being a walkable neighbourhood, there already exist a number of local businesses and services – food and drink, convenience retail and a supermarket, childcare and schooling, a post office – within 800m which would enable residents to meet a good portion of their daily needs within reasonable walking distance. The intended proposed zoning would encourage a greater diversity within the site itself, enabling a more sustainable community.

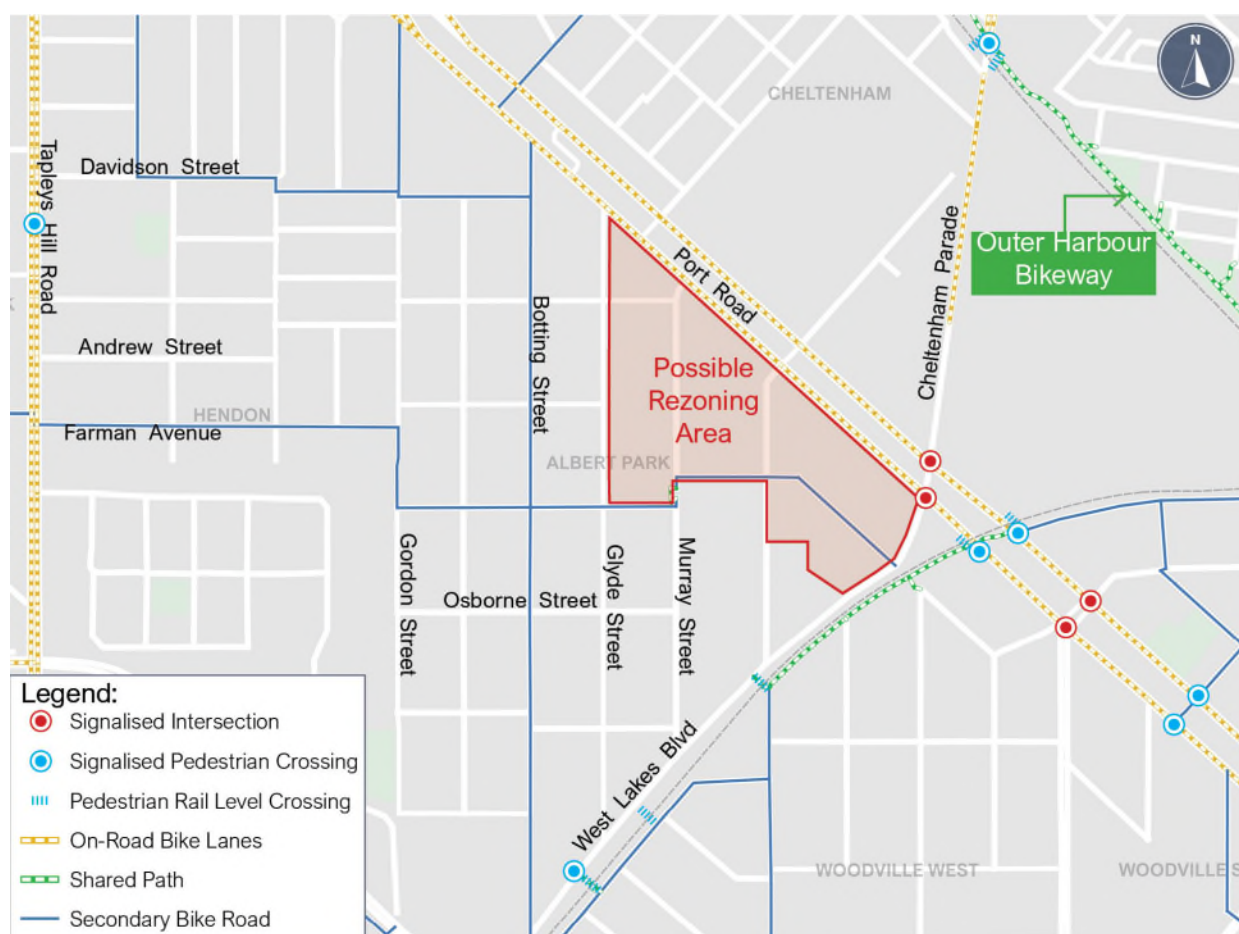


Figure 6: Pedestrian and cycling infrastructure in place surrounding the affected area.

Almost the entire Affected Area is within 800m of the Albert Park train station, the major attractor nearby. Due to the nature of West Lakes Boulevard at this stretch between Port Road and Glyde Street, and the provision of pedestrian refuges, this is easily accessible. The small area beyond this 800 metres has good access to a bus route on West Lakes Boulevard, and – subject to crossing Port Road – adequate access to bus routes on Port Road and even the Cheltenham or St Clair train stations beyond.

The Bike Direct network (see Figure 6) identifies Osborne Street, Grace and Jervois Streets as a secondary road with a bike function, providing an east-west connection through the suburb to Tapleys Hill Road. Botting Street to the west of the affected area is identified as a north-south secondary road route between Port Road and West Lakes Boulevard. Port Road has on-road bicycle lanes and a shared path runs along the southern side of the Adelaide to Grange rail line (the greenway). Bike lanes run along West Lakes Boulevard, further south of the affected area (May Street).

Implications for Policy

There is already suitable policy coverage to support the further safety and comfort of walking and cycling within the Affected area, particularly for new development. This includes policies for end of journey facilities, bicycle parking ratios for development and provision of a comfortable walking environment from development.

However, there may be a desire to reinforce a desire to provide pedestrian connections through an extension of Spence Street to aid in better permeability in this location. This can potentially be delineated in a Concept Plan map for the site, as these are likely to be able to be referenced within the Code Zone.

4.4.7 Public Open Space/Green Space

The Council's Open Space Strategy 2025 (2015) identifies a lack of provision in Albert Park, both objectively and by resident survey. It finds that due to the lack, the Council should invest money in ensuring what open space exists is high quality, but also that somewhere like Albert Park could justify land acquisition for this purpose, and this ought to be a priority for the Council.



Figure 7: Extract from Council's Open Space Strategy – Precinct D: The Central Area Directions

The draft Code Amendment intends to create a framework which supports intensification of development in the Affected Area through a mixed-use policy. It is anticipated that the draft Code Amendment will facilitate an increase in the local residential population and allow for higher density housing forms than currently permitted. As the anticipated residential form has a reduced capacity to provide large areas of private open space, it will be important that an adequate level of public open space is available to service both the established and additional population.

Nearest local or neighbourhood open spaces to the affected area are at the St Clair development (more than 800 metres away), Clarice Sutherland Reserve (at least 800 metres walk away) or Woodville West Reserve (more than 1km away). Significant distance aside, these are also difficult to access due to the need to cross larger roads such as Port Road, West Lakes Boulevard or the rail corridor.

There is therefore an opportunity to use redevelopment within the Affected Area to address nearby lack of public open space (coloured pink in Figure 7 above) identified in the Council's

Strategy. Whilst the location of the affected area is not directly within the identified area lacking open space, the provision of public open space within the affected area would, both reduce the extent of the neighbourhood outside of the desired walking distance to local open space, and remove what is a more difficult and costly arrangement for Council in the acquisition of land for this purpose.

Council and the Local Government Association (LGA) commissioned the Best Practice Open Space in Higher Density Developments Project in 2011 that explored whether the 12.5% legislative public open space requirement for land divisions was suitable for application to medium- and high-density urban environments. A key conclusion of the study confirmed that a 'one size fits all' approach is not appropriate and a needs-based assessment should be made. In some higher-density developments, there will be justification for more than 12.5% of land to be allocated to open space. The nature of the Affected Area as a largely fragmented location under multiple ownerships means a departure from the legislated requirement is unlikely at the zone level. However, as the proponent owns a significant portion of the site, some of which is likely to be developed together (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels.

A location between Murray and Glyde Streets seems the most appropriate location, particularly on the northern side of the former cold storage site. This is because this location would aid in facilitating an east-west pedestrian connection provide further permeability in this location; and is a logical drainage collection point (see Section 4.4.8 below).

Implications for Policy

Whilst there is policy coverage for the provision of public open space within the policies contained in the Planning + Design Code, it is worth identifying through a Concept Plan Map that development should make provision for local public open space in a location that suitably services the future and current populations, improves permeability and facilitates future stormwater management. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.

4.4.8 Infrastructure Assessment

KBR have undertaken a preliminary infrastructure investigation of the existing infrastructure capacity for the Affected Area to identify any need for upgrades to accommodate the anticipated future development scenario. The full report is contained within **Attachment E** and is summarised below.

Flooding and Stormwater Management

The capacity of the existing stormwater system and flood susceptibility of the Affected Area and surrounding land has been investigated based on Council's stormwater detention criteria which prescribes that the pre-development flows for the 0.2 Event Year (EY) (1 in 5 year ARI) rainfall event cannot be exceeded by the post-development flows for the 1% Annual Exceedance Probability (AEP) (1 in 100 year ARI) rainfall event.

The analysis divided the Affected Area into two catchments to reflect the existing flow paths and drainage layout. The results of the hydrological calculations indicate that onsite detention of approximately 2,700m³ is required to meet Council's criteria to limit flows to less than that existing catchment. The results are summarised in the table below:

Catchment	Area	Pre-Development 0.2 EY	Post-Development 1% AEP	Storage Required
May Street	6.40 ha	560 L/s	1,400 L/s	1,300 m ³
Glyde & Botting Streets	5.80 ha	430 L/s	1,300 L/s	1,400 m ³

The assessment reveals that the existing roads and the existing pit and pipe network within the Affected Area will likely need to remain (or at least rerouted along a similar alignment) as they convey runoff through the site from significant catchments upstream and will likely dictate the need for smaller detention areas within each of the sub-catchments prior to discharge to the existing drainage network. Therefore, the detention required for both catchments will need to be split across several outfalls depending on the proposed development layout and connections to the existing stormwater drainage.

The figure below summarises how KBR envisage the proposed development draining with suggestions for potential connections to existing infrastructure including allowances for detention storage locations within each catchment area. Hydraulics of these connections needs to be investigated and confirmed during detailed design. The detention volume could be attained by detention basins, underground tanks, oversized pipes, or a combination of these noting that the bioretention system (discussed below) could account for some of the detention volume. There is sufficient policy support within the Code for these measures to be implemented within any future development.

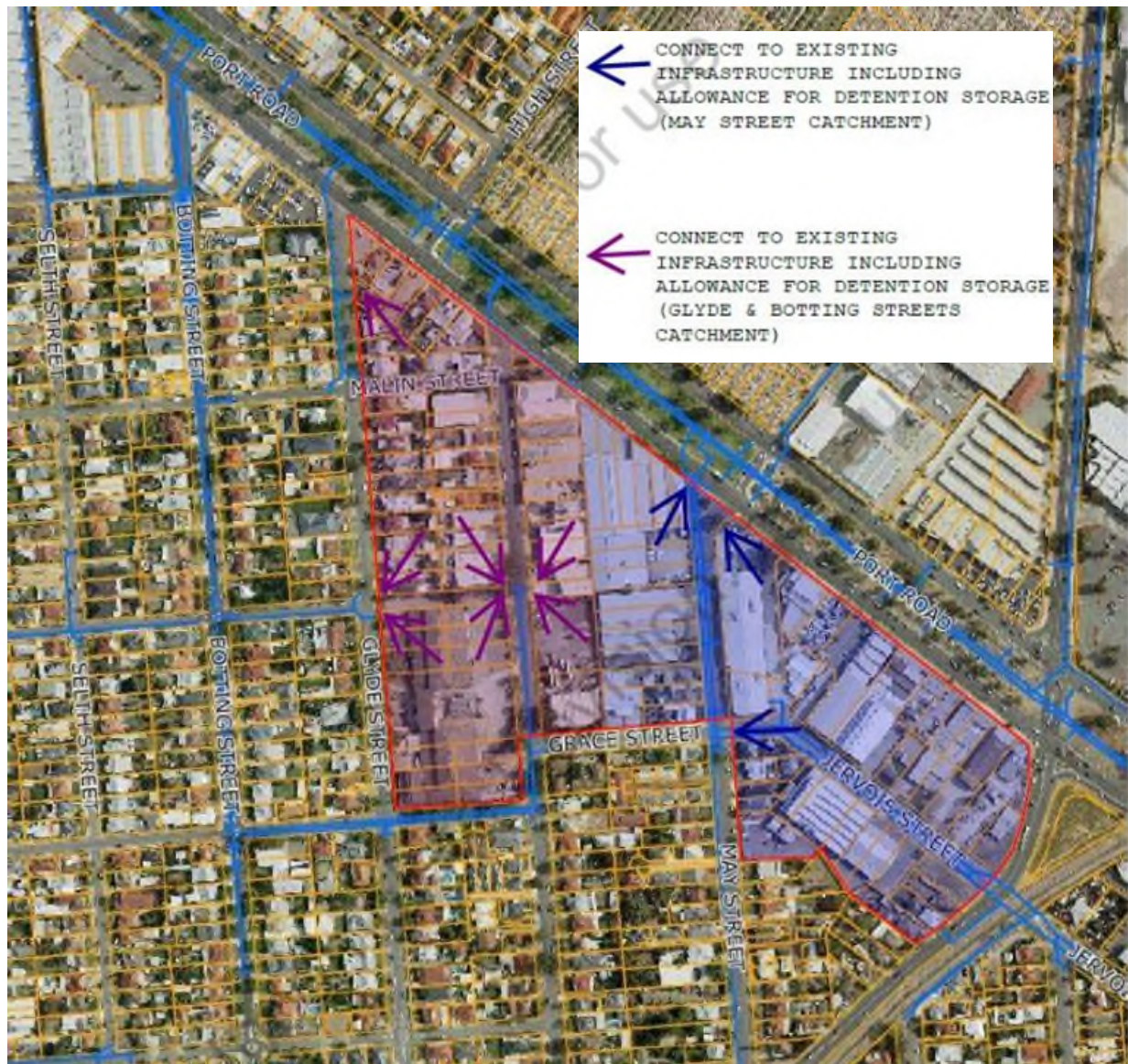


Figure 8: Stormwater catchment locations and potential drainage collections and detention storage locations

In order to achieve the principles of Water Sensitive Urban Design (WSUD), approximately 840m³ of bioretention area is required to ensure that runoff generated by the proposed development is treated within the site before being discharged into the existing Council drainage network. The required bioretention area could be achieved by multiple small ponds at inlet pits or larger ponds incorporated into detention basins. The bioretention area could be reduced with the use oil and sediment traps or the use other WSUD devices such as tree pits, vegetated swales or buffer strips.

Council's floodplain mapping data confirms that the site is affected by flooding. The recent upgrade of the Port Road Drain has improved this for a 0.2 EY event but flooding will still occur, particularly in the 1% Average Exceedance Probability (AEP) (1 in 100 year flood). The flooding in the 1% AEP is most significant between Murray Street and Botting Street (with depths up to 300 mm) and south of Jervois Street on the Baptist Church site (with depths up to 200 mm) (see figure below).



Figure 9: 1% AEP flood map of the Affected Area

KBR recommends the following stormwater master planning requirements in response to the flooding potential:

- Finished floor levels of the proposed buildings within the development must be 300mm above the anticipated 1% AEP flood level;
- Flow paths within the development will need to ensure safe conveyance of major flows and capture into the proposed detention facilities; and
- Consideration of possible displacement of stormwater volume that would currently be 'detained' in flooding on private property at trapped low points.

These areas align with the existing Hazards (Flooding – General) Overlay that currently applies to this land, and which provides the policy support needed to address the recommendations made by KBR in relation to mitigating flooding impacts to future development.

Consultation with service authorities has been undertaken to determine the infrastructure capacity of key infrastructure in the vicinity of the Affected Area.

