

KIDMAN PARK RESIDENTIAL AND MIXED USE CODE AMENDMENT

404-450 Findon Road and 5-7 Valetta Road, Kidman Park

City of Charles Sturt

For Consultation: April 2022

DRAFT

Document control

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HAVE YOUR SAY

This Code Amendment is on consultation from **Tuesday 12 April 2022 to Tuesday 14 June 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/code_amendments

b) Via Council's YourSay Charles Sturt site at <https://www.yoursaycharlessturt.com.au/>

or

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

or

Posted to:

- Chief Executive Officer
- City of Charles Sturt
- Kidman Park Residential and Mixed Use Draft Code Amendment
- 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.

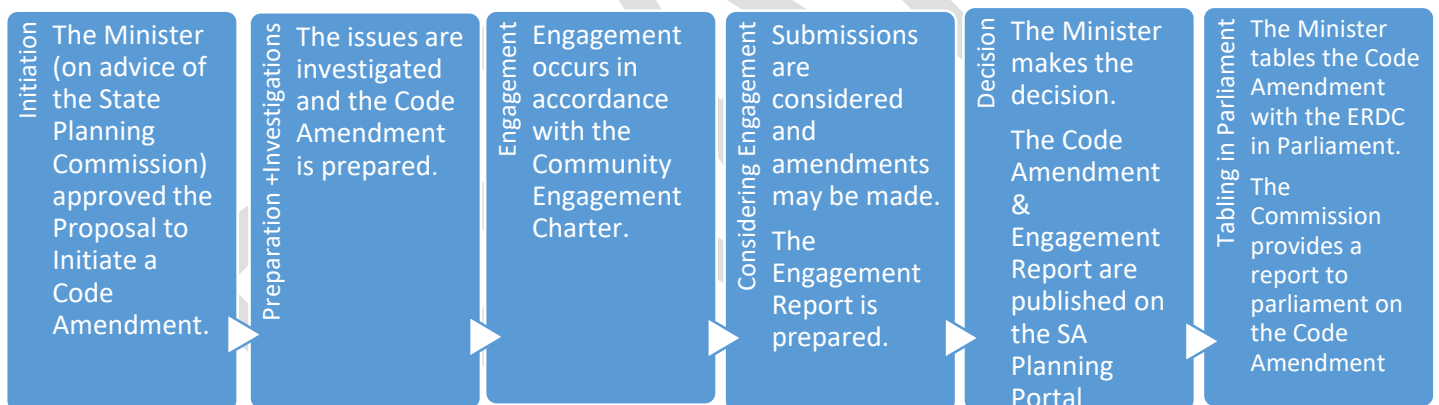
1.6. Amending the Planning and Design Code

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 portion of the Affected Area (refer to **Figure 2.1**) commonly known as 404-450 Findon Road, Kidman Park contains the former 'Metcash' food distribution warehouse and associated offices. Metcash has developed a new facility at Gepps Cross and vacated the site in June 2021. Fairland Group Pty. Ltd. purchased 404-450 Findon Road, Kidman Park in June 2021.

The Affected Area comprises approximately 12.6 hectares, of which around 11.9 hectares is controlled by the one (1) owner (Fairland Group Pty Ltd).

The Affected Area also includes adjoining land at 5-7 Valetta Road which currently comprises 'Wormald' warehouse and offices and 'Furgo' warehouse and laboratory and offices respectively. The Affected Area is currently wholly located within the 'Strategic Employment Zone' of the Planning and Design Code (Version 2022.1 – dated 20 January 2022). The Desired Outcome of this Zone is for *"A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state"*.

The Affected Area is a parcel of industrial land surrounded by residential development. This limits the economic viability of industrial uses given the modern requirements for interface mitigation, freight access and shop floor trends which can significantly conflict with the sensitivities of adjacent residential development.

Rezoning of the subject land is desired for the following reasons:

- The proximity of the land to residential areas imposes significant operation restrictions and redevelopment limitations on the land;
- Only a portion of Findon Road is a designated "General Freight Route" which limits heavy vehicle route options to the Affected Area;
- The land is not considered to be a 'Prime Industrial Area' in Council's Industrial Land Study (2008) and Urban Employment Land Review (2019);
- Redevelopment of the subject land for low to medium density residential development and complementary mixed use commercial development will offset the likely site contamination remediation costs;
- There are unlikely to be insurmountable infrastructure or environmental barriers preventing redevelopment of the land for sensitive land uses (subject to further investigations);
- The land is well situated in relation to proximity to public transport (eg 'Go Zone' bus services along Valetta Road), the CBD and service centres (eg Findon Suburban Activity Centre, Fulham Gardens Suburban Activity Centre, Torrensville Suburban Activity Centre and West Lakes Urban Activity Centre); and
- The land is ideally situated adjoining the River Torrens (*Karrawirra Parri*) Linear Park and associated walking/cycling paths.

The State Planning Policies for South Australia (2019) is the highest order policy document in South Australia and details the importance of locating medium and higher residential densities and mixed-use development in and near established services and transport corridor catchments to achieve densities required to support the economic viability of these locations.

The 30-Year Plan for Greater Adelaide (2017) details the Government's aim to contain the urban footprint of Adelaide by increasing residential densities in appropriate areas such as 'Mass Transit Routes'. It aims to accommodate population growth mainly by increasing infill development in established areas.

The City of Charles Sturt will accommodate a portion of the projected population growth, predominantly through achieving greater residential densities in major infill development projects (eg Bowden/Renewal SA, 'West', Woodville West, St Clair) and other infill developments around centres and adjacent to transit corridors and along key transit corridors (roads and rail). The Affected Area qualifies as a site that has major infill development potential in close proximity to existing services and the CBD.

The Attorney General's Department (AGD) June 2021 Land Supply Report (LSR) for Greater Adelaide – Part 2 – Urban Infill outlines that within the Adelaide West Region the projected new dwelling demand over the next ten (10) years will be 10,600 at a projected medium population growth or 15,700 dwellings at a projected high population growth. The LSR anticipates that 30% of the net dwelling increase will come from strategic infill (such as the Affected Area).

Accordingly, the Code Amendment will encourage low to medium density residential, mixed use and commercial development to make better use of the Affected Area's proximity to public transport, the River Torrens (*Karrawirra Parri*) Linear Park, the Adelaide CBD and western beaches.

2.2. Affected Area

The area affected by the proposed amendment is described as follows and as shown in the maps at **Attachment A:** and **Figure 2.1** and **Figure 2.2** on the following page.

Figure 2.1 Affected Area



Figure 2.2 – Aerial image of Affected Area



Source: The Advertiser 16 May 2021

The Affected Area is formally identified within the following Certificates of Title:

- Certificates of Title Volume 6154 Folio 507 (allotment 401);
- Certificates of Title Volume 5415 Folio 550 (allotment 306);
- Certificates of Title Volume 6155 Folio 62 (allotment 301); and
- Certificates of Title Volume 5830 Folio 738 (allotment 305).

There are no easements, right-of-ways or other caveats affecting Allotments 301, 305 or 306. However, there is an encumbrance over Lot 305 for a lease to Fugro Lads Corporation Pty. Ltd. Similarly, there is an encumbrance over Lot 306 for a Lease to Wormald Australia Pty. Ltd. The Certificates of Titles do not provide details of these leases.

Measuring 12.6 hectares, the Affected Area comprises large-scale industrial warehouses with ancillary offices, carparking and landscaping. The Affected area has a frontage to Findon Road to its east of 497 metres and a frontage to Valetta Road to its north of 233 metres. The Affected Area is flanked by residential areas to the north, east and west and adjoins the River Torrens (*Karrawirra Parri*) to the south.

Findon Road is a 'State Maintained Road' under the care and control of the Department for Infrastructure and Transport (DIT), and is also identified as a Designated Road 'Type B.' Valetta Road is a collector road under the care and control of the City of Charles Sturt ('the Council').

A dual width access/egress is located on the southern end of the Affected Area adjoining the River Torrens (*Karrawirra Parri*) Linear Park which provides access into a carparking area associated with the former food distribution centre located on the land. A pedestrian refuge crossing is located within the Findon Road solid Median at the southern end of the Affected Area that enables pedestrians and cyclists utilising the Linear Park to safely traverse Findon Road. A pedestrian/cyclist underpass is available within the Linear Park adjoining the south of the Affected Area.

There are a further nine (9) access/egress points located on Findon Road all of which enable dual vehicle movements and right hand turn movements on Findon Road over a painted median.

A signalised intersection is located at the intersection of Findon and Valetta Roads adjoining the Affected Area.

Four (4) dual width cross-overs are located on Valetta Road, all of which accommodate right-hand turn movements.