Potable Water

SA Water have advised that the established network has sufficient capacity to support the development.

Some existing branch mains off Port Road may need replacing with slightly larger capacity main pipe to feed through the development and linkup to existing at West Lakes Boulevard and Glyde Street.

Depending on layout of future development, some existing mains may need to be abandoned or resized accordingly and fire service requirements will need further assessment and consideration.

Sewer

SA Water have advised that the existing network has sufficient capacity to support the development.

The existing mains along streets within and abutting the affected area will require upgrading to comply with the WSA Gravity Sewerage Code. In doing so, this will require reestablishment of any existing property connections outside the affected area into the respective reticulation sewer.

If the developer identifies the northern-most development is to discharge into the Glyde Street/Port Road main, further upgrades mains along Port Road, Hawke Street, Lawton Street and up to Avro Avenue are required.

The WWPS 458 Queensbury Pump Station will not require a physical upgrade, but will require an earlier onset of pump operation, extended run times during peak discharge periods and increased frequency during the day to accommodate flows from the proposed development.

Electricity

SA Power Networks have advised that the Woodville substation supplies the development area and has adequate capacity to accommodate additional load to the order of 8 MVA at present.

Indicative loads from the development of the affected area indicate sufficient capacity within the additional load.

SA Power Networks request that two 11 kV HV feeders which pass the development area would be the connection points for this development with reasonable capacity.

Gas

APA have advised that the natural gas networks surrounding this development have adequate capacity to service natural gas requirements for the proposed development.

Adjustments (extensions or relocations etc.) to the existing gas infrastructure to suit the specifics of a future proposed development such as changes in road layout and timing of various stages may be required within the Affected Area.

Communications

NBN Co. have advised that there is enough capacity in their network to support this development.

Implications for Policy

Both flooding and stormwater management matters can be better addressed as part of any detailed development proposal, and there is already sufficient policy coverage addressing this matter within the Planning and Design Code. There may be value in showing potential seeking water sensitive urban design basins within the future open space areas on a Concept Plan within the affected area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.

No specific policy on the provision of infrastructure is considered necessary given the suitability of the infrastructure to cater for further development on the site.

4.4.9 Site Contamination

LBW undertook a preliminary environmental assessment (PEA) of the Affected Area as per Council requirements that a broad assessment of contamination issues be carried out to inform future constraints or otherwise on the location of public open space, under-croft parking, sensitive land uses and development plan / planning and design code policy. The full report is contained within **Attachment E** and is summarised below. The key findings of the assessment are identified as follows:

- the majority of the Affected Area includes commercial / industrial land uses with potentially contaminating activities (PCAs) inferred to have occurred at 65 of the 118 land parcels within the Affected Area.
- 55 land parcels were subject to a Class 1 – High Risk PCA and some of these were subject to multiple PCAs. Ten land parcels were identified or inferred to be subject to a Class 2 – Moderate Risk PCA only. No Class 3 – Low Risk PCAs were identified within the Affected Area. This reveals that a relatively large proportion of the Affected Area has been subject to Class 1 and/or 2 PCAs, indicating a generally high risk posed by site contamination for the types of redevelopment contemplated for the re-zoning (see Figure 10 below).
- With the exception of 24-30 Murray Street in the western portion of the area, the contamination status of the Affected Area is unknown. Remediation of 24-30 Murray Street will be needed to make the site suitable for sensitive land use and remediation may be necessary to make the northern part of the site suitable for commercial land use.
- Areas where no PCAs have been recorded are more likely to be suitable for sensitive land uses, however, impacts to groundwater and soil vapour beneath these sites cannot be discounted due to their proximity to known PCA sites.
- EPA investigations into soil vapour impacts from 24-30 Murray Street have identified soil vapour across a significant portion of the western area of the Affected Area, including beneath both commercial and residential properties. EPA investigations are currently ongoing. Once complete, potential vapour risk to properties on this part of the site will be better understood and will help to define any future intrusive investigation scope and potential remediation needs to make sites suitable for their current use or to support change in land use.

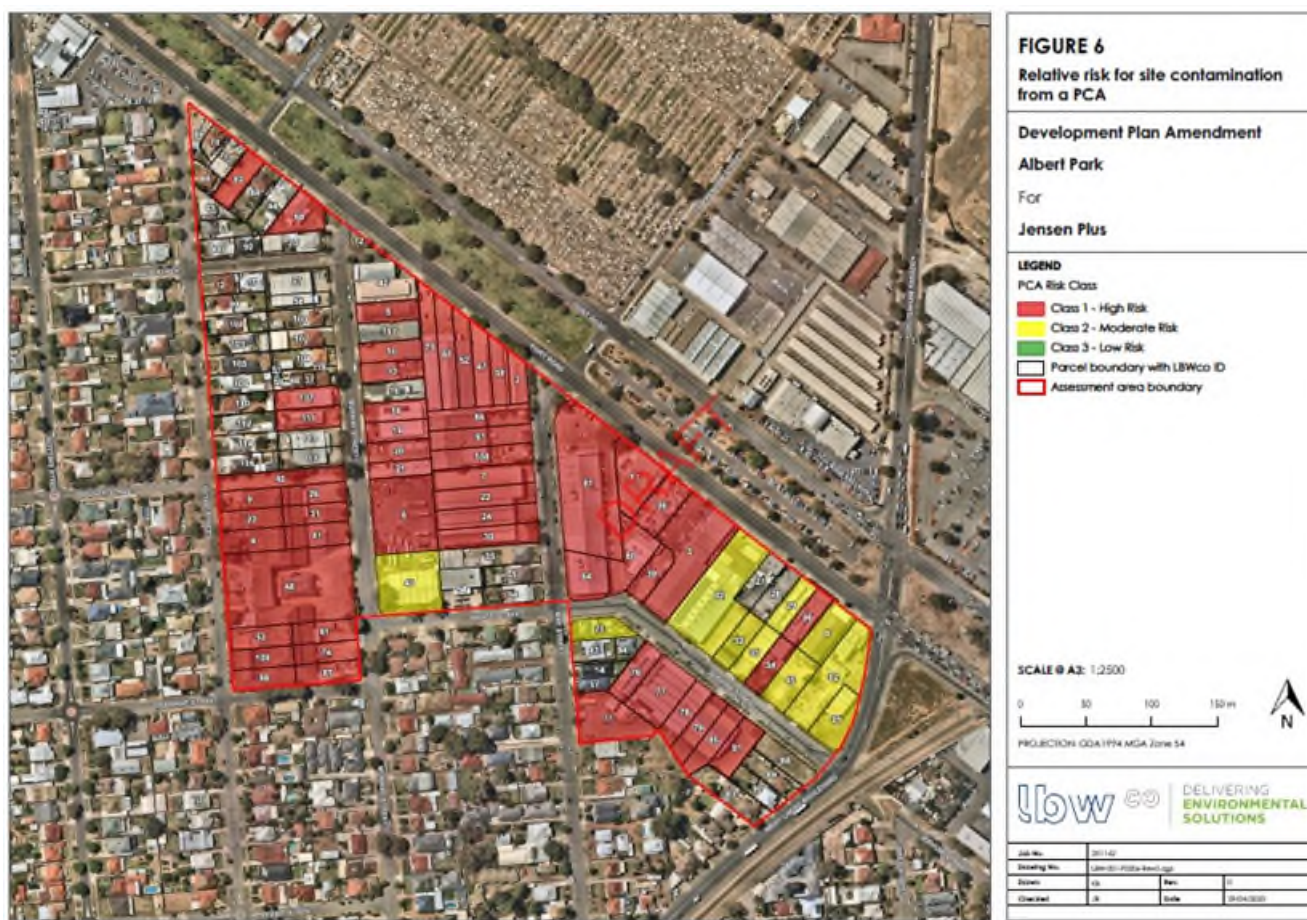


Figure 10: Land parcels identified with relative risk for the site contamination from PCA

In addition to LBW's assessment, the proponent has undertaken their own investigations for the 24-30 Murray Street site. This includes an Interim Auditor's Advice (**Attachment E**) which confirms the following specifically for that site:

- Soil contamination was identified in the central, eastern and western portion of the site, comprising elevated concentrations of lead benzo(a)pyrene TEQ, TRH (C16-C34), copper and zinc greater than adopted investigation and screening levels for Human Health and Ecology
- Groundwater contamination was present below the site (northern portion) and beyond the site to the north-west, north and north-east, reflective of ground water flow directions. Elevated concentrations included CHCs, TRH, PFAS and selected metals. Notwithstanding this, the potential for contamination of the Q2 Aquifer is considered to be low
- Soil Vapour is detected on the north-east quadrant of the site and immediate east of the site in Murray Street. Elevated concentrations comprised TCE and other VOCs.

The following outcomes of the auditor were made in relation to the site:

- the nature and extent of contamination has been adequately assessed and delineated
- remediation is and remains necessary to make the site suitable for its proposed future residential and open space land uses
- the remediation approach presented is likely to make the site suitable for the proposed future residential and open space land uses, as well as eliminate as far as reasonably practicable actual or potential harm to water and the environment

remediation will also remove a key source of site and future off-site (down hydraulic gradient) groundwater and soil vapour contamination associated with TCE (and to a lesser extent other CHCs).

The Interim Audit Advice has been referred to the EPA for information and the EPA have confirmed that the Interim Audit Advice meets the legislative and administrative framework established within the Environment Protection Act, 1993 and Environment Protection Regulations 1999.

Implications for Policy

It is clear from the above investigation that a level of site contamination is apparent within the Affected Area which will require remediation prior to being appropriate for sensitive land uses. These investigations and remediation processes can be further advanced as part of future development applications for the relevant land parcels (noting that some sensitive uses already exist on several of the identified Class 1 parcels).

Development for a more sensitive land use on sites where potentially contaminating activities are known to have occurred will trigger a referral to the EPA and require a Statement of Site suitability (or potentially an Auditor's statement). As such, the Planning, Development and Infrastructure Act, 2016 and supporting Regulations, 2017 provide sufficient rigour to ensure contamination is appropriately addressed as part of the development application stage.

The Planning and Design Code's Site Contamination General Development Policies provide suitable policy support for relevant authorities in ensuring this matter is addressed for sensitive land uses.

4.4.10 Non-Residential Development

The Affected Area already contains a number of non-residential uses in the form of offices and shops, including a Spotlight bulky goods tenancy. However, the location does not, and is not intended to operate as an activity centre with larger scale retail facilities into the future. This has been derived having regard to:

- a Coles supermarket within 800m
- Drakes, Aldi and Woolworths supermarkets within 2 km

It is unlikely that a supermarket would be envisaged within the affected area, due to the saturation within the catchment, as well as limited opportunities due to the fragmented nature of the sites and ownership within the affected area.

Notwithstanding this, the provision of some small scale retail, office and other supporting commercial and community services is supported in this location, principally along the Port Road frontage, as it would support the principles of achieving a walkable neighbourhood.

It is important that the zone selected for the Affected Area supports mixed use development, including retail and commercial development, however maintains a limitation on scale and intensity to ensure that it performs a local function only, and better aligns to the intent of this location and the management of interfaces with both busy local road network and surrounding residential development.

Implications for policy

The resultant zoning should seek to ensure that only smaller scale shops, offices and consulting rooms are supported, with larger scale retail facilities identified as restricted development.

4.4.11 Community Facilities

The Affected Area is well located for community facilities, albeit containing only a place of worship. An analysis of the existing offering (800m walking and 2km cycle/easy travel distance) has been undertaken and is laid out in the table below. Places of worship have been excluded but are prevalent and often serve many of the same social purposes as secular community facilities. A good number of them represent specific ethnic or cultural groups and display the multicultural nature of the area.

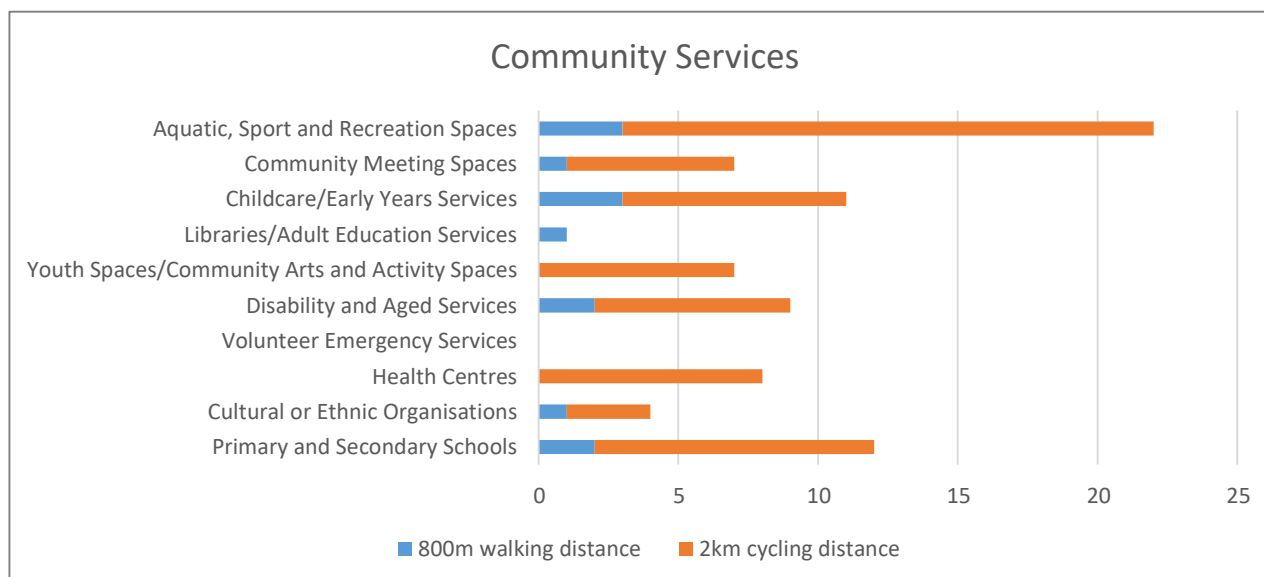


Figure 11: Proximity of community services

It is evident that a wide spectrum of facilities is available within proximity of the Affected Area. There is an enormous variety of sports and recreation opportunities, both formal and informal, (note this does not contradict local scarcity in some geographic locations and should be seen in the context of the size of population they are intended to serve) as well as choice of childcare, school, and out-of-hours activities. Further to the places of worship mentioned above, there are secular cultural and ethnic community groups representing the cultural diversity of the area. The Queen Elizabeth Hospital and several aged care facilities anchor a broad selection of high-quality medical practices in many specialties. The need for volunteer emergency services within metropolitan Adelaide is not considered significant.

In addition, the Community Facilities Spatial Plan Scenario for the City of Charles Sturt produced by Elton Consulting (2011) shows that Woodville Village at the Woodville train station currently operates as a regional-level facility with a central library, multipurpose community/civic centre and youth space. This is only just beyond the 800m walking distance from the Affected Area but the regional nature of the services will reflect the additional travel required and is anyway accessible by public transport or bike. These services would be additional to the 2km band on the chart above.

4.4.12 Flightpath Building Height Limits

Development near airports needs to take account of the needs of aviation so as not to prejudice air traffic. The location of the Affected Area, roughly due north of Adelaide Airport, is not below a flightpath. It falls entirely within an area identified by the SA Planning and Property Atlas as requiring notification for all structures exceeding 110 metres in height. This is well in excess of anything envisaged for the Affected Area. Similarly, there are no impacts from Parafield Airport. Development in the Affected Area is therefore not restricted by flightpaths or airport operations.

4.4.13 Affordable Housing Overlay

The affordable housing policy sets a target of 15% of new development that meets a set of criteria to enable low- and middle-income households to purchase their own home. The State's affordable housing policy requires the overlay should be engaged, among other triggers, where areas are subject to re-zoning that "substantially increases dwelling potential". This draft Code Amendment will substantially increase the dwelling potential, including allowing several individual sites with the potential to support at least 20 dwellings and is therefore relevant to the new zoning.

Implications for policy

The Affordable Housing Overlay should be applied to the extent of the affected area as part of this rezoning process.

4.4.14 Urban Form & Densities

Densities

Any area of mixed-use requires higher density residential development to support the range of facilities residents expect to use daily within walking distance.

The adjacent General Neighbourhood Zone to the south and west of the affected area supports net residential densities generally in the order of up to 35 dwellings per hectare (equates to 300m² minimum allotment size). This is considered to be low density, with the Planning and Design Code defining medium density to be net residential densities of between 35 and 70 dwellings per hectare.

A number of other locations within the City of Charles Sturt where mixed use precincts are envisaged have a range of densities that fall within both the medium and high (more than 70 dwellings per hectare) density ranges. These are found at Bowden, West Lakes, Woodville West, Seaton and also proposed at Kilkenny. The high densities envisaged at both Bowden and West Lakes are not considered appropriate for this location, given the smaller scale, fragmented nature of ownership and lack of master planned approach to the affected area.

The nearby Woodville West development is located within the Urban Renewal Neighbourhood Zone and supports densities of up to 70 dwellings per hectare and seeks to achieve medium density housing outcomes. This is also consistent with the outcomes and densities provided for at Seaton, which has a similar scale and context.

A medium density outcome is appropriate for the Affected Area, taking into account the desire to increase densities for this location, yet transition appropriately to the surrounding established residential neighbourhood to the west and south.

Building heights

An increased urban form is envisaged within the Affected Area, reflective of the increase in intensity and density of development, and to support the achievement of mixed use development outcomes (where one or two or more levels of housing would occur above a non-residential ground level). The highest intensity of form would be anticipated to occur along the arterial road frontages of Port Road and West Lakes Boulevard, given their width and attractiveness for mixed use development outcomes. These locations are also set further from neighbouring low scale housing and therefore, the difference in form can suitably be mitigated in terms of visual and amenity impacts. Potentially, height of up to 4 levels can be achieved in these locations where this would align to other similar locations at Seaton and

Woodville West (and proposed at Kilkenny). The adjacent General Neighbourhood Zone supports buildings of up to 2 levels and 9 metres in height.

The character of the Affected Area is largely industrial, but on a relatively low-rise scale, with most bulky warehouse-type construction staying below the equivalent three levels (approximately 10m). This is despite the Strategic Employment and Employment Zones covering these locations enabling buildings up to 12 metres in height (as a Technical and Numerical Variation). In some cases the transition from warehouse to single-storey dwelling is sudden and jarring. Notwithstanding this, it is appropriate that the building heights transition from the higher locations supporting four levels, down to the surrounding residential neighbourhoods. In this instance, the edges of the affected area should be limited to 3 levels, which aligns with the heights of some of the industrial buildings currently within these locations.

The suggested height distribution and transition is reflected within Figure 12 below.

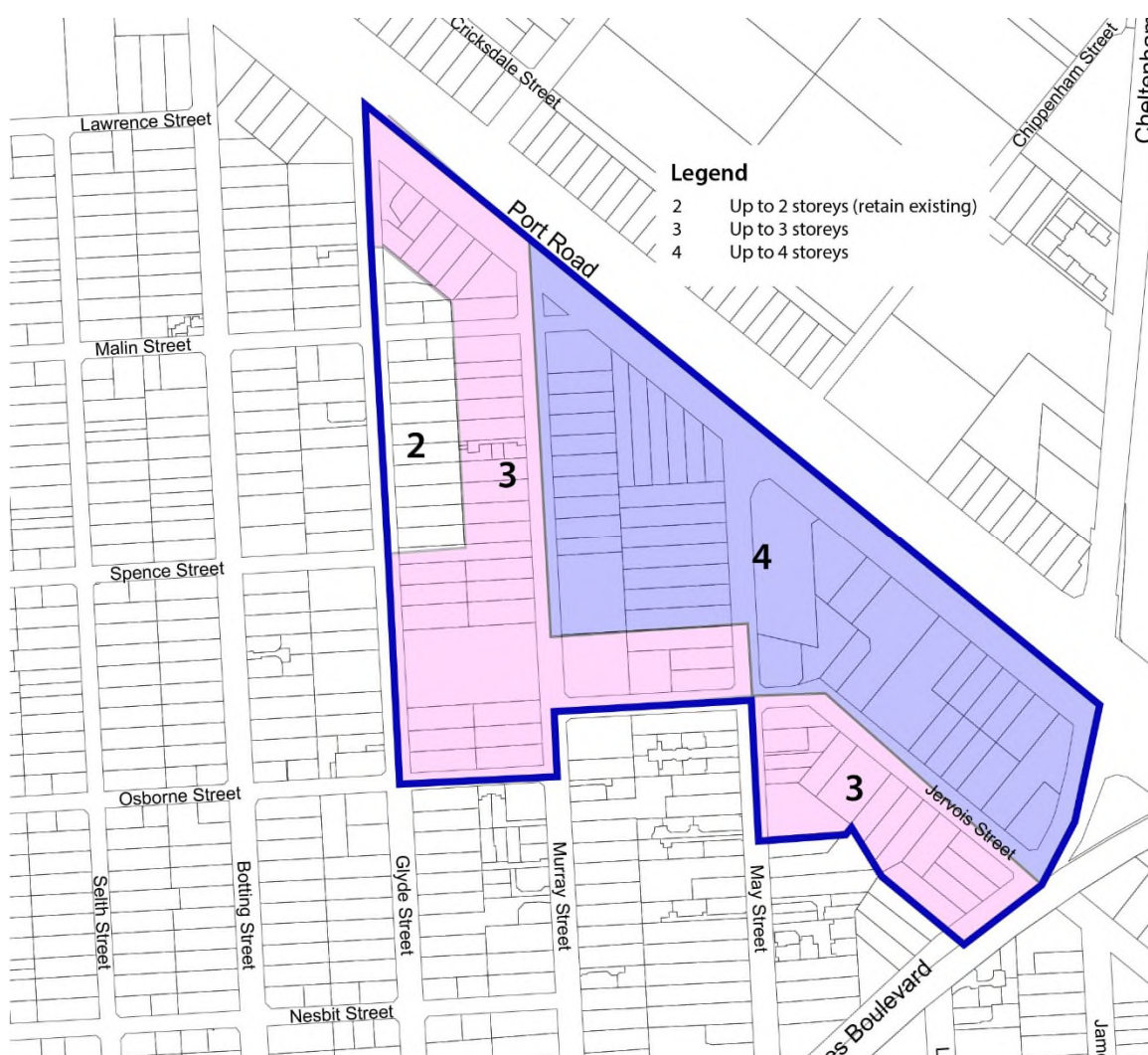


Figure 12: Proposed heights across the Affected Area

Setbacks

Given that there is a desire for a more compact form of development within the Affected Area there is a need for reduced setback compared to the surrounding area. Where non-residential uses will be on the ground floor, especially on main road frontages or facing the new public open space, the preferred option would be to build to the street frontage. On West Lakes Boulevard it will be necessary to accommodate the projected road widening; new development should occur at the proposed new boundary to frame the street and rail corridor. Away from these frontages, isolated non-residential development may justify a different setback with appropriate regard to street scene and neighbouring amenity.

Elsewhere, a setback of 3m from the street frontage is considered appropriate to frame the street with denser building forms whilst providing an area of transition between the street and building that facilitates some landscaping.

For side and rear setbacks, greater flexibility needs to be provided, including larger and taller expanses on boundaries to provide for more diverse housing forms. In this regard, the bulk and scale of buildings within a streetscape (including their cumulative form) and the impacts of the built form on the amenity of occupants and neighbours (in terms of overbearing nature; overshadowing and privacy) are considered more important design attributes than arbitrary distance. In some circumstances, this approach may require larger setbacks than a standard setback distance, and therefore is considered a more appropriate policy response to these more complex design issues.

Implications for Policy

The preferred zone should facilitate medium density development with densities in the range of 35 – 70 dwellings per hectare.

The preferred zone application to the affected area should support buildings up to 4 storeys in height along the Port Road and West Lakes Boulevard frontage, with a transition in built form up to 3 storeys at the interface with adjacent residential zones. This can potentially be reflected as Technical Numeric Variations as well as within a Concept Plan Map.

Policy should support reduced setbacks to street frontages, particularly for non-residential development, and side and rear setbacks. Emphasis, and sufficient policy support should instead be provided to amenity implications of built form.

4.4.15 Albert Park Streetscape Character Area Investigations

A portion of the Affected Area's eastern boundary along Glyde Street was previously subject to investigations undertaken by Council in 2014 as part of the Residential Streetscape Analysis Study. The Study identified a portion of Albert Park (including Glyde Street within the affected area (highlighted in **RED**) as a potential character area. This was derived from the consistency within the streetscape of interwar housing and consistent streetscape patterns and rhythms considered to be of value.



Figure 13: Area 3A from Residential Streetscape Analysis study, comprising Albert Park, including Glyde Street

Council sought to rezone the identified areas in response to the study outcomes, however the proposed Statement of Intent was not accepted by the then Minister at the time. Council remains eager to explore avenues for managing these identified character areas into the future and where the recommendations from the study remain valid, pursue the appropriate policy support available within the Planning and Design Code.

Since the survey work was done and recommendations were formed for this portion of Glyde Street, as much of the housing remains in place unchanged. Notwithstanding this, it is outside of the scope of this Code Amendment to introduce character provisions for this location. However, as a result, it is desirable that the section of Glyde Street that sits within the identified potential character area not be rezoned as part of this Code Amendment as the resultant density and housing forms sought by the Code Amendment are likely to conflict with the intended outcomes of managing character attributes of this location. An exception to this is the property at 1 Glyde Street. This is proposed to be rezoned as part of the Suburban Business Zone to facilitate a more logical future development site at this location that aligns with the rear of neighbouring properties along Port Road, noting that this location has recently undergone improvements to accommodate a retail showroom and has common ownership (making a consolidated development site feasible).

Policy Implications

Exclude the portion of Glyde Street (aside from 1 Glyde Street) identified as having residential character value from the proposed rezoning and retain within existing General Neighbourhood Zone.

4.4.16 Assessment of suitable applicable Planning and Design Code Zones

The future zoning for the Affected Area will need to support mixed use development, comprising of medium density residential and commercial development that serves the local community. There are a number of potential zones within the Planning and Design Code which may accommodate the envisaged development scenario. The Urban Neighbourhood Zone is considered to support too intense a development outcome (both in terms of densities and heights) and is not considered appropriate for this location (it is used at both Bowden and West Lakes which are larger, more intense development locations).

In considering the nature of the affected area, its desired transition in intensity of use, mixture of use and heights from the arterial road frontages and the surrounding established low density, low form residential neighbourhoods, it is considered that two different zones apply to the affected area. The two zones identified to be of best fit are summarised below, with their extents outlined in the figure below.

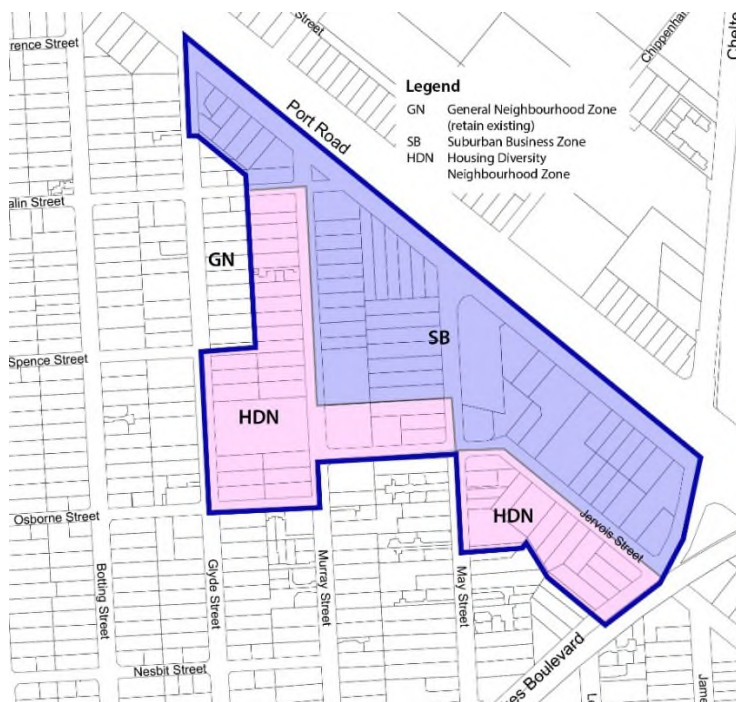


Figure 14: Extent of proposed zones to the Affected Area.

Suburban Business Zone

- Supports business and innovation uses, along with residential development as secondary element (ie where it complements the non-residential use)
- Supports medium density development
- Supports heights of up to 4 storeys (through Technical and Numerical Variation)
- Supports retail, business and commercial development of a local convenience and scale (shops up to 500m² for deemed-to-satisfy criteria, with over 1,000m² identified as restricted development)
- Includes policy support seeking transition of heights to adjacent zone boundaries
- Supports inclusion of a Concept Plan.

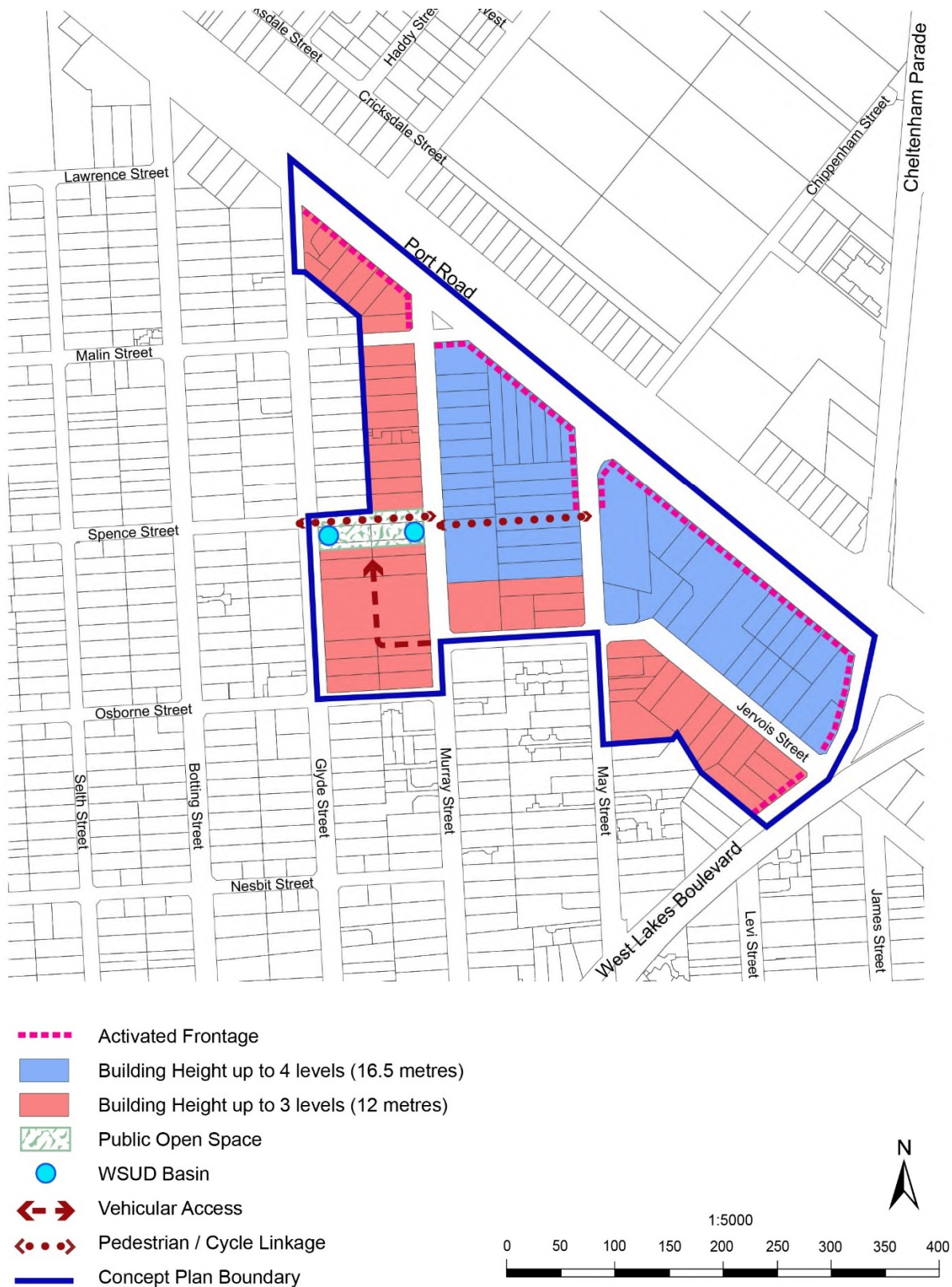
Housing Diversity Neighbourhood Zone

- Supports medium density residential development
- Allows for small scale retail, commercial and community facilities
- Supports heights of up to 3 storeys (through Technical and Numerical Variation)
- Includes setback policy that both provides flexibility or alternative housing forms, yet also considers established character elements which is useful for the transition to surrounding neighbourhood
- Supports inclusion of a Concept Plan.