The Affected Area is serviced by Bus Stop 209 Findon Road-west that immediately adjoins the Affected Area to the east, along with Stop 19 Valetta Road – south that immediately adjoins the Affected Area. Dedicated bicycle lanes are located adjoining the Affected Area on Valetta Road. No on-road facilities for cyclists are provided on Findon Road (cyclists either share the carriageway with vehicles or the footpaths with pedestrians).

Existing development on the Affected Area is relatively uncoordinated in terms of vehicle circulation, parking, signage, landscaping and architectural style. Existing uses on the Affected Area include:

- Food distribution warehouse and associated offices (with a roofed area of approximately 6.07 hectares) and carparking formerly for Metcash Limited;

- Warehouse with associated offices and carparking for Wormald Australia - Fire Protection Specialists (with roofed area of approximately 2,800m²); and
- Warehouse (including laboratory) with associated offices and carparking for Fugro LADS laser laboratory- hydrographic mapping systems (with roofed area of approximately 2,400m²).

The Affected Area contains large expanses of hardstand which are generally used for the parking and movement of vehicles associated with the various buildings and land uses.

A fire hydrant booster unit and hose reel are located along the Findon Road frontage adjoining the central access point to the Affected Area. A fire pump shed and storage tanks are also located on the south-western corner of the Affected Area, both are located within Lot 401.

While the Affected Area appears to be flat, there is a slight taper across the site in a north to south direction towards the River Torrens(*Karawirra Parri*).

The Affected Area has a vegetated 'buffer' along its western (side) boundary boarding on the existing General Neighbourhood Zone. Existing vegetation on the Affected Area includes one (1) Significant Tree and 25 Regulated Trees, predominantly located around the periphery of the Affected Area. There are small pockets of vegetation central to the Affected Area, however the majority of the Affected Area is covered with hard paved surfaces.

A mature stand of Regulated and Significant Trees also immediately adjoins the Affected Area to the south along the River Torrens(*Karawirra Parri*) Linear Park.

Figure 2.3 on the following page provides images of the Affected Area and surrounding locality.



Figure 2.3 Affected Area and surrounds



SITE AND SURROUNDS
Metcash Site, Findon Road

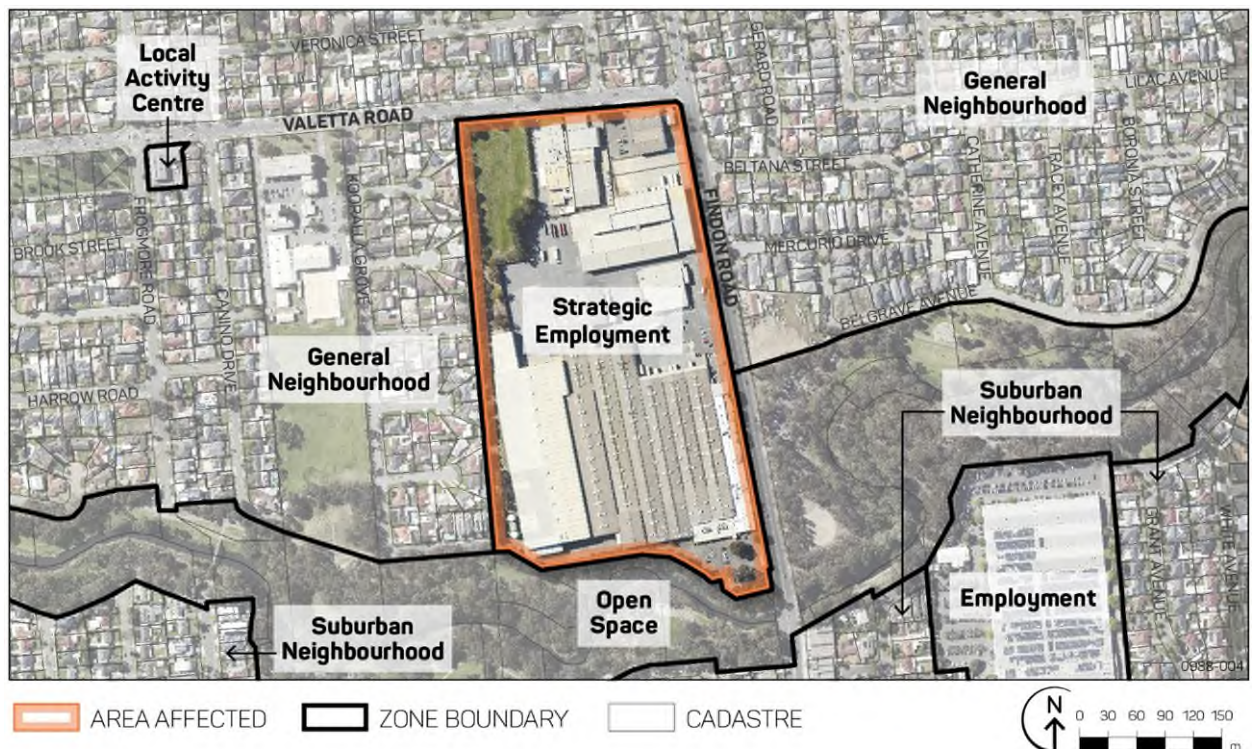
2.3. The Locality and Surrounding Development

Surrounding the Affected Area to its immediate north, east and west is low density, low-rise (1 to 2 storey) housing located within the 'General Neighbourhood Zone'. The southern end of the Affected Area adjoins the River Torrens (*Karrawirra Parri*) Linear Park which is located within the 'Open Space Zone'. There are no Heritage Places nor Heritage Areas within the immediate or broader locality. **Figure 2.4** identifies the land use mix in the locality and illustrates the extent of residential dwellings surrounding the Affected Area.

Within the broader locality a small 'Local Activity Centre Zone' is located on the corner of Valetta Road and Frogmore Road approximately 300 metres to the west. The 'Suburban Business Zone' on Findon Road is located approximately 200m to the north, with the 'Suburban Activity Centre Zone' located on the corner of Grange Road and Findon Road approximately 920 metres to the north. Land uses within the 'Suburban Activity Centre Zone' include:

- Coles and Drakes Supermarkets;
- National Pharmacies Chemist;
- Bakers delight and Breadworks bakeries;
- Australia Post Office;
- NAB bank;
- Newsagency;
- Metropolitan Fresh Greengrocer;
- Council Library; and
- Other specialty shops.