4.5 Recommended policy changes

Following is a list of the recommended policy changes which are proposed in response to the investigations undertaken in support of this Code Amendment:

- Rezone the land to the Suburban Business Zone along the Port Road and West Lakes Boulevard Frontage and Housing Diversity Neighbourhood Zone at the interface with surrounding General Neighbourhood Zone (Murray Street, Glyde Street, Grace Street and Jervois Street)
- Ensure Technical and Numerical Variations within each Zone (where relevant) reflect the four and three storey maximum building heights distributed throughout the Affected Area
- Include a Concept Plan Map for the Affected Area which addresses:
 - key vehicle access locations
 - key pedestrian and cycling movements
 - where active frontages are desired
 - preferred location and extent of public open space
 - stormwater management basins
- Apply the Noise and Air Emissions Overlay to the Affected Area
- Apply the Affordable Housing Overlay to the Affected Area
- Apply the Interface Management Overlay to the Affected Area
 - Extend the Stormwater Management Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone
 - Extend the Urban Tree Canopy Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone



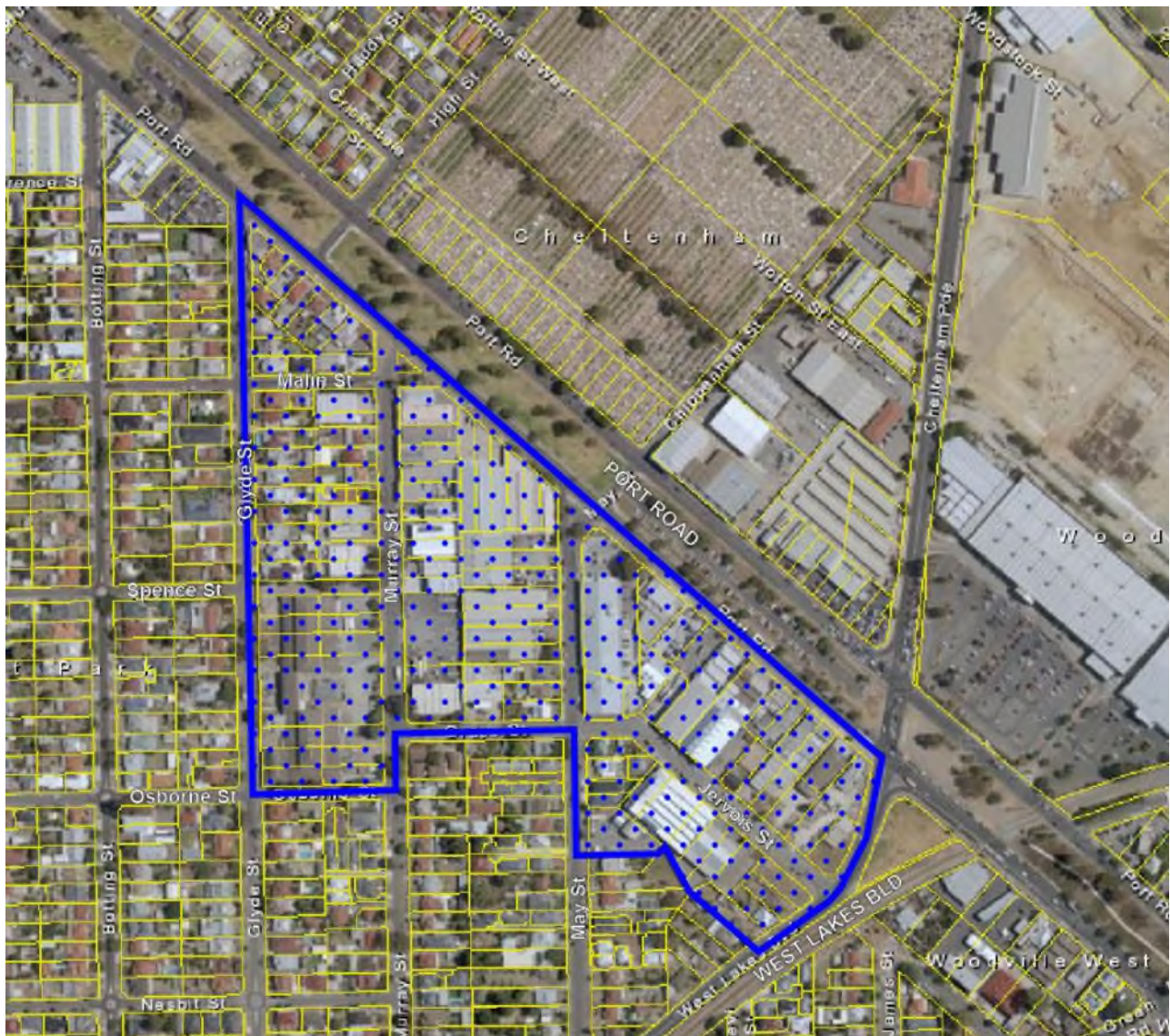
Concept Plan XXX

ALBERT PARK

Version B - 02 November 2021

Figure 15: Proposed Concept Plan to Apply to the Affected Area

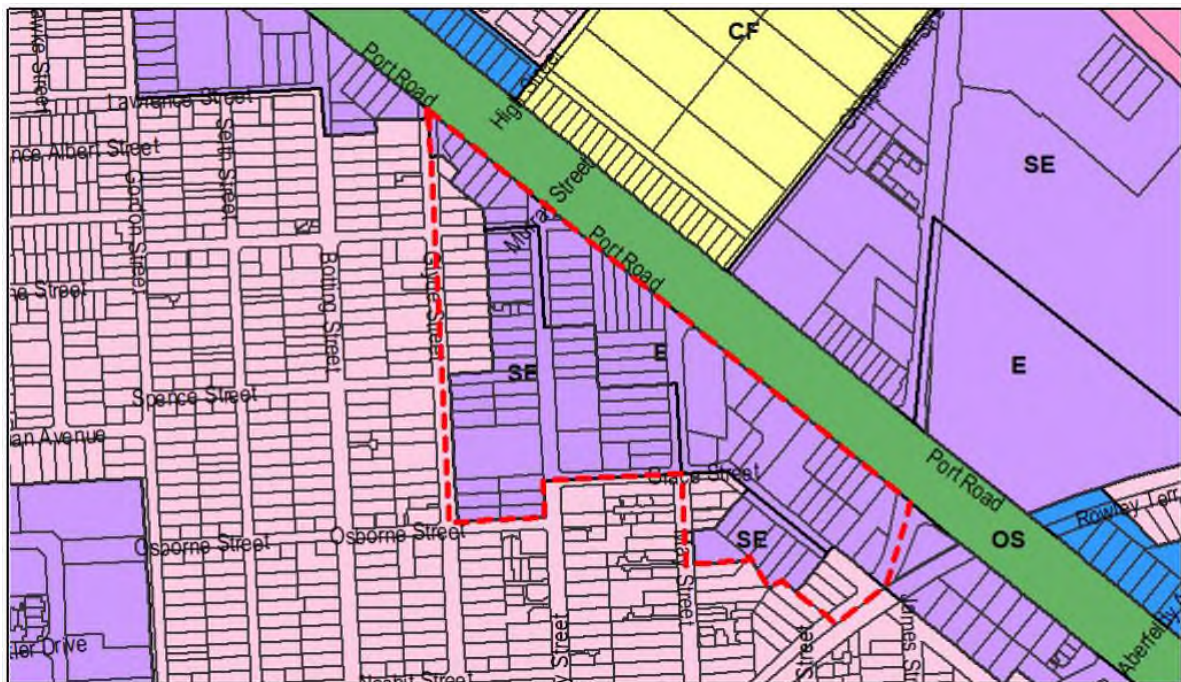
ATTACHMENT A – AFFECTED AREA MAPPING



ATTACHMENT B – CURRENT CODE POLICY

The following Zones currently apply to the Affected Area. Note for the purposes of brevity and ease of use, Assessment Tables 1 to 5 applying to each Zone have not been included (just the policies). Please refer to the Planning and Design Code (<https://code.plan.sa.gov.au/home/browse-the-planning-and-design-code?code=browse>) to view each of the tables applying to each zone.

Spatial Application of Existing Zones



Strategic Employment Zone (SE)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: <ul style="list-style-type: none"> a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries c) create new and enhance existing business clusters d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes

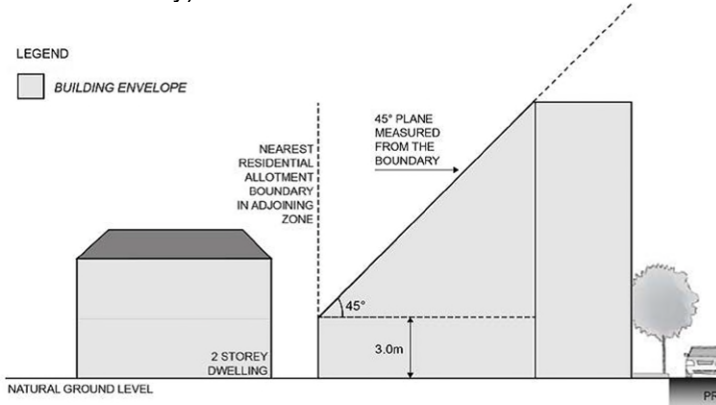
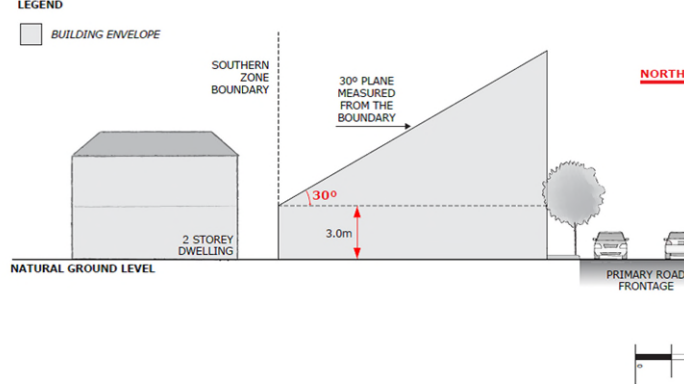
	e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> a) Advertisement b) Automotive collision repair c) Electricity substation d) Energy generation facility e) Energy storage facility f) Fuel depot g) General industry h) Intermodal facility i) Light Industry j) Motor repair station k) Public service depot l) Rail marshalling yard m) Renewable energy facility (other than a wind farm) n) Retail fuel outlet o) Service trade premises p) Shop q) Store r) Telecommunications facility s) Training facility t) Warehouse
<p>PO 1.2</p> <p>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</p>	<p>DTS/DPF 1.2</p> <p>Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</p> <ul style="list-style-type: none"> a) Bulky goods outlet b) Consulting room c) Indoor recreation facility d) Light industry e) Motor repair station f) Office g) Place of worship h) Research facility i) Service trade premises j) Store k) Training facility l) Warehouse.

PO 1.3 Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.	DTS/DPF 1.3 Shop where one of the following applies: a) with a gross leasable floor area up to 250m ² b) is a bulky goods outlet c) is a restaurant d) is ancillary to and located on the same allotment as an industry.
PO 1.4 Residential development is subordinate and necessary to support the efficient management, security and/or operational aspects of a non-residential land use.	DTS/DPF 1.4 None are applicable.
PO 1.5 Telecommunication facilities are located to mitigate impacts on visual amenity on residential areas.	DTS/DPF 1.5 Telecommunications facility in the form of a monopole: a) up to a height of 30m b) no closer than 50m to neighbourhood-type zone.
PO 1.6 Bulky good outlets and standalone shops are located to provide convenient access.	DTS/DPF 1.6 Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.
Site Dimensions and Land Division	
PO 2.1 Land division creates allotments of a size and shape suitable for a range of industrial, transport, warehouse and other similar or complementary land uses that support employment generation.	DTS/DPF 2.1 Allotments: a) connected to an approved common waste water disposal service have an area of 2500m ² or more and a frontage width of 30m or more b) that will require the disposal of waste water on-site have an area of 3000m ² or more and a frontage width of 30m or more.
Built Form and Character	
PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1 None are applicable.
PO 3.2	DTS/DPF 3.2

<p>Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:</p> <p>using a variety of building finishes</p> <p>avoiding elevations that consist solely of metal cladding</p> <p>using materials with a low reflectivity</p> <p>using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.</p>	<p>None are applicable.</p>
<p>PO 3.3</p> <p>Buildings are set back from the primary street boundary to contribute to a consistent streetscape.</p>	<p>DTS/DPF 3.3</p> <p>The building line of a building is no closer to the primary street frontage than:</p> <ul style="list-style-type: none"> a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building or b) where no building exists on an adjoining site: <ul style="list-style-type: none"> 1. 8m or more for buildings up to 6m high 2. not less than 10m for buildings greater than 6m high.
<p>PO 3.4</p> <p>Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings and the road to enhance the appearance of land and buildings when viewed from the street.</p>	<p>DTS/DPF 3.4</p> <p>Building walls are set back 4m or more from a secondary street boundary.</p>
<p>PO 3.5</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>	<p>DTS/DPF 3.5</p> <p>Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</p>

Interface Height	
<p>PO 4.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary):</p> 
<p>PO 4.2</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.2</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 
<p>PO 4.3</p> <p>Buildings on an allotment fronting a road that is not a State maintained</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>