Figure 2.4 – Existing Zoning of Affected Area and Surrounds

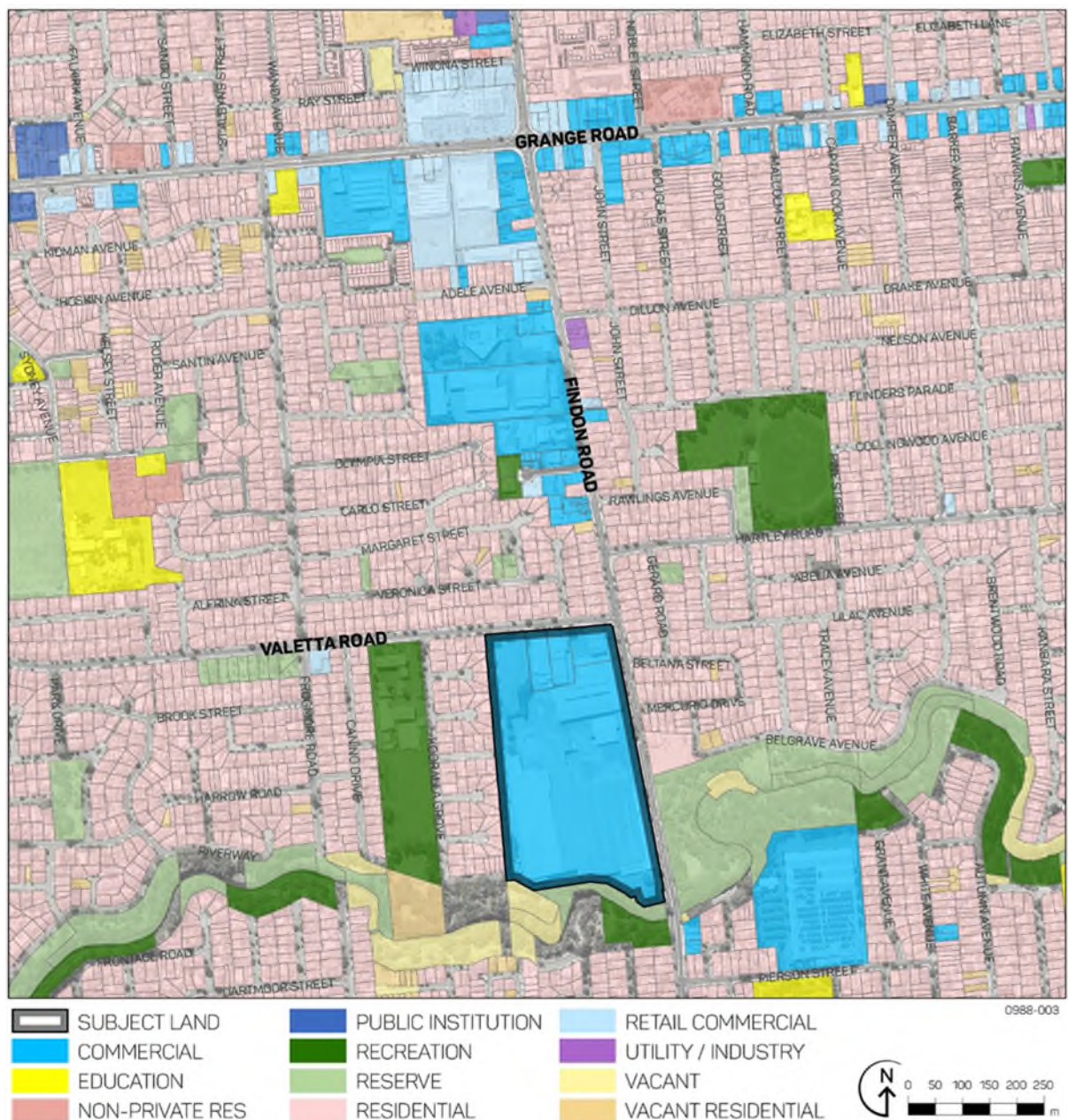


The South Australian Institute of Sport (SASI) and the Office for Recreation, Sport and Racing head offices are located approximately 150 metres to the west at 27 Valetta Road at the former Kidman Park High School campus.

In the broader locality, Lockley 's North Primary School is located approximately 280 metres to the south, Underdale High School is located approximate 840 south-east of the Affected Area within the City of West Torrens and Nazareth Catholic College is located approximate 1.2km north-east along Hartley Road.

The existing land uses are depicted in **Figure 2.5** below.

Figure 2.5 Existing Land Uses



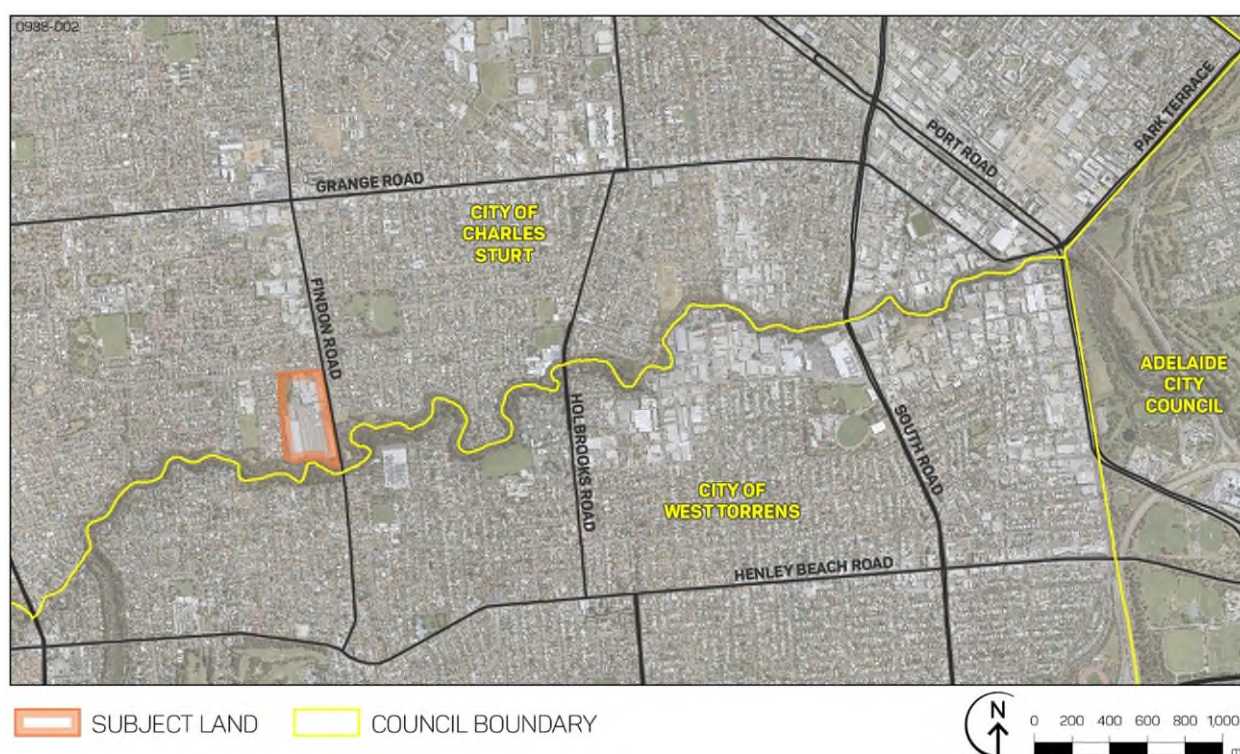
To the south-east of the Affected Area, over the River Torrens (*Karrawirra Parri*), at 25 Pierson Street Lockleys (within City of West Torrens) is the current Westpac Mortgage Centre and the Lockley's Child Care and Early Learning Centre. This land comprises an area of approximately 4.87 hectares and also has direct frontage to the

River Torrens (*Karrawirra Parri*) Linear Park. This land is currently located within the Employment Zone, however, is also subject to a proposed Code Amendment (the 'Lockley's Code Amendment') which seeks to rezone the land to the Urban Neighbourhood Zone in order to facilitate medium density residential development with smaller low scale non-residential uses to support the local community.

It is understood that engagement on the Lockley's Code Amendment occurred between September 2021 and October 2021 and is currently awaiting finalisation.

The Affected Area is located approximately 8 km west of the Adelaide CBD, approximately 3km to Adelaide Airport and approximately 8km to Henley Beach. The Affected Area is therefore ideally located between the CBD and western beaches with direct linear park access as shown in **Figure 2.6** below.

Figure 2.6 – Regional context of Affected Area



2.4. Summary of proposed policy changes

2.4.1. Current Code Policy

The Affected Area is currently located in Strategic Employment Zone as shown previously in **Figure 2.4** as well as in **Attachment B**.

The Strategic Employment Zone generally seeks a range of industrial and commercial land uses as reflected in the following Outcomes for future development:

- 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:*

- (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.*

PO 1.1 *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.*

The Affected Area is subject to the following Overlays and Technical and Numerical Variations:

Overlays

- **Airport Building Heights (Regulated)- All Structures over 15 metres Overlay**
Manages the potential impact of buildings and generated emissions to maintain operational and safety requirements of airfields, airports, airstrips and helicopter landing sites.
- **Advertising Near Signalised Intersections Overlay**
Ensures a safe road environment by reducing driver distraction at key points of conflict on the road.
- **Building Near Airfields Overlay**
Ensures the operational safety of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

- Hazards (Flooding) Overlay

Ensures impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

- Hazards (Flooding- General) Overlay

Ensures impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

- Prescribed Wells Area Overlay

Ensures sustainable water use in prescribed wells areas.

- Regulated and Significant Tree Overlay

Ensures the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

- Traffic Generating Development

Ensures safe and efficient vehicle movement and access along urban transport routes and major urban transport routes

- Urban Transport Routes

Ensures safe and efficient vehicle movement and access along urban transport routes.

- Water Resources

Protects the quality of surface waters in South Australia.

Local Variation -Technical Numeric Variation (TNV)

- Maximum Building Height (Metres) – 12 metres

2.4.2. Proposed Code Policy

The Code Amendment proposed to rezone the entire Affected Area to '**Urban Renewal Neighbourhood Zone**', with the north-east portion of the Affected Area along Valetta Road and Findon Road proposed to be located within the '**Mixed Use Transition Subzone**.'

The **Urban Renewal Neighbourhood Zone** generally seeks development in the form of residential development with complementary non-residential uses as reflected in the Desired Outcome.

DO1 Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.