<p>road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>													
Landscaping													
<p>PO 5.1</p> <p>Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.</p>	<p>DTS/DPF 5.1</p> <p>Other than to accommodate a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land, a landscaped area is provided within the development site (excluding any land required for road widening purposes):</p> <p>where a building is set back less than 3m from the street boundary - within the area remaining between a relevant building and the street boundary or</p> <p>in accordance with the following:</p> <table border="1" data-bbox="691 1048 1406 1892"> <thead> <tr> <th>Minimum width</th><th>Description</th></tr> </thead> <tbody> <tr> <td>8m</td><td>Along any boundary with the Open Space Zone associated with the River Torrens.</td></tr> <tr> <td>5m</td><td>Along any boundary with a Highway, Freeway or Expressway.</td></tr> <tr> <td>5m</td><td>Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> a) Employment (Bulk Handling) Zone; b) Commercial and Business Zone; c) Resource Extraction Zone. </td></tr> <tr> <td>3m</td><td>Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.</td></tr> <tr> <td>3m</td><td>Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).</td></tr> </tbody> </table>	Minimum width	Description	8m	Along any boundary with the Open Space Zone associated with the River Torrens.	5m	Along any boundary with a Highway, Freeway or Expressway.	5m	Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> a) Employment (Bulk Handling) Zone; b) Commercial and Business Zone; c) Resource Extraction Zone. 	3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).
Minimum width	Description												
8m	Along any boundary with the Open Space Zone associated with the River Torrens.												
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3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.												
3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).												
<p>PO 5.2</p>	<p>DTS/DPF 5.2</p> <p>Landscape areas comprise:</p>												

Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.	<ul style="list-style-type: none"> a) not less than 10 percent of the site b) a dimension of at least 1.5m.
PO 5.3 Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.	DTS/DPF 5.3 None are applicable.
Fencing	
PO 6.1 Fencing exceeding 2.1m in height is integrated and designed to complement the appearance of land and buildings and does not form a dominant visual feature from adjacent streets to enhance the character of employment areas.	DTS/DPF 6.1 Fencing exceeding 2.1m in height is: <ul style="list-style-type: none"> a) located behind a façade of an associated building located on the same site or b) located behind a landscaped area along relevant street frontages or c) consists of visually permeable materials with landscaping behind.
Advertisements	
PO 7.1 Freestanding advertisements do not create a visually dominant element within the locality.	DTS/DPF 7.1 Freestanding advertisements: <ul style="list-style-type: none"> a) do not exceed 6m in height b) do not have a sign face exceeding 8m² per side.
Concept Plans	
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 8.1, in instances where: <ul style="list-style-type: none"> a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Employment Zone (E)

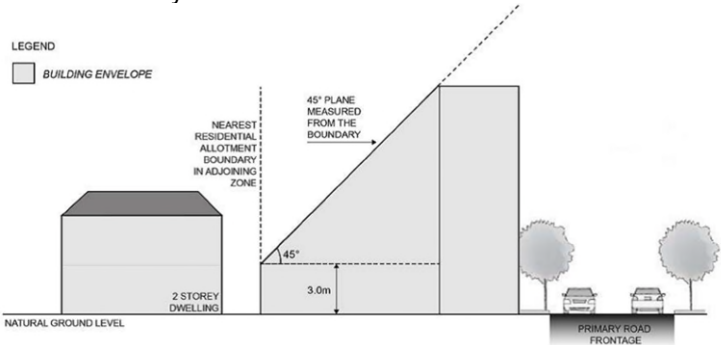
Desired Outcome	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

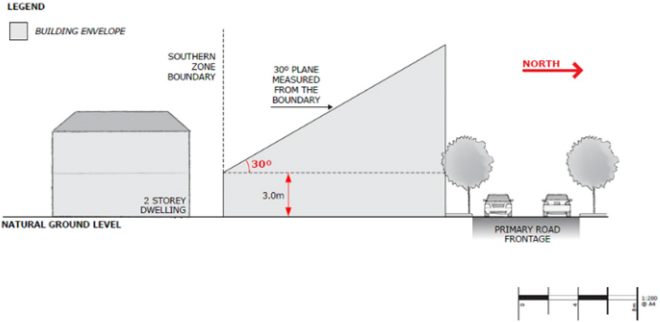
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> a) Advertisement b) Consulting room c) Indoor recreation facility d) Light industry e) Motor repair station f) Office g) Place of worship h) Research facility i) Retail fuel outlet j) Service trade premises k) Shop l) Store m) Telecommunications facility n) Training facility o) Warehouse.
PO 1.2 Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.	DTS/DPF 1.2 <ul style="list-style-type: none"> a) Shop where one of the following applies: b) with a gross leasable floor area up to 100m² c) is a bulky goods outlet d) is a restaurant a) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.
PO 1.3 Telecommunication facilities located to mitigate impacts on visual amenity in residential areas.	DTS/DPF 1.3 Telecommunications facility in the form of a monopole: <ul style="list-style-type: none"> a) up to a height of 30m b) no closer than 50m to a neighbourhood-type zone.

PO 1.4 Bulky good outlets and standalone shops are located to provide convenient access.	DTS/DPF 1.4 Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.
Built Form and Character	
PO 2.1 Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 2.1 None are applicable.
PO 2.2 Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following: <ul style="list-style-type: none"> a) using a variety of building finishes b) avoiding elevations that consist solely of metal cladding c) using materials with a low reflectivity d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road. 	DTS/DPF 2.2 None are applicable.
Building height and setbacks	
PO 3.1 Buildings are set back from the primary street boundary to contribute to the	DTS/DPF 3.1 The building line of a building set back from the primary street boundary:

existing/emerging pattern of street setbacks in the streetscape.	<div>a) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</div> <div>b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building</div> <div>c) or</div> <div>d) not less than 3m where no building exists on an adjoining site with the same primary street frontage.</div>
<div>PO 3.2</div> <div>Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.</div>	<div>DTS/DPF 3.2</div> <div>Building walls are no closer than 2m to the secondary street boundary.</div>
<div>PO 3.3</div> <div>Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.</div>	<div>DTS/DPF 3.3</div> <div>Building walls are set back from the rear access way:<div>a) where the access way is 6.5m wide or more, no requirement</div><div>b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</div></div>
<div>PO 3.4</div> <div>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</div>	<div>DTS/DPF 3.4</div> <div>Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</div>
<div>PO 3.5</div> <div>Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer, and is otherwise generally low-rise to complement the established streetscape and local character.</div>	<div>DTS/DPF 3.5</div> <div>Building height is not greater than:<div>a) the following:<div><div>Maximum Building Height (Metres)</div><div>Maximum building height is 12m</div></div><div>b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and</div></div></div>

	<p>maximum building height (levels)) - 2 building levels up to a height of 9m.</p> <p>In relation to DTS/DPF 3.5, in instances where:</p> <ul style="list-style-type: none"> a) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development b) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
<p>PO 3.6</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.6</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the primary street boundary.</p> 
<p>PO 3.7</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.7</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p>

	
<p>PO 3.8</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>Site Dimensions and Land Division</p>	
<p>PO 4.1</p> <p>Land division creates allotments that vary in size and are suitable for a variety of commercial and business activities.</p>	<p>DTS/DPF 4.1</p> <p>Allotments:</p> <ul style="list-style-type: none"> a) connected to an approved common wastewater disposal service have an area of 1250m² or more and a frontage width of 20m or more b) that will require the disposal of wastewater on-site have an area of 2000m² or more and a frontage width of 20m or more.
<p>Landscaping</p>	
<p>PO 5.1</p> <p>Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.</p>	<p>DTS/DPF 5.1</p> <p>Other than to accommodate a lawfully existing or authorised driveway or access point, or an access point for which consent has been granted as part of an application for the division of land, a landscaped area is provided within the development site:</p> <ul style="list-style-type: none"> a) where a building is set back less than 3m from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street

	<p>boundary or</p> <p>b) in any other case - at least 1.5m wide.</p>
<p>PO 5.2</p> <p>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</p>	<p>DTS/DPF 5.2</p> <p>Landscape areas comprise:</p> <p>a) not less than 10 percent of the site</p> <p>b) a dimension of at least 1.5m.</p>
Advertisements	
<p>PO 6.1</p> <p>Freestanding advertisements are not visually dominant within the locality.</p>	<p>DTS/DPF 6.1</p> <p>Freestanding advertisements:</p> <p>a) do not exceed 6m in height above natural ground level</p> <p>b) do not have a face that exceeds 8m².</p>
Concept Plans	
<p>PO 7.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 7.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 7.1, in instances where:</p> <p>a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.</p>

General Neighbourhood Zone (GN)

Desired Outcome	
DO 1	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> a) Ancillary accommodation b) Community facility c) Consulting room d) Dwelling e) Educational establishment f) Office g) Place of Worship h) Pre-school i) Recreation area j) Residential flat building k) Retirement facility l) Shop m) Student accommodation n) Supported accommodation
PO 1.2 Non-residential development located and designed to improve community accessibility to services, primarily in the form of: <ul style="list-style-type: none"> a) small scale commercial uses such as offices, shops and consulting rooms b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services c) services and facilities ancillary to the function or operation of supported 	DTS/DPF 1.2 None are applicable.

<p>accommodation or retirement facilities</p> <p>d) open space and recreation facilities.</p>	
<p>PO 1.3</p> <p>Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Commercial activities improve community access to services are of a scale and type to maintain residential amenity.</p>	<p>DTS/DPF 1.4</p> <p>A shop, consulting room or office (or any combination thereof) satisfies any one of the following:</p> <ul style="list-style-type: none"> a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: <ul style="list-style-type: none"> a. does not exceed 50m² gross leasable floor area b. does not involve the display of goods in a window or about the dwelling or its curtilage b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: <ul style="list-style-type: none"> a. the building is a State or Local Heritage Place b. is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes b) is located more than 500m from an Activity Centre and satisfies one of the following: <ul style="list-style-type: none"> a. does not exceed 100m² gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road b. does not exceed 200m² gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road c) the development site abuts an Activity Centre and all the following are satisfied: <ul style="list-style-type: none"> a. it does not exceed 200m² gross leasable floor area (individually or combined, in a single building)

	<p>b. the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following:</p> <p>i. 50% of the existing gross leasable floor area within the Activity Centre</p> <p>ii. 1000m².</p>									
<p>PO 1.5</p> <p>Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.</p>	<p>DTS/DPF 1.5</p> <p>Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied:</p> <p>a) set back at least 3m from any boundary shared with a residential land use</p> <p>b) building height not exceeding 1 building level</p> <p>c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration</p> <p>d) off-street vehicular parking exists or will be provided in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.</p>									
<p>Site Dimensions and Land Division</p>										
<p>PO 2.1</p> <p>Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.</p>	<p>DTS/DPF 2.1</p> <p>Development will not result in more than 1 dwelling on an existing allotment</p> <p>or</p> <p>Allotments/sites for residential purposes accord with the following:</p> <table><tr><th>Dwelling Type</th><th>Minimum site/allotment area per dwelling</th><th>Minimum site/allotment frontage</th></tr><tr><td>Detached dwelling (not in a terrace arrangement)</td><td>300m² (exclusive of any battle-axe allotment 'handle')</td><td>9m where not on a battle-axe site 5m where on a battle-axe site</td></tr><tr><td>Semi-detached dwelling</td><td>300m²</td><td>9m</td></tr></table>	Dwelling Type	Minimum site/allotment area per dwelling	Minimum site/allotment frontage	Detached dwelling (not in a terrace arrangement)	300m ² (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site	Semi-detached dwelling	300m ²	9m
Dwelling Type	Minimum site/allotment area per dwelling	Minimum site/allotment frontage								
Detached dwelling (not in a terrace arrangement)	300m ² (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site								
Semi-detached dwelling	300m ²	9m								

	Row dwelling (or detached dwelling in a terrace arrangement)	250m ²	7m (averaged)
	Group dwelling	300m ² (average, including common areas)	15m (total)
	Dwelling within a residential flat building	300m ² (average, including common areas)	15m (total)
PO 2.2 Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.	DTS/DPF 2.2 Where the site of a dwelling does not comprise an entire allotment: <ul style="list-style-type: none"> a) the balance of the allotment accords with site area and frontage requirements specified in General Neighbourhood Zone DTS/DPF 2.1 b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development, it will not contravene: <ul style="list-style-type: none"> a. Private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space b. off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number. 		
PO 2.3 Land division results in sites that are accessible and suitable for their intended purpose.	DTS/DPF 2.3 Division of land satisfies (a), (b) or (c): <ul style="list-style-type: none"> a) reflects the site boundaries illustrated and approved in an existing development authorisation under the Development Act 1993 or Planning, Development and Infrastructure Act 2016 where the allotments are used or are proposed to be used solely for residential purposes b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments c) satisfies all of the following: 		

	<ul style="list-style-type: none"> a. No more than 5 additional allotments are created b. Each proposed allotment has a minimum site area of 300m² and frontage of 9m c. Each proposed allotment has a slope less than 12.5% (1-in-8) d. There are no regulated trees on or within 20m of the subject land, with the distance measured from the base of the trunk of the tree (or the nearest trunk of the tree) to the subject land e. The division does not involve creation of a public road f. Vehicle access from a public road can be provided to all proposed allotments which satisfies Design in Urban Areas DTS/DPF 23.3, 23.4 and 23.6, and would be located wholly on one side of the allotment, or located no more than 1m from the side boundary alignment g. No allotments are in a battle-axe configuration <p>d) and</p> <ul style="list-style-type: none"> a. Each proposed allotment is of a size and dimension capable of containing a rectangle 9m in width and 15m in depth.
Site Coverage	
PO 3.1 Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.	DTS/DPF 3.1 The development does not result in site coverage exceeding 60%.
Building Height	
PO 4.1 Buildings contribute to a low-rise suburban character.	DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) no greater than: <ul style="list-style-type: none"> a) 2 building levels and 9m and b) wall height that is no greater than 7m except in the case of a gable end.

Primary Street Setback	
<p>PO 5.1</p> <p>Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>	<p>DTS/DPF 5.1</p> <p>The building line of a building set back from the primary street boundary:</p> <ul style="list-style-type: none"> a) no more than 1m in front of the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment) b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), no more than 1m in front of the setback to the building line of that building <p>or</p> <ul style="list-style-type: none"> c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.
Secondary Street Setback	
<p>PO 6.1</p> <p>Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.</p>	<p>DTS/DPF 6.1</p> <p>Building walls are set back from the boundary of the allotment with a secondary street frontage:</p> <ul style="list-style-type: none"> a) at least 900mm <p>or</p> <ul style="list-style-type: none"> b) if a dwelling on any adjoining allotment is closer to the secondary street than 900mm, at least the distance of that dwelling from the boundary with the secondary street.
Boundary Walls	
<p>PO 7.1</p> <p>Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.</p>	<p>DTS/DPF 7.1</p> <p>Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b) below:</p> <ul style="list-style-type: none"> a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height b) side boundary walls do not: <ul style="list-style-type: none"> a. exceed 3m in height from the top of footings b. exceed 11.5m in length

	<ul style="list-style-type: none"> c. when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary d. encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 7.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 7.2 Dwelling walls in a semi-detached, row or terrace arrangement are setback at least 900mm from side boundaries shared with allotments outside the development site.
Side boundary setback	
PO 8.1 Building walls are set back from side boundaries to provide: <ul style="list-style-type: none"> a) separation between dwellings in a way that contributes to a suburban character and b) access to natural light and ventilation for neighbours. 	DTS/DPF 8.1 Other than walls located on a side boundary, building walls are set back from side boundaries: <ul style="list-style-type: none"> a) at least 900mm where the wall height is up to 3m b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m and c) at least 1900mm plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear boundary setback	
PO 9.1 Dwelling walls are set back from rear boundaries to provide: <ul style="list-style-type: none"> a) separation between dwellings in a way that contributes to a suburban character b) access to natural light and ventilation for neighbours c) private open space d) space for landscaping and vegetation. 	DTS/DPF 9.1 Dwelling walls are set back from the rear boundary at least: <ul style="list-style-type: none"> a) if the size of the site is less than 301m²— <ul style="list-style-type: none"> a. 3m in relation to the ground floor of the dwelling b. 5m in relation to any other building level of the dwelling b) if the size of the site is 301m² or more— <ul style="list-style-type: none"> a. 4m in relation to the ground floor of the dwelling b. 6m in relation to any other building level of the dwelling.