Performance Outcome PO 1.1 and the associated Deemed to Satisfy/Designated Performance Feature DTS/DPF 1.1 of the Urban Renewal Neighbourhood Zone provides more specific guidance in relation to envisaged development in the Zone:

<i>Performance Outcome</i>	<i>Deemed-to-Satisfy Criteria/ Designated Performance Feature</i>
<i>PO 1.1</i> <i>Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable urban neighbourhood.</i>	<i>DTS/DPF 1.1</i> <i>Development comprises one or more of the following:</i> <ul style="list-style-type: none"><i>(a) Ancillary accommodation</i><i>(b) Community facility</i><i>(c) Consulting room</i><i>(d) Dwelling</i><i>(e) Educational establishment</i><i>(f) Office</i><i>(g) Place of Worship</i><i>(h) Pre-school</i><i>(i) Recreation area</i><i>(j) Residential flat building</i><i>(k) Retirement facility</i><i>(l) Shop</i><i>(m) Student accommodation</i><i>(n) Supported accommodation.</i>

The **Mixed Use Transition Subzone** of the Urban Renewal Neighbourhood Zone generally seeks the transition of the area towards mixed use development as reflected in the subzone's desired outcome:

DO1 *Development accommodating a range of business, commercial, warehousing and light industrial uses enabling the transition of the area to mixed use development, compatible with residential development.*

This subzone is considered appropriate given the existing light industrial land uses located at 5 and 7 Valetta Road which form part of the Affected Area.

It is proposed to retain the Overlays that currently apply to the land within the existing Strategic Employment Zone on the Affected Area. In addition, the Code Amendment seeks to introduce the following Overlays and Technical and Numerical Variations over either portions of or the entire Affected Area. An explanation of the purpose of each Overlay is also provided in italics.

Overlays

Additional Overlays to be applied to the Affected Area:

- Affordable Housing Overlay

Ensure that Affordable housing is integrated with residential and mixed use development, and that Affordable housing caters for a variety of household structures.

- Noise and Air Emissions Overlay

Ensures that Community health and amenity is protected from adverse impacts of noise and air emissions.

- Future Road Widening Overlay

Ensures that development is consistent with and will not compromise efficient delivery of future road widening requirements of local roads.

- Stormwater Management Overlay

Ensures that development incorporates water sensitive urban design techniques to capture and re-use stormwater

- Urban Tree Canopy

Ensures that Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.

Local Variation (TNV)

- Apply the following Technical and Numeric Variation (TNVs) to the Affected Area:
 - Maximum building height is 2 levels
 - Maximum building height is 9m
 - Maximum building height is 3 levels
 - Maximum building height is 12.5m
 - Maximum building height is 4 levels
 - Maximum building height is 16.5m
 - Maximum building height is 5 levels
 - Maximum building height is 22m
 - Concept Plan – Kidman Park

The proposed Zone, Overlays and Technical Numeric Variation boundaries are shown in **Attachment A**. 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 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; and
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this 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 (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this 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/code_amendments
- 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.
- Information sessions.

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/code_amendments

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
- Kidman Park Residential and Mixed Use Draft Code Amendment
- PO Box 1
- Woodville SA 5011

e) Attending one of the two information sessions:

- Thursday 5 May 2022, from 4pm to 6pm;
- Saturday 14 May 2022, from 10am to 12pm.

d) Attending and speaking at the public meeting proposed for this draft Code Amendment (please indicate in your written submission your desire to be heard at the Public Meeting).

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

Aspects of the project which stakeholders and the community can influence include:

- Appropriateness of the Urban Renewal Neighbourhood Zone and Mixed Use Transition Subzone over the Affected Area;
- Application of Overlays to the Affected Area;
- Application of Technical and Numeric Variations (TNVs) to the Affected Area; and
- Whether the investigations associated with the Code Amendment have appropriately addressed the following key issues:
 - Whether the proposed Urban Renewal Neighbourhood Zone and Mixed Use Transition Subzone is the most appropriate zone for the Affected Area;
 - Transport and parking impact;
 - Stormwater impact;
 - Interface impact (including noise and visual appearance);
 - Whether the proposed incremental maximum building heights of between 2-5 building levels as depicted with the Concept Plan is appropriate;
 - Infrastructure and services impacts;
 - Suitability of the Affected Area for the intended use (including potential site contamination); and
 - Economic impact.

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

- Geography of the Affected Area;
- General Development Policies in the Planning and Design Code (as it relates to state-wide policy); and
- Standard policies and wording contained in Zones and Overlays in the Planning and Design Code (as it relates to State-wide policy).

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 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. Summary of Strategic Planning Outcomes

Development Patterns and Trends

The City of Charles Sturt is experiencing urban renewal in the form of increased residential development, medium density infill dwellings, mixed use infill as well as higher density renewal on key strategic sites.

The Affected Area is central to a large residential area of almost 18,000 people bounded by Tapleys Hill Road (west), Grange Road (north), Holbrooks Road (east) and Henley Beach Road (south). This area includes:

- All of the suburb of Kidman Park (pop. 3,700)
- All of Flinders Park (pop. 5,318)
- Part of Fulham Gardens, east of Tapleys Hill Road (pop. 2,740)
- Most of Lockleys north of Henley Beach Road (pop. 4,960); and
- Small sections of Underdale and Fulham (pop. 1,500).

The area is characterised by a broad range of housing styles but mainly brick and tile dwellings originating from the 1950's and 60's when the suburbs were subdivided, interspersed with new replacement homes built in the last 20 years.

Areas of former South Australian Housing Trust (SAHT) land in Kidman Park have been disposed and redeveloped with high quality homes in the last 10 years which has changed the profile of the area. Some SAHT homes are still prevalent and are part of an ongoing program of redevelopment or disposal.

The local population has grown steadily in the last 10 years, from 6,600 in 2010 to approximately 7,280 in 2021. The steady growth has come through a consistent rate of new dwelling construction which has increased in the last five years to over 50 per annum. Larger homes replacing old dwellings including former SAHT dwellings and townhouse developments are increasing housing densities and population levels.

The demographic and housing characteristics of the area at the 2016 Census provide the following distinguishing features of the area:

- A high proportion of 'couples with children' and older 'couples without children';
- Traditional family structures yield a household size (2.56) slightly above the Adelaide average;
- Many families are long established, evident by the high proportion (71%) living in the same dwelling as 5 years earlier and the high proportion (51%) who fully own their home;
- Household income levels are 11% above the Adelaide average and the SEIFA index (a measure of socio-economic advantage) is 1,024 or 4% above the Adelaide average; and

- Detached dwellings (89%) dominate the housing stock with an ageing population potentially looking to downsize.

Larger infill sites present an opportunity to achieve coordinated development at higher densities and with better quality built form and public realm outcomes. Consequently, the Affected Area provides an opportunity to deliver approximately 12.6 hectares of new residential land in a planned and coordinated manner, reducing the reliance upon minor infill to meet housing demand in the City of Charles Sturt. Under a low to medium density residential scenario, the subject land is anticipated to yield in the order of 350-400 dwellings with the potential for approximately five (5) higher density apartment sites.

The Affected Area is well serviced with infrastructure, with only minor enhancement required to facilitate residential use.

Land Supply and Demand

The Attorney General's Department (AGD) June 2021 Land Supply Report (LSR) for Greater Adelaide – Part 2 – Urban Infill outlines that within the Adelaide West Region the projected new dwelling demand over the next ten (10) years will be 10,600 at a projected medium population growth or 15,700 dwellings at a projected high population growth. The LSR anticipates that 30% of the net dwelling increase will come from strategic infill (such as the Affected Area).

The AGD Employment Land Supply report (June 2021) identified that *“within the Adelaide West region there was an identified 4,441 hectares of land zoned for Employment Land of which 797 hectares of zoned employment land were identified as being ‘vacant’.”* The report identified that the Western Adelaide region has the highest number of vacant employment land sites of all the greater Adelaide regions. The rezoning of the Affected Area is therefore considered to have a negligible impact on available employment land within the western region.

Similarly, Council's *Industrial Land Study (2008)* and *Urban Employment Land Review (2019)* did not identify the subject land as a 'prime industrial area'.

Both Council studies also identified the Affected Area to be highly prospective for future residential development and suitable for higher density residential use along the River Torrens (*Karrawirra Parri*). The studies identified that the rezoning land on Valetta Road (the Affected Area) for residential purposes should occur immediately.

Economic Analysis

As outlined above, the rezoning of the Affected Area is not considered to have a detrimental impact on the existing economic viability of employment uses in the surrounding locality.

The Affected Area, being an isolated parcel of strategic employment (industrial) land surrounded by residential development has limited economic viability given the modern requirements for interface management significantly conflict with the sensitivities of adjacent residential development. Industrial development on the

Affected Area to its present scale has therefore been determined to no longer be viable.

A review of 2016 ABS Census data undertaken by Deep End (refer to **Attachment E**) revealed that for an established suburban area, the Affected Area has a relatively high workforce in the area.

The Deep End report identified that:

- The Kidman Park Affected Area lies in an area with good access to major and independent supermarkets and neighbourhood-level retailing;
- The primary catchments of the Fulham Gardens Centre on Tapleys Hill Road (1.6 km west) and the Findon Centre on Grange Road (0.9 km north) intersect and overlap through Kidman Park with both centres within a 2-minute drive of the Affected Area;
- There are significant employment levels north and south of the Affected Area along the Findon Road axis (including Adelaide Airport) where commuters and commercial vehicles will be travelling through the area;
- Between Fulham Gardens and Findon there will soon be five (5) supermarkets and a good range of existing shops and supporting services within a short distance of the Affected Area. These are major influences on the range and style of retailing that can be supported on the Affected Area;
- Just 500 metres west, on the corner of Valetta Road and Frogmore Road, is a small but dated development of five (5) shops with upper-level residential units. The complex would date back to the 1960's when the area was subdivided;
- The current provision of local centre floorspace in Kidman Park and Flinders Park is low and dated although competition from centres at Findon and Fulham Gardens is high; and
- To the south, Lockleys has lower access to neighbourhood and local shopping.

The Deep End report identified that new residents on the Affected Area itself will generate demands for local services which could be provided within an attractive local node designed into the development. They also noted that the COVID-19 period is creating a revival in local shopping as consumers seek safe and simplified shopping experiences close to home.

Based on their analysis, Deep End consider that a convenient, small-scale commercial centre on the Affected Area is appropriate and can leverage the day population at work and commuter / commercial traffic through the area.

Environmental Impacts

The proposed Code Amendment would positively improve the Affected Area's environmental impacts, particularly the removal and remediation (where required) of existing underground fuel storage tanks as part of future Site Contamination Audit Report Process (SCAR) (refer to **Attachment M**).

A key strategic planning outcome of the State Planning Policies is to protect communities and the environment from risks associated with emissions, hazardous activities and site contamination. The Affected Area was utilised as market gardens prior to its development as a food distribution centre and light industry.

This proposal supports strategic planning outcomes in respect of Environmental Impacts. Preliminary Site Investigations identified that the Affected Area had good remediation potential for possible residential land use with no contamination issues being identified that would preclude rezoning of the Affected Area for low to medium density residential development (refer to **Attachment F**).

Infrastructure and Services

This proposal is well serviced by both civil and social infrastructure, as sought by the State Planning Policies.

Civil Infrastructure

The Affected Area does not require significant extensions to civil infrastructure and can be appropriately serviced via existing infrastructure located within close proximity to the site. The Affected Area currently predominantly drains to the River Torrens (*Karrawirra Parri*), with this infrastructure to be utilised for the future development, with upstream measures to be implemented to improve water quality prior to entering the river system through water sensitive urban design techniques (WSUD).

A portion of the Affected Area will need to be discharged to Valetta Road, with detention basins required to mitigate downstream flooding impacts (refer to **Attachment G**).

Sewer mains are located within Findon Road, Valetta Road and Artarki Avenue. The Affected Area is relatively flat (except for where the southern end tapers down to the River Torrens (*Karrawirra Parri*) embankment. The existing sewer infrastructure is capable of supporting supply to the rezoned land without upgrades to existing trunk infrastructure.

Given the Affected Areas previous (and current) use as an industrial site, the existing SA Power Networks (SAPN) infrastructure has sufficient capacity to cater for the rezoning.

The NBN is active within the area and has capacity to service the Affected Area.

Natural gas reticulation for the Affected Area would commence from either the High Pressure main on Findon Road or the low pressure main on Valetta Road.

The Affected Area provides an opportunity to deliver approximately 12.6 hectares of new residential land in a planned and coordinated manner which requires low levels of infrastructure investment. The Affected Area is well connected to and will be integrated with a range of services, facilities, public transport, infrastructure etc needed to support a liveable and walkable neighbourhood.

Social Infrastructure

Social infrastructure investigations have identified that the Affected Area is suitably supported by existing social infrastructure, and is within close proximity to numerous educational, child-care, retail, medical and public transport facilities (refer to **Figure 4.1** on the following page).

The Affected Area adjoins the River Torrens (*Karrawirra Parri*) on its southern boundary. The river has a meandering, westerly flow through the area marking the boundary between Kidman Park and Flinders Park to the north and Lockleys to the south. It is a valuable open space and recreation resource that includes a shared use cycling and pedestrian linear park linking the Affected Area to the CBD and other areas, eventually arriving at Henley Beach South.

The Affected Area is close to a number of commercial and community assets which serve their surrounding local areas and wider clientele including:

- Childcare, School, recreation and community facility precincts at Kidman Park around Collins Reserve, at Flinders Park and at Lockleys, all within 1-1.5km;
- A small light industrial / commercial area on Findon Road north of the Affected Area which has a local employment base that would utilise local services;
- Shopping centres on Grange Road at Findon (1km north) and Fulham Gardens (1.5 km west) with multiple supermarkets and a range of shops and services catering to most daily and weekly needs; and
- 11 medical centres with 43 GPs within a 3km radius of the Affected Area, which indicates an average provision of 1 GP for every 1,396 people.

Figure 4.1 – Deep End Social Infrastructure map within proximity of Affected Area

Integrated Transport

CIRQA have undertaken a review of integrated transport surrounding the Affected Area (refer to **Attachment H**) and have identified that numerous public transport services operate within close vicinity to the Affected Area. Specifically, regular bus services operate along Findon Road, Valetta Road and Hartley Road.

Bus stops are located immediately adjacent the Affected Area on both Findon Road and Valetta Road, with Valetta Road being a designated 'Go Zone.' Bus routes operating within immediate proximity to the Affected Area include:

- Route 110, 112 – West Lakes to City;
- Route 286, 287 – Henley Beach to City;
- Route 288 – West Lakes Centre Interchange to City;
- Route 652, – Alberton to St Michael's College Primary Campus; and
- Route J7, J8 – West Lakes Centre Interchange to Marion Centre Interchange.

Sealed/paved footpaths are provided on both sides of the roads bounding and adjacent the Affected Area. These service both pedestrians and cyclists. Bicycle lanes are also provided on Valetta Road and Hartley Road. No on-road facilities are provided on Findon Road (cyclists either share the carriageway with vehicles or the footpaths with pedestrians).

The Affected Area is also located immediately north of the River Torrens (*Karrawirra Parri*) Linear Park Trail. The Linear Park Trail provides a major shared (pedestrian and cyclist) path facility utilised by both commuter and recreational users. The Trail provides safe and convenient access to/from the CBD (approximately 5 km to the east) as well as various other destinations. The rezoning of the Affected Area provides the opportunity to improve pedestrian and cycling linkages to this important recreational asset.

Interface between Different Land Uses

The proposal will facilitate the creation of a more compatible interface with existing residential development. The current Strategic Employment zoning of the Affected Area can cause significant conflict with the more sensitive uses envisaged in the surrounding General Neighbourhood Zone, with Council having received previous complaints regarding noise emanating from the Affected Area, in particular noise emanating from the idling of heavy vehicles and plant/machinery use.

The rezoning of the Affected Area to facilitate predominantly residential development with complementary mixed use transitional development is therefore considered appropriate and logical due to the proximity of sensitive land uses.

It is proposed to introduce the 'Noise and Air Emissions Overlay' over the Affected Area (refer to **Attachment I**). The 'Noise and Air Emissions Overlay' provides a policy framework to ensure that sensitive receivers adjoining high noise sources (such as Findon Road) are designed and sited to shield sensitive receivers from the emission source. This will form part of an assessment of future Development Applications. As part of the Building Rules Assessment of future development applications, the Ministerial Building Standard MBS 010 'Construction requirements for the control of external sound' will also be considered. The standard contains provisions for reducing the intrusion of unacceptable levels of sound into habitable rooms of residential buildings.

It is acknowledged that existing sensitive land uses in the adjoining General Neighbourhood Zone are typically low density, low-rise building form. To appropriately manage this interface in terms of building height and appropriate separation distances to taller built form it is proposed to introduce a range of building heights across the Affected Area. Building heights are proposed to transition in height from a maximum of 2 building levels or 9 metres along the western interface with taller built form (predominantly a maximum of 3 storeys) elsewhere within the Affected Area, with a maximum of 5 storeys and 22 metres to the south-east corner adjoining the Torren River (*Karrawirra Parri*) frontage. This transition in building heights is proposed to be introduced via the application of Technical and Numeric Variations and a Concept Plan. The application of this specific policy approach, along with the policy guidance provided in the General Development Policies of the Code, will ensure that built form interface will be appropriately managed and considered by the Relevant Authority during the assessment of future development applications.

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

4.1.3. 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 Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment D**.

4.1.4. 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 'Community Plan 2020-2027' sets out the long-term strategic vision and plan for the City of Charles Sturt and provides high-level guidance to the Council and the community.