Concept Plans	
<p>PO 10.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 10.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 10.1, in instances where:</p> <ul style="list-style-type: none"> a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 10.1 is met.
Ancillary Buildings and Structures	
<p>PO 11.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 11.1</p> <p>Ancillary buildings:</p> <ul style="list-style-type: none"> a) are ancillary to a dwelling erected on the same site b) have a floor area not exceeding 60m² c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> a. in front of any part of the building line of the dwelling to which it is ancillary or b. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> a. is set back at least 5.5m from the boundary of the primary street b. have a door / opening not exceeding: <ul style="list-style-type: none"> i. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser ii. for dwellings comprising two or more building levels at the building

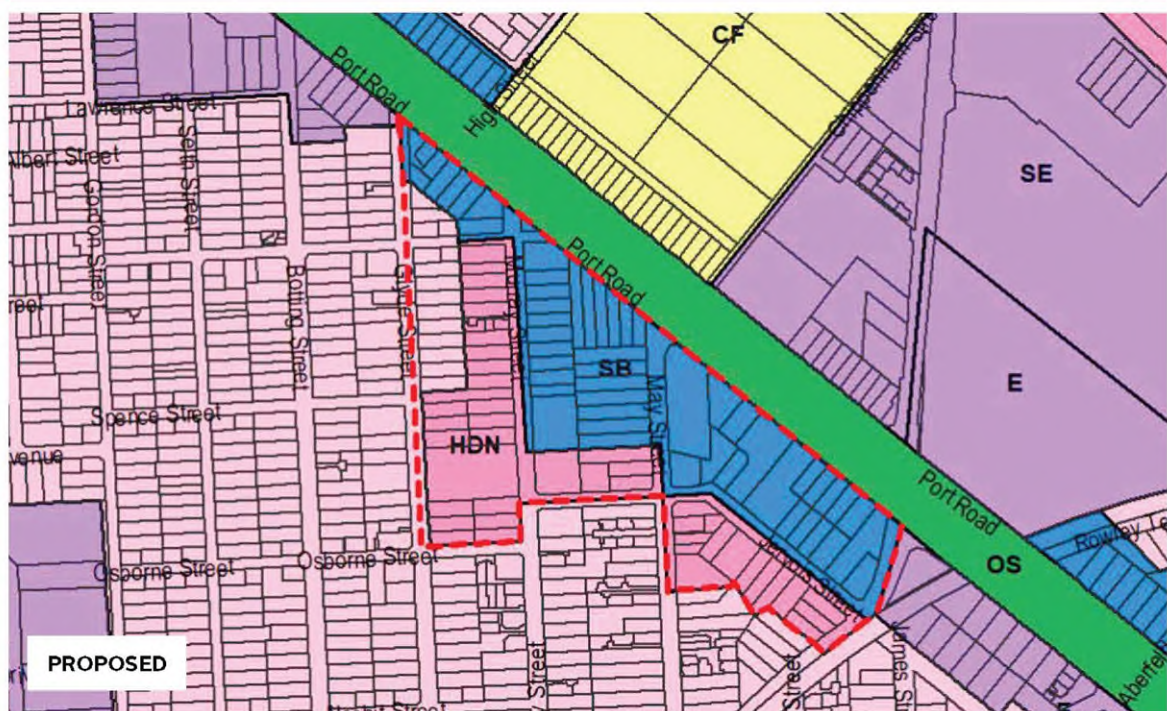
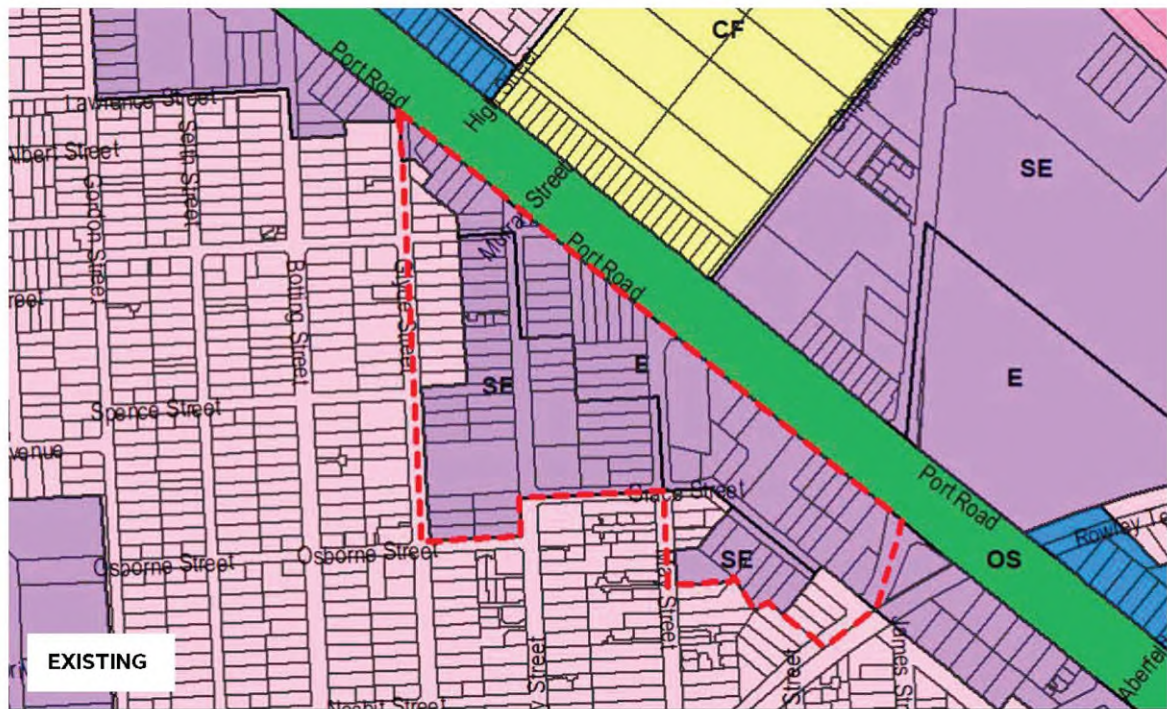
	<p>line fronting the same public street - 7m in width</p> <p>e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ol style="list-style-type: none"> a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <p>f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>h) have a wall height (or post height) not exceeding 3m</p> <p>i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <ol style="list-style-type: none"> a total area as determined by the following table: <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <ol style="list-style-type: none"> the amount of existing soft landscaping prior to the development occurring. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										

<p>PO 11.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 11.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>Advertisements</p>	
<p>PO 12.1</p> <p>Advertisements identify the associated business activity, and do not detract from the residential character of the locality.</p>	<p>DTS/DPF 12.1</p> <p>Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m² and mounted flush with a wall or fence.</p>

ATTACHMENT C – PROPOSED CODE POLICY

Zone Changes are mapped on the following pages, with the Zone Policies following.

Note for the purposes of brevity and ease of use of this document, Assessment Tables 1 to 5 applying to each Zone have not been included (just the policies). Please refer to the Planning and Design Code (https://code.plan.sa.gov.au/home/browse_the_planning_and_design_code?code=browse) to view each of the tables applying to each zone.



Zoning

SE	Strategic Employment
E	Employment
GN	General Neighbourhood
HDN	Housing Diversity
OS	Open Space
CF	Community Facilities
SB	Suburban Business

Version A
2 November 2021

**JENSEN
PLUS**

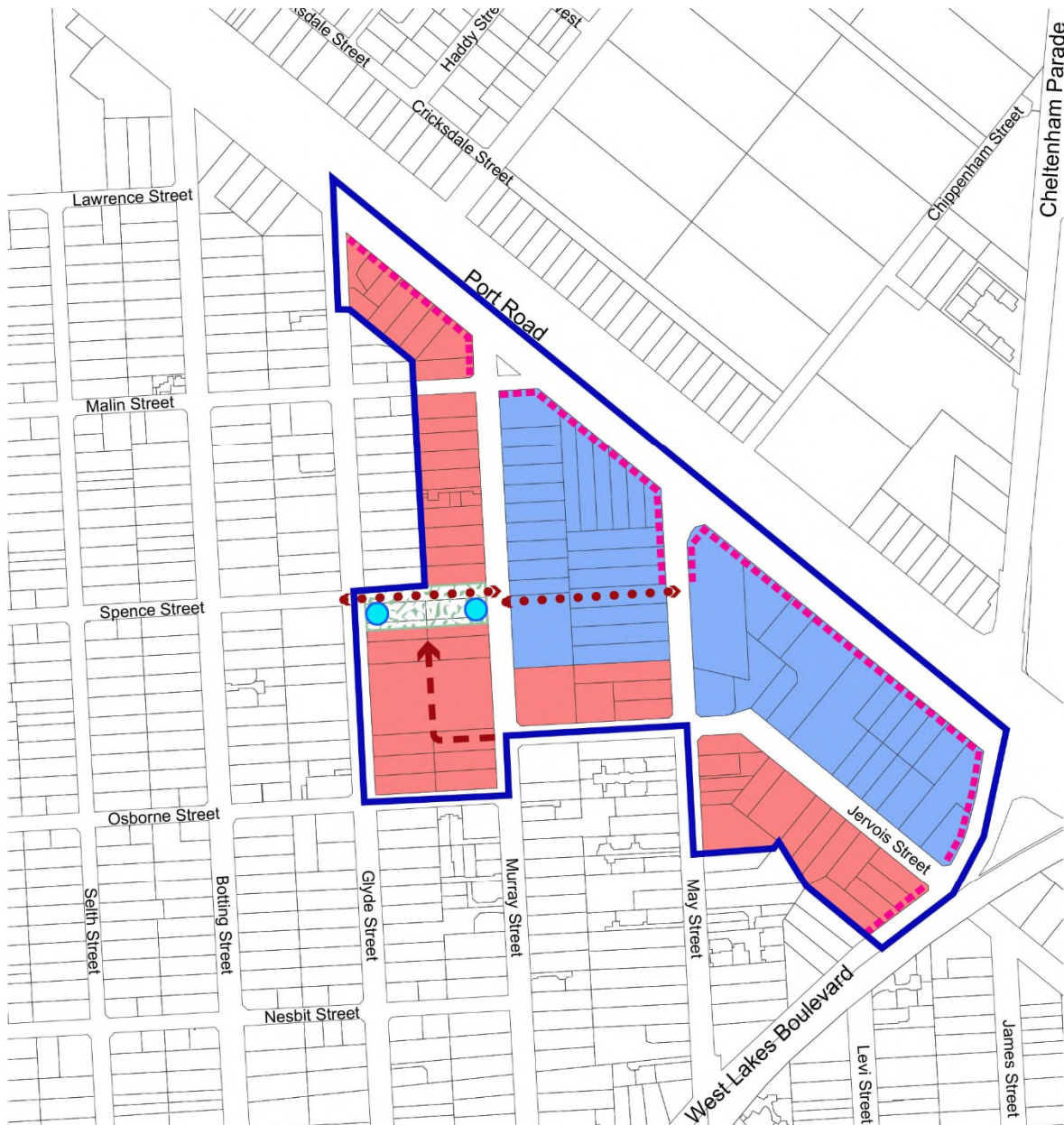


Version A
2 November 2021

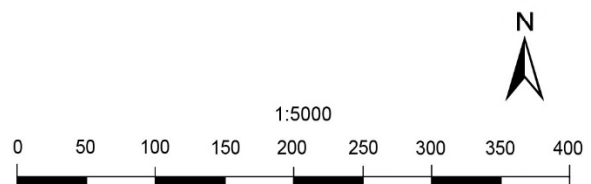
Technical and Numerical Variation

Maximum Building Height (Metres)

JENSEN
PLUS



- Activated Frontage
- Building Height up to 4 levels (16.5 metres)
- Building Height up to 3 levels (12 metres)
- T Public Open Space
- WSUD Basin
- ↔ Vehicular Access
- ⋯↔ Pedestrian / Cycle Linkage
- Concept Plan Boundary



Concept Plan XXX

ALBERT PARK

Version B - 02 November 2021

SUBURBAN BUSINESS ZONE

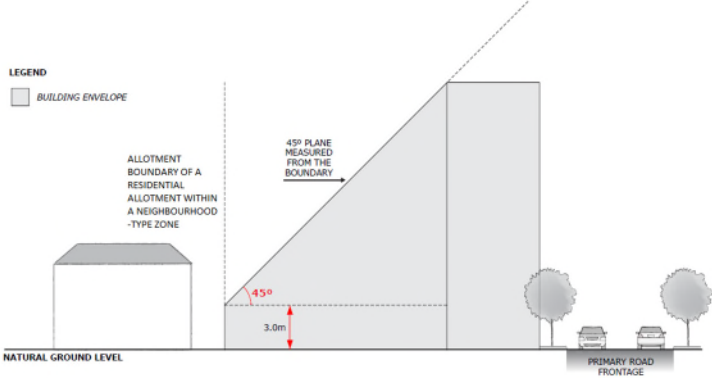
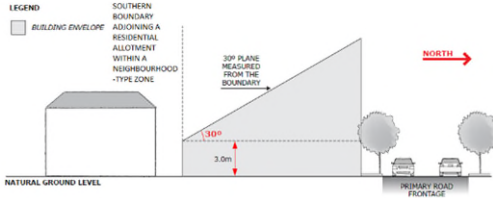
Desired Outcome	
DO 1	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.
DO 2	A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing and accommodation types.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> a) Consulting room b) Dwelling c) Institutional facility d) Light industry e) Motor repair station f) Office g) Residential flat building h) Retail fuel outlet i) Service trade premises j) Shop k) Store l) Warehouse
<p>PO 1.2</p> <p>Retail, business and commercial development is of a scale that provides a local convenience service without undermining the vibrancy and function of zones primarily intended to accommodate such development.</p>	<p>DTS/DPF 1.2</p> <p>Shops, offices and consulting rooms do not exceed 500m² in gross leasable floor area.</p>
<p>PO 1.3</p> <p>Compact, medium density residential development does not prejudice the operation of non-residential activity within the zone.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p>	<p>DTS/DPF 1.4</p>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.</p>	<p>A change of use to a shop, office or consulting room or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses b) if the proposed the change in use is for a shop: <ul style="list-style-type: none"> i. the total gross leasable floor area of the shop will not exceed 500m² ii. if primarily involving the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the site of a dwelling (other than a dwelling directly associated with the proposed shop) iii. if primarily involving heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any residential allotment within a neighbourhood-type zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions c) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where: <ul style="list-style-type: none"> i. the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made) or ii. the building is a local heritage place.
Built Form and Character	
<p>PO 2.1</p> <p>Building scale and design complement surrounding built form, streetscapes and local character.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development with high visual and environmental amenity, particularly along arterial roads and the boundaries of</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature				
adjoining zones is primarily intended to accommodate sensitive receivers.					
Building height and setbacks					
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.	DTS/DPF 3.1 Building height (excluding garages, carports and outbuildings) is no greater than: a) the following: <table><tr><th>Maximum Building Height (Metres)</th></tr><tr><td>Maximum building height is 16.5m</td></tr><tr><th>Maximum Building Height (Levels)</th></tr><tr><td>Maximum building height is 4 levels</td></tr></table> b) in all other cases (ie there is a blank field for both values): i. 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development ii. 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: c) more than one value is returned in the same field: i. for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development ii. only one value is returned for DTS/DPF 3.1(a), (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.	Maximum Building Height (Metres)	Maximum building height is 16.5m	Maximum Building Height (Levels)	Maximum building height is 4 levels
Maximum Building Height (Metres)					
Maximum building height is 16.5m					
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
PO 3.2 Buildings mitigate visual impacts of building massing on residential	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above				