The Community Plan shows how the Council will achieve the shared vision of a strong, connected community with exciting places, sustainable strategies and economic growth. Of particular relevance to the Code Amendment are the following visions and outcomes:

Vision: *Our Liveability – A liveable city of great places.*

Outcome: *Well-designed urban environment that is adaptive to a diverse and growing city.*

Outcome: *Drive an integrated, responsive transport system and well-maintained network of roads and paths that facilitate safe, efficient and sustainable connections.*

Outcome: *Enhance the quality and diversity of open and public spaces.*

Vision: *Our Environment – An environmentally responsible and sustainable city.*

Outcome: *Our city is greener to reduce heat island effects and enhance our biodiversity.*

Vision: *Our Economy – An economically thriving city*

Outcome: *Businesses and industry sectors continue to grow and diversify*

Charles Sturt Industrial Land Study (2008) and Urban Employment Land Review (2019)

Both the Charles Sturt Industrial Land Study (2008) and the Urban Employment Land Review (2019) studies reviewed the future of industrial land within the Council area.

Both studies did not identify the Affected Area as a 'prime industrial area' and identified the Affected Area to be highly prospective for future residential development and suitable for higher density residential use along the River Torrens (*Karrawirra Parri*).

Attorney General's Department – Land Supply Report for Greater Adelaide

The Land Supply Report (LSR) for Greater Adelaide coordinated by the Planning and Land Use Services Directorate (PLUS) of the Attorney-General's Department (AGD). provides a single source of data around residential and employment land trends, land supply and estimated future demand for both a medium and high population growth scenarios.

Part 2 of the report (Urban Infill Land Supply) estimates that:

- Dwelling requirements within the Adelaide West region of approximately 10,600 dwellings for medium growth and 15,700 dwellings for high growth over the next ten (10) years; and
- Strategic Infill land supply within the Greater Adelaide region is estimated to comprise 41,900 allotments from existing, proposed and future strategic sites.

Part 3 of the LSR (Employment Land Supply) identifies that:

- Within the Adelaide West region there was 4,441 hectares of land zoned for Employment Land of which 797 hectares of zoned employment land were identified as being 'vacant';
- Commercial office and studio formats (most commonly associated with knowledge intensive forms of employment), tend to accommodate workers at much higher densities; and
- Regions closest to the CBD.... have comparative advantages when it comes to knowledge intensive employment activities.

4.2. Infrastructure planning

The Affected Area does not require significant extensions to infrastructure; and can be serviced via existing infrastructure located within close proximity to the site.

It is likely that the development of this infrastructure will be undertaken in conjunction with the development application stage(s).

The following infrastructure planning is relevant to this Code Amendment:

Council Infrastructure Planning	Response/Comment
Roads	<p>CIRQA have undertaken traffic forecasting (contained within Attachment H) based upon the proposed land uses and has determined that the rezoning and redevelopment of the Affected Area is forecast to result in additional movements being distributed to the surrounding road network.</p> <p>However, the number and size of commercial vehicle movements would reduce (notably, B-Doubles would no longer be required to access the Affected Area nor the adjacent section of Findon Road).</p> <p>Initial modelling of the Valetta Road/Findon Road intersection has indicated that the intersection would be over capacity by 2036 (regardless of the proposed rezoning). The additional traffic volumes associated with the rezoning result in a worsening of conditions at the intersection (albeit it is reiterated that the number of commercial vehicle movements will be reduced). The analysis has therefore been utilised to identify the extent of upgrade required at the intersection to retain similar conditions (if not better) to the current situation.</p> <p>The analysis indicates that the following upgrade would essentially retain the status quo (refer to Figure 4.5 in section 4.3.4):</p> <ul style="list-style-type: none">• construction of a high-angle entry left turn lane from Findon Road (south) to Valetta Road;• Designation of the kerb-side lane on Valetta Road as a shared left and right turn lane (with associated geometric adjustments to the intersection to accommodate the required vehicle turns); and• Extension of the section of dual lane approaches on Findon Road (south) and Valetta Road. <p>It is anticipated that intersection upgrades would occur as part of a future development application process. The 'Future Road</p>

Council Infrastructure Planning	Response/Comment
	<p>Widening Overlay' is proposed over this portion of the Affected Area to recognise the required upgrades.</p> <p>On the basis of the transport investigations, it is considered that adequate access provisions can be implemented for the Affected Area. In addition, subject to upgrades recommended at the intersection of Findon Road/Valetta Road being implemented, it is considered that future development of the Affected Area following the proposed Code Amendment (rezoning) will either retain similar conditions to the existing background traffic scenario or improve them.</p>
Stormwater Management	<p>The Affected Area predominantly currently drains to the River Torrens (<i>Karrawirra Parri</i>), therefore stormwater detention can be eased for the majority of the site, however improvements to water quality prior to discharge will be required. Water Sensitive Urban Design techniques will be required through the Affected Area as part of future development applications.</p> <p>Given the proposed discharge location for the northern catchment on Valetta Road is at capacity, the portion of the Affected Area which will drain to Valetta Road will require post-development flows from the major 1 in 100 year ARI rainfall event to be restricted to pre-development 1 in 5 year ARI rates. To facilitate the detention requirements, it is proposed that the volume is detained via an on-site detention basin and oversized pipe network.</p> <p>Future detention basins have been recommended in the stormwater investigations (refer to Attachment G) and have been incorporated into the Kidman Park Concept Plan.</p> <p>The Hazards (Flooding General) Overlay and Hazards (Flooding) Overlay apply to portions of the Affected Area, with the Stormwater Management Overlay to apply to the whole of the Affected Area (Refer to Attachment A). The Hazard (Flooding) and (Flooding General) Overlays seek to ensure that impacts on people, property, infrastructure and the environment from general flood risk are minimised through appropriate siting and design of development. The Stormwater Management Overlay as well as the General Development Policies – Design in Urban Areas provisions of the Code contain a policy framework in relation to water sensitive design. The proposed policy framework adequately considers stormwater management in future development over the Affected Area and will be assessed as part of future development applications.</p>

Council Infrastructure Planning	Response/Comment
Waste Management	It is anticipated that future residential development will utilise Council's current waste collection system. This will be confirmed during the development application stage of future land division and built form development over the Affected Area.

Government Agency Infrastructure Planning	Response/Comment
Roads (Commissioner of Highways/Department of Infrastructure and Transport).	<p>Findon Road is a State Maintained Road under the care and control of the Commissioner of Highways.</p> <p>The 'Traffic Generating Development Overlay' and 'Urban Transport Routes Overlay' will continue to be applied to the Affected Area.</p> <p>The Code Amendment ensures that the relevant policies managing future traffic movements, carparking and the like are provided for the Affected Area to guide future development and manage impacts on the State Maintained Road.</p>
Potable water (SA Water)	Existing potable water infrastructure is available along Findon Road, Valetta Road, Artarki Avenue and Kooralla Grove. It is expected that the Affected Area would be able to connect into these existing mains. The investigations revealed that no upgrades to trunk infrastructure would be required to service the rezoned land.
Sewer (SA Water)	Sewer mains are located within Findon and Valetta Roads as well as Artarki Avenue. Given the size of the adjacent mains within Findon and Valetta Roads, and the former and existing use of the Affected Area for industrial purposes, the existing sewer infrastructure is capable of supporting supply to the rezoned land. Investigations have confirmed that no upgrades to trunk infrastructure would be required to support the rezoning.

Government Agency Infrastructure Planning	Response/Comment
Other	Response/Comment
Electricity	<p>South Australian Power Network (SAPN) high voltage overhead lines are located along both Valetta Road and Findon Road.</p> <p>Given the Affected Area's previous and current use as an industrial site, the existing SA Power Networks (SAPN) infrastructure has sufficient capacity to cater for the rezoning.</p>
Gas	<p>The Affected Area is serviced by a high pressure main in Findon Road and low pressure main in Valetta Road. Sufficient capacity is available to support the rezoned land without upgrades.</p>
Communications	<p>The area is serviced by the multiple carriers of the 4G network.</p> <p>The NBN is active within the area and has capacity to service the Affected Area.</p>

The existing infrastructure has sufficient capacity to service the Affected Area. As such no further agreements or other arrangements are required to fund the infrastructure as part of the Code Amendment process. Infrastructure assets that will ultimately be vested with Council will be subject to further agreement with Council to ensure that relevant infrastructure is consistent with Council requirements.

Water, electricity and gas will be provided by the relevant services providers with associated costs for connects to be met by future developers of the Affected Area.

4.3. Investigations

4.3.1. Investigations undertaken

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.

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

- Assessment of potential Zones;
- Retail analysis assessment
- Transport Impact assessment;
- Infrastructure assessment; including:
 - SA Water (for potable water, recycled water and sewer);
 - Stormwater
 - SA Power Networks (for electricity);
 - APA Group (for gas reticulation); and
 - National Broadband Network (NBN) (for telecommunications).
- Interface assessment; including:
 - Noise and air emissions;
 - Building heights.
- Environmental assessment;
- Open Space analysis;
- Urban Design analysis; and
- Preliminary Tree assessment.