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
development within a neighbourhood-type zone.	<p>natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary, or where this boundary is the primary street boundary)</p>  <p>The diagram illustrates a cross-section of a residential allotment. A dashed line represents the 'ALLOTMENT BOUNDARY OF A RESIDENTIAL ALLOTMENT WITHIN A NEIGHBOURHOOD-TYPE ZONE'. A solid line shows a '45° PLANE MEASURED FROM THE BOUNDARY' rising from a '3.0m' height above the 'NATURAL GROUND LEVEL'. A building is shown within this envelope. To the right, a 'PRIMARY ROAD FRONTAGE' is depicted with trees and cars.</p>
<p>PO 3.3</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.3</p> <p>a) Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram</p>  <p>The diagram shows a cross-section of a residential allotment with a 'SOUTHERN BOUNDARY ADJOINING A RESIDENTIAL ALLOTMENT WITHIN A NEIGHBOURHOOD-TYPE ZONE'. A dashed line represents the boundary. A solid line shows a '30° PLANE MEASURED FROM THE BOUNDARY' rising from a '3.0m' height above the 'NATURAL GROUND LEVEL'. A building is shown within this envelope. To the right, a 'PRIMARY ROAD FRONTAGE' is depicted with trees and cars. A red arrow points 'NORTH'.</p>
<p>PO 3.4</p> <p>Buildings are set back from primary street boundaries to contribute to a consistent streetscape.</p>	<p>DTS/DPF 3.4</p> <p>The building line of a building is set back from the primary street frontage:</p> <ul style="list-style-type: none"> a) the average of any existing buildings on either of the adjoining sites having frontage to the same street or b) not less than 6m where no building exists on an adjoining site.
<p>PO 3.5</p> <p>Buildings are set back from secondary street boundaries (other than rear</p>	<p>DTS/DPF 3.5</p>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
laneways) to contribute to a consistent streetscape.	<p>Building walls are set back from the secondary street frontage:</p> <ul style="list-style-type: none"> a) the average of any existing buildings on adjoining sites having frontage to the same street or b) not less than 900mm where no building exists on an adjoining site.
<p>PO 3.6</p> <p>Buildings are set back from side boundaries to maintain adequate separation and ventilation.</p>	<p>DTS/DPF 3.6</p> <p>Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.</p>
<p>PO 3.7</p> <p>Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.</p>	<p>DTS/DPF 3.7</p> <p>Building walls are set back from the rear boundary at least 3m.</p>
<p>PO 3.8</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
Land Division	
<p>PO 4.1</p> <p>Land division and / or site amalgamation create allotments that vary in size and are suitable for a variety of residential and commercial activities and improve the level of development integration.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Advertisements	
<p>PO 5.1</p> <p>Freestanding advertisements identify the associated business without creating a visually dominant element within the streetscape.</p>	<p>DTS/DPF 5.1</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> a) do not exceed 6m in height b) do not have a sign face that exceeds 4m² per side
Concept Plans	

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature				
<p>PO 6.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 6.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table><tr><th>Description</th></tr><tr><td>Concept Plan 3 - Mount Barker and Littlehampton</td></tr><tr><td>Concept Plan 92 - Meadows</td></tr><tr><td>Concept Plan 91 - Nairne West</td></tr></table> <p>In relation to DTS/DPF 6.1, in instances where:</p> <ul style="list-style-type: none">a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.	Description	Concept Plan 3 - Mount Barker and Littlehampton	Concept Plan 92 - Meadows	Concept Plan 91 - Nairne West
Description					
Concept Plan 3 - Mount Barker and Littlehampton					
Concept Plan 92 - Meadows					
Concept Plan 91 - Nairne West					
Ancillary Buildings and Structures					
<p>PO 7.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 7.1</p> <p>Ancillary buildings and structures:</p> <ul style="list-style-type: none">a) are ancillary to a dwelling erected on the same siteb) have a floor area not exceeding 60m²c) are not constructed, added to or altered so that any part is situated<ul style="list-style-type: none">i. in front of any part of the building line of the dwelling to which it is ancillary orii. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)d) in the case of a garage or carport, the garage or carport:<ul style="list-style-type: none">i. is set back at least 5.5m from the boundary of the primary streetii. when facing a primary street or secondary street, has a total door / opening not exceeding:				

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature				
	<p>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</p> <p>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</p> <p>e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ol style="list-style-type: none"> a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <p>f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>h) have a wall height or post height not exceeding 3m above natural ground level</p> <p>i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <ol style="list-style-type: none"> a total area as determined by the following table: <table> <tr> <th>1. Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>2. Minimum percentage of site</th></tr> <tr> <td><150</td><td>10%</td></tr> </table>	1. Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	2. Minimum percentage of site	<150	10%
1. Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	2. Minimum percentage of site				
<150	10%				

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature						
	<table> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </table> <p>ii. the amount of existing soft landscaping prior to the development occurring.</p>	150-200	15%	201-450	20%	>450	25%
150-200	15%						
201-450	20%						
>450	25%						
<p>PO 7.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 7.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 						

HOUSING DIVERSITY NEIGHBOURHOOD ZONE

Desired Outcome	
DO 1	Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
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Land Use and Intensity	
<p>PO 1.1</p> <p>Diverse range of medium density housing and accommodation complemented by a range of compatible non-residential uses supporting an active, convenient, and walkable neighbourhood.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> a) Ancillary accommodation b) Consulting room c) Community facility

	<ul style="list-style-type: none"> d) Dwelling e) Educational establishment f) Office g) Place of Worship h) Pre-school i) Recreation area j) Residential flat building k) Retirement facility l) Shop m) Supported accommodation.
<p>PO 1.2</p> <p>Commercial activities improve community access to services are of a scale and type to maintain residential amenity.</p>	<p>DTS/DPF 1.2</p> <p>A shop, consulting room or office (or any combination thereof) satisfies any one of the following:</p> <ul style="list-style-type: none"> a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: <ul style="list-style-type: none"> i) does not exceed 50m² gross leasable floor area ii) does not involve the display of goods in a window or about the dwelling or its curtilage b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: <ul style="list-style-type: none"> i) the building is a State or Local Heritage Place ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes c) is located more than 500m from an Activity Centre and satisfies one of the following: <ul style="list-style-type: none"> i) does not exceed 100m² gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road ii) does not exceed 200m² gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road d) the development site abuts an Activity Centre and all the following are satisfied:

	<ul style="list-style-type: none"> i) it does not exceed 200m² gross leasable floor area (individually or combined, in a single building) ii) the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that about the Activity Centre in this zone exceeding the lesser of the following: <ul style="list-style-type: none"> 1. 50% of the existing gross leasable floor area within the Activity Centre 2. 1000m².
<p>PO 1.3</p> <p>Non-residential development located and designed to improve community accessibility to services, primarily in the form of:</p> <ul style="list-style-type: none"> a) small-scale commercial uses such as offices, shops and consulting rooms b) community services such as educational establishments, community centres, places of worship, pre-schools and other health and welfare services c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities d) open space and recreation facilities. 	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.</p>	<p>DTS/DPF 1.4</p> <p>Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied:</p> <ul style="list-style-type: none"> a) set back at least 3m from any boundary shared with a residential land use b) building height not exceeding 1 building level c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration d) off-street vehicular parking exists or will be provided in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.

<p>PO 1.5</p> <p>Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
<p>Site Dimensions and Land Division</p>	
<p>PO 2.1</p> <p>Allotments/sites created for residential purposes accommodate a diverse range of low to medium density housing, with higher densities closer to public open space, public transport stations and activity centres.</p>	<p>DTS/DPF 2.1</p> <p>Development will not result in more than 1 dwelling on an existing allotment</p> <p>or</p> <p>Allotments/sites for residential purposes accord with the following:</p> <p>a) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):</p> <div data-bbox="691 1010 1487 1229"> <p>Minimum Site Area</p> <p>Minimum site area for a detached dwelling is 150 sqm; semi-detached dwelling is 150 sqm; row dwelling is 150 sqm; group dwelling is 150 sqm; residential flat building is 150 sqm</p> </div> <p>and</p> <p>b) site frontages (or allotment frontages in the case of land division) are not less than:</p> <div data-bbox="691 1391 1487 1576"> <p>Minimum Frontage</p> <p>Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 6m; row dwelling is 6m; group dwelling is 18m; residential flat building is 18m</p> </div> <p>In relation to DTS/DPF 2.1, in instances where:</p> <p>a) more than one value is returned in the same field, refer to the <i>Minimum Frontage Technical and Numeric Variation</i> layer or <i>Minimum Site Area Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development.</p> <p>b) no value is returned in DTS/DPS 2.1(a) (i.e. there is a blank field or the value is not relevant), then a net residential density of up to 70 dwellings per hectare applies.</p>

	<div>c) no value is returned in DTS/DPS 2.1(b) (i.e. there is a blank field or the value is not relevant), then there is no minimum frontage and DTS/DPF 2.1(b) is met.</div>
<div><div>PO 2.2</div><div>Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.</div></div>	<div><div>DTS/DPF 2.2</div><div>Where the site of a dwelling does not comprise an entire allotment:</div><div><div>a) the balance of the allotment accords with the requirements specified in Housing Diversity Neighbourhood Zone DTS/DPF 2.1</div><div>b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development it will not contravene:<div><div>i) private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space</div><div>ii) car parking requirements specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.</div></div></div></div></div>
<div>Building Height</div>	
<div><div>PO 3.1</div><div>Building height is consistent with the form expressed in any relevant Maximum Building Height Levels Technical and Numeric Variation and Maximum Building Height Metres Technical and Numeric Variation, and is otherwise generally low rise, or complements the height of nearby buildings.</div></div>	<div><div>DTS/DPF 3.1</div><div>Building height (excluding garages, carports and outbuildings) is no greater than:</div><div><div>a. the following:</div><div><div><div>Maximum Building Height (Metres)</div><div>Maximum building height is 12m</div></div><div><div>Maximum Building Height (Levels)</div><div>Maximum building height is 3 levels</div></div></div><div>b. in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a maximum height of 9m.</div></div><div>In relation to DTS/DPF 3.1, in instances where:</div><div>a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer or <i>Maximum Building Height (Meters) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</div></div>

	b) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
Primary Street Setback	
PO 4.1 Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.	DTS/DPF 4.1 The building line of a building set back from the primary street boundary not less than 3m.
Secondary Street Setback	
PO 5.1 Buildings are set back from secondary street boundaries to achieve a pattern of separation between building walls and public thoroughfares and to reinforce streetscape character.	DTS/DPF 5.1 Buildings walls are set back at least 900mm from the boundary of the allotment with the secondary street frontage, or if a dwelling on any adjoining allotment is closer to the secondary street than 0.9m, the distance of that dwelling from the boundary with the secondary street (being, if relevant, the lesser of the 2 distances).
Boundary Walls	
PO 6.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining residential properties.	DTS/DPF 6.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur on only one side boundary and satisfy (a) or (b) below: a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height b) side boundary walls do not: i) exceed 3m in height from the top of footings ii) exceed 11.5m in length iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 6.2 Dwellings in a semi-detached, row or terrace arrangements maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 6.2 Dwelling walls in a semi-detached, row or terrace arrangement are set back at least 900mm from side boundaries shared with allotments outside the development site.
Side Boundary Setback	

<p>PO 7.1</p> <p>Buildings walls are set back from side boundaries to provide:</p> <p>a) separation between dwellings in a way that complements the established character of the locality</p> <p>b) access to natural light and ventilation for neighbours.</p>	<p>DTS/DPF 7.1</p> <p>Other than walls located on a side boundary, building walls are set back from side boundaries:</p> <p>1. at least 900mm for a wall height less than 3m</p> <p>2. at least 900mm m plus 1/3 of the wall height above 3m.</p>		
<p>Rear Boundary Setback</p>			
<p>PO 8.1</p> <p>Dwelling walls are set back from rear boundaries to provide:</p> <p>a) separation between dwellings in a way that complements the established character of the locality</p> <p>b) access to natural light and ventilation for neighbours</p> <p>c) open space recreational opportunities</p> <p>d) space for landscaping and vegetation.</p>	<p>DTS/DPF 8.1</p> <p>Dwelling walls are set back from the rear boundary at least:</p> <p>1. 3m for the first building level or 0m where the rear boundary abuts a laneway</p> <p>2. 5m for any second building level</p> <p>3. 5m plus any increase in wall height over 7m for buildings of 3 building levels and above.</p>		
<p>Concept Plans</p>			
<p>PO 9.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 9.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table><tr><th>Description</th></tr><tr><td>Concept Plan XXX – Albert Park</td></tr></table> <p>In relation to DTS/DPF 9.1, in instances where:</p> <p>a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>b) in instances where ‘no value’ is returned, there is no relevant concept plan and DTS/DPF 9.1 is met.</p>	Description	Concept Plan XXX – Albert Park
Description			
Concept Plan XXX – Albert Park			
<p>Ancillary buildings and structures</p>			
<p>PO 10.1</p>	<p>DTS/DPF 10.1</p>		

<p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>Ancillary buildings:</p> <ul style="list-style-type: none"> a) are ancillary to a dwelling erected on the same site b) have a floor area not exceeding 60m² c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> i. in front of any part of the building line of the dwelling to which it is ancillary or ii. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) c) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> i) is set back at least 5.5m from the boundary of the primary street ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> 1. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser 2. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width d) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> i. a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and ii. the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent e) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary f) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure g) have a wall height (or post height) not exceeding 3m
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	<p>h) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>j) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>i. a total area as determined by the following table:</p> <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <p>ii. the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 10.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 10.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>a. less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>b. less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>										
Advertisements											
<p>PO 11.1</p> <p>Advertisements identify the associated business activity, and do not detract from the residential character of the locality.</p>	<p>DTS/DPF 11.1</p> <p>Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m² and mounted flush with a wall or fence.</p>										



Version A
2 November 2021

Affordable Housing Overlay

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AFFORDABLE HOUSING OVERLAY

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.</p>	<p>density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.</p>
<p>PO 3.2</p> <p>To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.</p>	<p>DTS/DPF 3.2</p> <p>Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the:</p> <ul style="list-style-type: none"> a) Business Neighbourhood Zone b) City Living Zone c) Established Neighbourhood Zone d) General Neighbourhood Zone e) Hills Neighbourhood Zone f) Housing Diversity Neighbourhood Zone g) Neighbourhood Zone h) Master Planned Neighbourhood Zone i) Master Planned Renewal Zone j) Master Planned Township Zone k) Rural Neighbourhood Zone l) Suburban Business Zone m) Suburban Neighbourhood Zone n) Township Neighbourhood Zone o) Township Zone p) Urban Renewal Neighbourhood Zone q) Waterfront Neighbourhood Zone <p>and up to 30% in any other zone, except where:</p> <ul style="list-style-type: none"> a) the development is located within the Character Area Overlay or Historic Area

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
	<p>Overlay or</p> <p>b) other height incentives already apply to the development.</p>
Movement and Car Parking	
<p>PO 4.1</p> <p>Sufficient car parking is provided to meet the needs of occupants of affordable housing.</p>	<p>DTS/DPF 4.1</p> <p>Dwellings constituting affordable housing are provided with car parking in accordance with the following:</p> <p>a) 0.3 carpark per dwelling within a building which incorporates dwellings located above ground level within either:</p> <ul style="list-style-type: none"> i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ ii) is within 400 metres of a bus interchange⁽¹⁾ iii) is within 400 metres of an O-Bahn interchange⁽¹⁾ iv) is within 400 metres of a passenger rail station⁽¹⁾ v) is within 400 metres of a passenger tram station⁽¹⁾ vi) is within 400 metres of the Adelaide Parklands. <p>or</p> <p>b) 1 carpark per dwelling for any other dwelling.</p> <p>[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the <i>South Australian Housing Trust Regulations 2010</i>).	Minister responsible for administering the <i>South Australian Housing Trust Act 1995</i> .	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.



Version A
2 November 2021

Noise and Air Emissions Overlay

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NOISE AND AIR EMISSIONS OVERLAY

Desired Outcome	
DO 1	Community health and amenity is protected from adverse impacts of noise and air emissions.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
<p>PO 1.1</p> <p>Sensitive receivers adjoining high noise and/or air pollution sources are designed and sited to shield sensitive receivers from the emission source using measures such as:</p> <ul style="list-style-type: none"> a) placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers b) 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 c) providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met d) the use of building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades). 	<p>DTS/DPF 1.1</p> <p>Sensitive receivers satisfy all of the following:</p> <ul style="list-style-type: none"> a) do not adjoin a: <ul style="list-style-type: none"> i) Designated Road: Type A ii) Designated Road Corridor: Type B iii) Designated Road: Type R iv) Train Corridor v) Tram Corridor b) adjoining development incorporating music includes noise attenuation measures to achieve a noise level in any bedroom exposed to music noise (L10) less than: <ul style="list-style-type: none"> i) 8 dB above the level of background noise (L90,15 min) in any octave band of the sound spectrum; and ii) 5 dB(A) above the level of background noise (LA90,15 min) for the overall (sum of all octave bands) A-weighted levels.
<p>PO 1.2</p> <p>Development incorporating a sensitive receiver adjoining high air pollution sources use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.</p>	<p>DTS/DPF 1.2</p> <p>Sensitive receivers do not adjoin any of the following:</p> <ul style="list-style-type: none"> a) Designated Road: Type A b) Designated Road: Type B c) Designated Road: Type R d) Train Corridor

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
	e) Tram Corridor.
PO 1.3 Development incorporating a sensitive receiver adjoining high noise and/or air pollution sources locates private open space (including ground level courtyards and balconies), common open space and outdoor play areas within educational establishments and pre-schools away from the emission source.	DTS/DPF 1.3 Open space associated with a sensitive receiver is not adjoining any of the following: <ul style="list-style-type: none"> a) Designated Road: Type A b) Designated Road: Type B c) Designated Road: Type R d) Train Corridor e) Tram Corridor f) Development incorporating music.



Version A
2 November 2021

Interface Management Overlay

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PLUS

INTERFACE MANAGEMENT OVERLAY

Desired Outcome	
DO 1	Development of sensitive receivers in a manner that mitigates potential adverse environmental and amenity impacts generated by the lawful operation of neighbouring and proximate land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Sensitive receivers are carefully sited and designed to mitigate adverse impacts of hazards, noise, dust, odour, light spill or other emissions from existing legally operating land uses through design techniques such as:</p> <ul style="list-style-type: none"> a) locating residential accommodation the greatest distance practicable from the source of the impacts b) locating buildings containing non-sensitive receivers between the source of the impacts and sensitive receivers c) placing rooms more sensitive to air, noise and odour impacts (e.g. bedrooms) further away from the source of the impacts d) providing private or common open space adjacent a building elevation that shields the space from the source of the impacts. 	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>

Albert Park Mixed Use Draft Code Amendment



Version A
2 November 2021

Stormwater Management Overlay

JENSEN
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STORMWATER MANAGEMENT OVERLAY

Desired Outcome	
DO 1	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature												
PO 1.1 Residential development is designed to capture and re-use stormwater to: a. maximise conservation of water resources b. manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded c. manage stormwater runoff quality.	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings within a residential flat building: a. includes rainwater tank storage: a. connected to at least: i. in relation to a detached dwelling (not in a battle-axe arrangement), semi-detached dwelling or row dwelling, 60% of the roof area ii. in all other cases, 80% of the roof area b. connected to either a toilet, laundry cold water outlets or hot water service for sites less than 200m ² c. connected to one toilet and either the laundry cold water outlets or hot water service for sites of 200m ² or greater d. with a minimum total capacity in accordance with Table 1 e. where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank b. incorporates dwelling roof area comprising at least 80% of the site's impervious area Table 1: Rainwater Tank <table><tr><th>Site size (m²)</th><th>Minimum retention volume (Litres)</th><th>Minimum detention volume (Litres)</th></tr><tr><td><200</td><td>1000</td><td>1000</td></tr><tr><td>200-400</td><td>2000</td><td>Site perviousness <30%: 1000 Site perviousness ≥30%: N/A</td></tr><tr><td>>401</td><td>4000</td><td>Site perviousness <35%: 1000 Site perviousness ≥35%: N/A</td></tr></table>	Site size (m ²)	Minimum retention volume (Litres)	Minimum detention volume (Litres)	<200	1000	1000	200-400	2000	Site perviousness <30%: 1000 Site perviousness ≥30%: N/A	>401	4000	Site perviousness <35%: 1000 Site perviousness ≥35%: N/A
Site size (m ²)	Minimum retention volume (Litres)	Minimum detention volume (Litres)											
<200	1000	1000											
200-400	2000	Site perviousness <30%: 1000 Site perviousness ≥30%: N/A											
>401	4000	Site perviousness <35%: 1000 Site perviousness ≥35%: N/A											

Albert Park Mixed Use Draft Code Amendment



Version A
2 November 2021

Urban Tree Canopy Overlay

JENSEN
PLUS

URBAN TREE CANOPY

Desired Outcome	
DO 1	Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature			
PO 1.1 Trees are planted or retained to contribute to an urban tree canopy.	DTS/DPF 1.1			
	Tree planting is provided in accordance with the following:			
	Site size per dwelling (m ²)		Tree size* and number required per dwelling	
	<450		1 small tree	
	450-800		1 medium tree or 2 small trees	
	>800		1 large tree or 2 medium trees or 4 small trees	
	*refer Table 1 Tree Size			
	Table 1 Tree Size			
	Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)
	Small	4 m	2m	10m ² and min. dimension of 1.5m
Medium	6 m	4 m	30m ² and min. dimension of 2m	
Large	12 m	8m	60m ² and min. dimension of 4m	
The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.				
Table 2 Tree Discounts				
Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site	Discount applied (Column D)	

			(Column C)	
	4-6m	2-4m	10m ² and min. dimension of 1.5m	2 small trees (or 1 medium tree)
	6-12m	4-8m	30m ² and min. dimension of 3m	2 medium trees (or 4 small trees)
	>12m	>8m	60m ² and min. dimension of 6m	2 large trees (or 4 medium trees, or 8 small trees)
<p>Note: In order to satisfy DTS/DPF 1.1, payment may be made in accordance with a relevant off-set scheme established by the Minister under section 197 of the Planning, Development and Infrastructure Act 2016, provided the provisions and requirements of that scheme are satisfied. For the purposes of section 102(4) of the Planning, Development and Infrastructure Act 2016, an applicant may elect for any of the matters in DTS/DPF 1.1 to be reserved.</p>				

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

South Australia's Planning Policies

SA Planning Policy	Comment/Response
<p>SPP 1 Integrated Planning</p> <p>Co-ordinate strategic use of land with necessary services and infrastructure.</p>	<p>This Code Amendment encourages a higher density and better mix of land uses in this location to what is currently potentially underutilised land within a strategic location adjacent a rail corridor. This will be integrated with consideration of infrastructure in place, and required as part of the investigations.</p>
<p>SPP 2 Design Quality</p> <p>Better design improves sustainability, accessibility, safety and health.</p>	<p>The Code Amendment adopts the SA Planning Policy Library content for the potential forms of development envisaged (potentially above 3 storeys) in some locations. The Code Amendment examines built form and design against the principles of Good Design, particularly contextual development outcomes which appropriately manage the interface with established residential areas.</p>
<p>SPP 6 Housing Supply and Diversity</p> <p>Expand the number and variety of homes on offer in the marketplace.</p>	<p>The Code Amendment will boost supply and increase the local diversity of housing types and sizes available in the market through more flexible zoning. This includes provision for apartments above retail and commercial uses.</p>
<p>SPP 9 Employment Land</p> <p>Ensure sufficient land is set aside for a diverse range of modern jobs.</p>	<p>The Code Amendment includes an assessment of the value of the employment land and ensure that there remains suitable strategically positioned and serviced employment land within the Council area. It builds on the extensive work already undertaken by Council examining this issue. The new zoning will enable a wider range of low-impact employment options that are more appropriate to this setting and interface.</p>
<p>SPP 16 Emissions and Hazardous Activities</p> <p>Protect communities and the environment from pollution.</p>	<p>The Code Amendment has regard to existing contamination of the land parcels in question. Investigations specifically address the risks associated with the sites for sensitive uses such as residential development. The EPA's ongoing work and the proponent's Interim Audit Advice have been considered in informing a suitable policy response.</p>

30 Year Plan for Greater Adelaide

- a) Target 1 – 85% of all new housing in metropolitan Adelaide built in established urban areas by 2045.
- b) Target 2 – 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed-line (rail/tram/O-Bahn) and high-frequency bus routes by 2045.
- c) Target 4 – Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045.
- d) Target 5 – Urban green cover is increased by 20% in metropolitan Adelaide by 2045.
- e) Target 6 – Increasing housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.

Policy	How the policy will be implemented:
Principles of the Plan	
Principle 1: A compact and carbon-neutral city	Providing additional housing opportunities at increased densities which can be adequately serviced by infrastructure such as public transport within the footprint of the existing metropolitan area.
Principle 2: Housing diversity and choice	
Principle 3: Accessibility	Providing policy to encourage permeability between adjoining residential areas and transport connections.
Principle 4: A transit-focused and connected city	Providing additional housing opportunities in close proximity to public transport with good pedestrian connectivity.
Principle 8: Healthy, safe and connected communities	<p>Providing policy to encourage permeability between adjoining residential areas and open space.</p> <p>Providing policy which encourages walking and use of active transit options</p>

Policy	How the policy will be implemented:
	<p>Integrating Crime Prevention Through Environmental Design (CPTED) principles into policy</p> <p>Establishing policy that ensures newly developed areas are well integrated with existing neighbourhood in their design, accessibility, and character.</p>
Principle 9: Affordable living	Seeking that a minimum of 15 per cent of future housing over the investigation area will be affordable.
Our policy themes – Transit corridors, growth areas and activity centres	
<i>Policy 1. Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)</i>	The draft Code Amendment proposes to investigate an increase in residential density in close proximity to a Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
<i>Policy 2. Increase residential and mixed use development in the walking catchment of:</i> <ul style="list-style-type: none"> ▪ <i>Strategic activity centres</i> ▪ <i>Appropriate transit corridors</i> ▪ <i>Strategic railway stations.</i> 	The draft Code Amendment proposes to investigate a mixed use environment in close proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
<i>Policy 3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</i>	The draft Code Amendment proposes to investigate greater residential density in close proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
<i>Policy 5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</i>	
<i>Policy 8. Provide retail and other services outside designated activity</i>	The draft Code Amendment proposes to investigate policy that envisages mixed-use

Policy	How the policy will be implemented:
<i>centres where they will contribute to the principles of accessibility, a transit-focused and connected city. High quality urban design, and economic growth and competitiveness.</i>	development including commercial land uses to service the proposed residential uses and provide potential employment opportunities.
Action 4. <i>Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.</i>	The draft Code Amendment proposes to investigate greater residential density in close proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
Our policy themes – Design quality	
Policy 29. <i>Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</i>	The draft Code Amendment proposes to investigate the inclusion of policy and a site specific Concept Plan to guide development within the investigation area with regard to design issues including, setbacks, building heights that can transition from nearby adjacent low density residential areas. Other issues which will be investigated include but not limited to desired pedestrian and vehicle access and consideration of public open space. The draft Code Amendment will also investigate policy opportunities to encourage activation within the Affected Area along the existing road systems and take advantage of its accessibility with the adjacent proposed Grange Greenway.
Action 16. <i>Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for:</i> <ul style="list-style-type: none">▪ <i>Medium and high rise buildings</i>▪ <i>Where there should be minimum and maximum height limits.</i>	
Our policy themes – Housing mix, affordability and competitiveness	
Policy 36. <i>Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</i>	The draft Code Amendment proposes to investigate greater residential density in close proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
Policy 37. <i>Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas.....</i>	It is anticipated that the investigation area will accommodate a mix of housing densities and types that complement the existing residential locality and maximise its location to proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and

Policy	How the policy will be implemented:
	Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
Policy 45. <i>Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</i>	The draft Code Amendment proposes to investigate policy that envisages mix of housing densities and types to suit a variety of households and investigate affordable housing through the use of the Planning and Design Code – Affordable Housing Overlay
Our policy themes – The economy and jobs	
Policy 56. <i>Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</i>	The draft Code Amendment proposes policy that envisages mix-use development including commercial land uses to service the proposed residential uses and provide potential employment opportunities.
Policy 73. <i>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.</i>	The City of Charles Sturt Industrial Land Study, 2008 reviewed the future of industrial land within the Council area. Industrial areas were assessed against the Prime Industrial Area Assessment Matrix, developed from the Metropolitan Adelaide Industrial Land Study to determine their importance as ongoing industrial land. The areas were also assessed against a Rezoning Potential Assessment Matrix to determine their suitability to being rezoned to an alternative use. The recommendations and findings from the Study in related to the Affected Area will be considered as part of the draft Code Amendment investigations.
Our policy themes – Transport	
Policy 76. <i>Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</i>	The draft Code Amendment proposes to investigate greater residential density in close proximity to identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).
Policy 78. <i>Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and</i>	The Affected Area is adjacent to the proposed Grange Greenway and its integration to the site will be investigated.

Policy	How the policy will be implemented:
<i>convenient connections to activity centres, open space and public transport (see Map 8)</i>	
Our policy themes – Open space, sport and recreation	
Policy 104. <i>Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</i>	Consideration on the need for public open space will be investigated including appropriate size and location to ensure visibility and accessibility to the broader locality. The draft Code Amendment will also investigate policy opportunities to encourage activation within the Affected Area to take advantage of its accessibility with the adjacent proposed Grange Greenway.
Our policy themes – Climate change	
Policy 105. <i>Deliver a more compact urban form to: Reduce vehicle travel and associated greenhouse gas emissions.</i>	The draft Code Amendment proposes to facilitate a higher density housing form within the Affected Area that will result in a more efficient development footprint. The site's location adjacent to an identified Mass Transit Station (Grange to City railway line and Albert Park Train Station) and Transit Corridor (Port Road) (refer to Map 2 – Activity centres and mass transit routes).and the proposed Grange Greenway provides an alternative to car dependency.
Policy 111. <i>Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards and tree-lined streets.</i>	
Our policy themes – Water	
Policy 117. <i>Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of: Run-off from infill development</i>	The draft Code Amendment proposes to investigate stormwater management to inform the preparation of policies including the consideration of stormwater management systems and Water Sensitive Urban Design Techniques for future development proposals specific to the Affected Area.
Our policy themes – Emergency management and hazard avoidance	
Policy 121. <i>Ensure risk posed by known or potential contamination of sites is adequately managed to</i>	The draft Code Amendment proposes to undertake environmental investigations to identify any potentially contaminating activities to inform the preparation of policy to acknowledge potential

Policy	How the policy will be implemented:
<i>enable appropriate development and safe use of the land.</i>	requirements relating to site contamination investigations and remediation.