Further details on investigations undertaken in support of the Code Amendment are summarised in the following section and included in **Attachments E-M**.

4.3.2. Assessment of Potential Zones

The rationale for the Code Amendment (as outlined in the 'Proposal to Initiate' document), is to establish a more supportive planning policy framework for the future development of low to medium density, low rise (1-2 storey) and medium rise (3-5 storey) residential, mixed use and commercial development. The 'Proposal to Initiate' document suggests the following possible rezoning policy options to achieve such an outcome (noting that one or more of the zones could apply to all or parts of the Affected Area):

1. Housing Diversity Neighbourhood Zone;
2. General Neighbourhood Zone;
3. Urban Neighbourhood Zone;
4. Urban Renewal Neighbourhood Zone; or
5. Master Planned Neighbourhood Zone.



Most Neighbourhood Zones within the Planning and Design Code predominantly support and focus on residential development in urban and suburban areas as well as greenfield residential developments.

In assisting to determine the most appropriate zoning for the Affected Area, the 'People and Neighbourhoods Policy Discussion Paper September 2019' prepared by the State Planning Commission provides useful guidance in relation to the land uses and the intended intensity/location of development sought by the various zones within the Planning and Design Code.

Figure 4.2 below provides a helpful snapshot of the naming convention of zones which assists to determine the appropriate zone for the Affected Area based on its location and the stated rationale of achieving a more supportive policy framework for low to medium density, low rise (1-2 storey) and medium rise (3-5 storey) residential, mixed use and commercial development.

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Figure 4.2: Settlement Plan and Zoning Intent (adapted from “People and Neighbourhoods Policy Discussion Paper September 2019”)

SPP Settlement Pattern	Proposed Residential Zones
<p>Capital City</p> 	<p>City Living: The primary residential zone in the CBD, delivering high amenity, low to medium density residential living environments, with a mix of small-scale non-residential activity compatible with this use.</p>
<p>Urban Centres</p> 	<p>Urban Neighbourhood: Supports the highest density and mix of land uses outside the CBD, including residential, retail, office, commercial and civic, in locations where there is significant opportunity to increase the development density around a major public transit node or corridor, or a significant place of interest.</p> <p>Urban Corridor (Living): Supports the development of high-density, vibrant, mixed-use neighbourhoods that provide a variety of new housing choices, along with a range of complementary retail and commercial activities. Development will generally have a greater proportion of housing than retail or commercial development.</p>
<p>Suburban Areas and Townships</p> 	<p>Urban Renewal: Caters for the renewal of sites with medium and high-density housing in precincts where the housing stock is being replaced as it no longer meets market and community needs.</p> <p>Housing Diversity Neighbourhood: Supports the replacement of existing dwellings with medium-density housing, primarily in the form of terrace housing, group dwellings or apartment buildings.</p> <p>Suburban Neighbourhood: Caters for areas of very low-density, heritage, character and foothill locations, with larger allotments on sloping land.</p> <p>General Neighbourhood: Will apply to most of the residential land in Greater Adelaide and some Regional Areas. Supports low-medium density housing of one to two storeys, with a mix of small-scale shops, offices and consulting rooms, as well as larger scale community services and facilities (e.g. schools, childcare and recreation facilities).</p>

Suburban Areas and Townships (Continued)



Suburban Master-Planned Neighbourhood: Supports master-planned communities, including planning for employment and retail facilities, in an integrated activity centre.

Suburban Greenfield Neighbourhood: Supports low-rise greenfield development in areas that will not include an activity centre.

Residential Park: Caters for affordable, short-term and long-term housing opportunities (in the form of caravan and camping sites, cabins and transportable dwellings) and associated small-scale services and facilities, in an open landscaped setting.

Township: An urban centre supporting a range of residential, community, retail, business, commercial and light industry uses and facilities to serve the local community, businesses and visitors.

As depicted in **Figure 4.2** above, the Urban Neighbourhood Zone is intended to support the highest density and mix of land uses outside of the CBD. The intent of this Code Amendment is for a mix of predominantly low to medium density low-rise (1-2 storey) with some central medium rise (3-5 storey) built form. The Desired Outcome (DO) for the Urban Neighbourhood Zone is as follows:

DO1 *A mixed use area that:*

- (a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators*
- (b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use*
- (c) provides a concentration of mixed use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space*
- (d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology*
- (e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.*

PO 1.1 *Development of medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development.*

Whilst the Urban Neighbourhood Zone does provide some of the elements envisaged for the rezoned area such as 'walkable urban form', and 'transition in scale and intensity at the zone boundary' it is considered that the overall density encouraged by the Urban Neighbourhood Zone is higher than anticipated for the Affected Area. On this basis this zone is not considered the most suitable for the Affected Area.

The General Neighbourhood Zone caters for low to medium density residential development of up to two (2) storeys, with the following Desired Outcomes:

- 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.*
- PO 2.1 *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.*

Whilst the General Neighbourhood Zone may be appropriate adjoining the western edge of the Affected Area, the zone is not considered to provide the flexibility in design over the majority of the Affected Area. As will be discussed below it is considered that other zones are more appropriate to facility the form of development envisaged for the Affected Area. This zone is therefore not considered to provide the same flexibility in house choice and adaptability as other neighbourhood type zones.

The Housing Diversity Neighbourhood Zone does provide some useful interface policy contained in Performance Outcome (PO 3.1) and associated Deemed to satisfy (DTS)/ Designated Performance Feature (DPF) DTS/DPF3.1 enabling an interface height building envelope. This Zone also enables a Building Height TNV to be applied in PO2.2 and DTS/DPF 2.2. Whilst this zone would support the desired medium-density housing over the Affected Area, it predominantly envisages terrace housing, group dwellings or apartment built forms. This does not correlate with the vision for the Affected Area which seeks to combine a mix of more traditional low-rise (1-2 storey) detached and semi-detached built form with pockets of medium density, medium rise (3-5 storey) apartment sites. Therefore, whilst the Housing Diversity Neighbourhood Zone provides some outcomes that are sought for over the Affected Area, overall, it is considered to discourage the potential for more traditional lower density detached dwellings if it were to be applied over the entirety of the Affected Area.

The Main Street Subzone and Urban Neighbourhood Retail Subzone within the Housing Diversity Neighbourhood Zone provide a far greater emphasis on retail floor area and provision of activity centre type uses than the retail analysis investigations undertaken deem needed on the Affected Area. The Housing Diversity Neighbourhood Zone is therefore not considered the most appropriate in this context.

The Master Planned Neighbourhood Zone has the following outcomes:

- PO 1.1 *Diverse housing choices and a wide range of complementary recreational, community services and other activities to support a growing community and create a pleasant place to live.*
- PO 1.2 *Land division results in a low-to-medium density neighbourhood that contains a diverse range of housing types and allotment sizes."*

The Master Planned Neighbourhood Zone has an Emerging Activity Centre Subzone with DTS/DPF 1.4 envisaging that shop gross leasable floor outside of the Subzone being in the order of 150m². Similar to the Housing Diversity Neighbourhood Zone, the retail analysis investigations outline that land uses envisaged in an 'Emerging Activity Centre Subzone' are not required over the Affected Area given its proximity to existing centres. Again, whilst the Master Planned Neighbourhood Zone provides some outcomes that are envisaged over the Affected Area, overall, it is considered to be more suitable to a Greenfield form of development were a new activity centre and services are to be established rather than a strategic infill site such as the Affected Area.

The Urban Renewal Neighbourhood Zone DO 1 seeks:

DO1 Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.

PO 2.1 and associated DTS/DPF 2.1 allow for the application of a Maximum Building Height TNV to be spatially applied over the Affected Area. PO 9.1 and DTS/DPF 9.1 also enable the application of a 'Concept Plan' over the Affected Area. Building heights and setbacks are controlled via minimum setbacks in PO5.1, PO 5.2, PO 6.1 and PO 7.1.

The Mixed Use Transition Subzone of the Urban Renewal Neighbourhood Zone DO1 seeks:

DO1 Development accommodating a range of business, commercial, warehousing and light industrial uses enabling the transition of the area to mixed use development, compatible with residential development."

This Subzone would therefore enable the remaining industrial premises located at 5 & 7 Valetta Road to expand or adapt to similar light industry but also enable their repurpose to other commercial, mixed use or residential land uses.

This is an appropriate outcome to ensure that future retail development within the Affected Area supports the ongoing role and function of the of land to be rezoned to Mixed Use Transition Subzone and to also ensure that it does not compromise the role, function and primacy of the existing 'Suburban Activity Centre Zones' located at Fulham Gardens and Findon.

The application of the proposed Urban Renewal Neighbourhood Zone and Mixed Use Transition Zone over the Affected Area would therefore complement the role of the Local Activity Centre Zone on the corner of Valetta Road and Frogmore Road by supporting a range of small-scale shops, offices and businesses whilst not undermining the role and function of the larger existing Suburban Activity Centre Zone that provides neighbourhood-scale shopping and other business services to the surrounding neighbourhood and district.

The balance between infill low to medium density, transitioning interface height provisions and consideration of an appropriate land uses mix provided by a combination of the Urban Renewal Neighbourhood Zone and the Mixed Use Transition Subzone is

therefore ideally suited to the Affected Area and the overall intent of the Code Amendment.

Policy Implications

For the reasons outlined above, the Urban Renewal Neighbourhood Zone and Mixed Use Transition Subzone are considered the most appropriate policy response over the Affected Area.

DRAFT

4.3.3. Retail Analysis and Economic Investigations

Background

On the basis that the one of the above Zones identified in Section 4.3.2 would be selected to accommodate low to medium density housing along with medium rise (3-5 storey) apartment sites with a likely yield of approximately 220 single dwelling lots, four (4) apartment sites and 5 'other' potential mixed use sites and a population of 850-900 people, Deep End Services were engaged to undertake an assessment of the proposed Code Amendment with respect to land use and economic impact. More specifically, Deep End Services have:

- Reviewed the surrounding locality, including:
 - Land use mix,
 - Existing and projected population ABS data including age profile;
 - Existing and project dwelling types and demographic housing profile;
 - Existing services (including retail, commercial, medical, health and fitness and childcare);
 - Distribution and size of workforce and ABS Journey to Work zones; and
 - Location and type of public open space and recreation areas;
- Undertaken a high level assessment and recommendations of a range of land uses that could be planned for and developed over the Affected Area; and
- Provided recommendations of the indicative land use area requirements for the Affected Area.

Findings

In terms of population, demographic and housing profile for the Affected Area, Deep End have confirmed that:

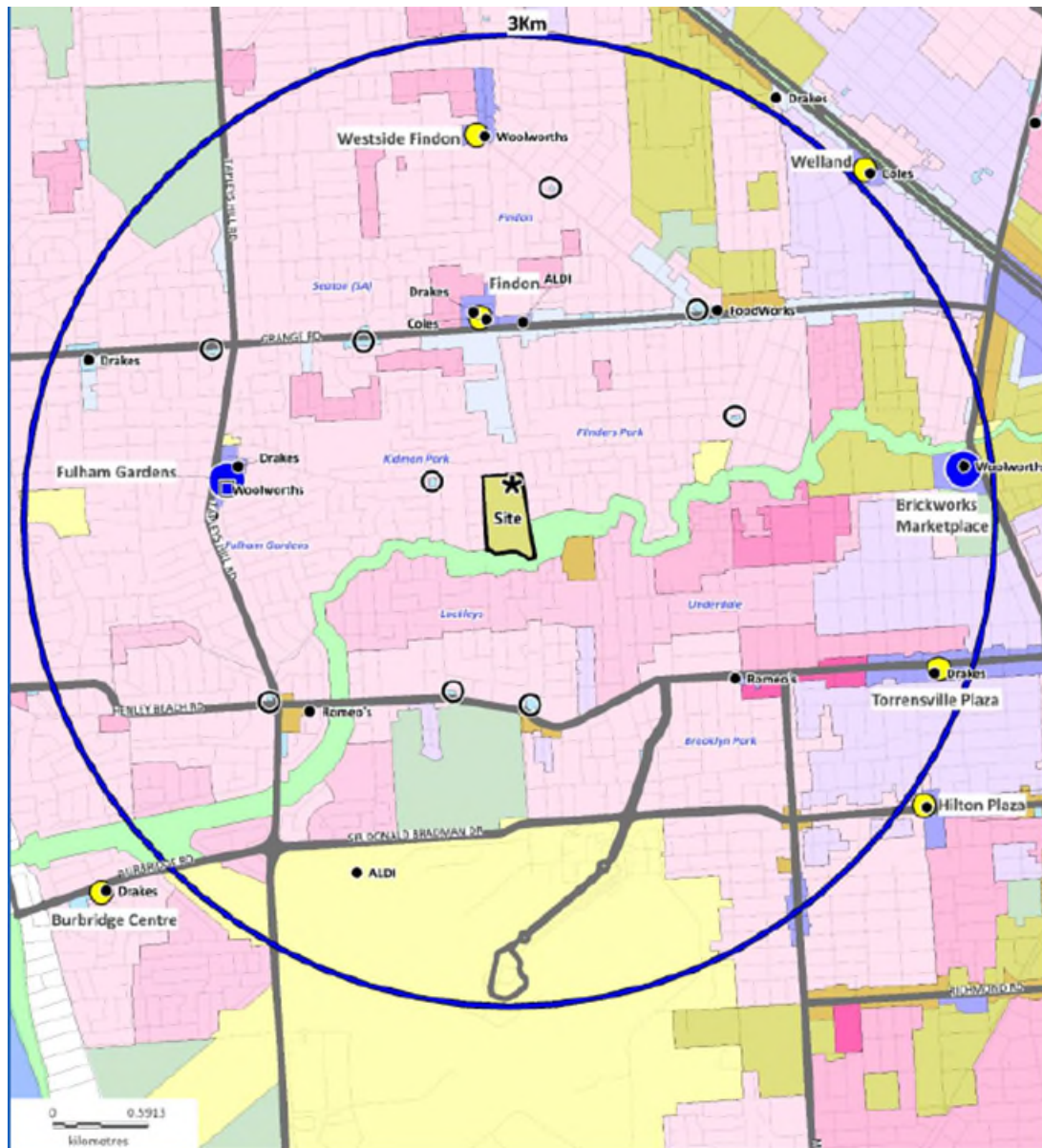
- The local population (being that within a 1km distance of the Affected Area) has grown steadily over the last 10 years;
- Larger homes have been replacing older dwellings (including former SAHT stock);
- There is a high proportion of 'couples with children' and older 'couples without children;'
- Traditional family structures yield a household size (2.56) slightly above the Adelaide average;
- An older age profile with 23% aged over 65 years (Adelaide 17%) although 11% are aged 0-9 (similar to Adelaide 12%) indicating a need for childcare facilities;
- Household income levels are 11% above the Adelaide average and the SEIFA index (a measure of socio-economic advantage) is 1,024 or 4% above the Adelaide average;
- Detached dwellings (89%) dominate the housing stock. With an ageing population potentially looking to downsize there could be a high demand for townhouses and other small dwellings on the Affected Area;
- For an established suburban area, the locality has a relatively high workforce in the area including approximately 1,500 in Kidman Park (minus the loss of the former Metcash food distribution centre on the Affected Area); and

- In addition to the local workforce, there are significant employment levels north and south of the Affected Area along the Findon Road axis (including Adelaide Airport) where commuters and commercial vehicles will be travelling through the area.

In relation to retail floor area, Deep End investigations have confirmed that:

- The Affected Area is serviced by good access to major and independent supermarkets and neighbourhood-level retailing. The primary catchments of the Fulham Gardens Centre on Tapleys Hill Road (1.6 km west) and the Findon Centre on Grange Road (0.9 km north) intersect and overlap through Kidman Park with both centres within a 2-minute drive of the Affected Area (Refer to **Figure 4.3** on the following page).
- Between Fulham Gardens and Findon there will soon be five (5) supermarkets and a good range of existing shops and supporting services within a short distance of the Affected Area. These are major influences on the range and style of retailing that can be supported in the Affected Area;
- Within the Kidman Park and Flinders Park residential areas there are two Local Centre nodes as follows:
 - One on the corner of Valetta Road and Frogmore Road, is a small but dated development of five (5) shops with upper-level residential units. The complex would date back to the 1960's when the area was subdivided;
 - One in Flinders Park to the east, a small group of shops on Holbrooks Road, just north of Flinders Park Primary School, contains a bakery, two hairdressers a beautician and an office;
 - On Hartley Road Flinders Park, two standalone shops comprise a butcher and hairdresser. and
- A convenient, small-scale commercial centre at Kidman Park can leverage the day population at work and commuter / commercial traffic through the area, as well as serve the future residents. A shop area of 800-1,000 sqm should be planned for the Affected Area. An aspirational but achievable tenant profile would include:
 - Pharmacy – 200 sqm (ideally located close to a medical centre on-site);
 - 2x Café / lunch bar / bakery – 200 sqm;
 - 2 x basic or franchised lunch /evening take away food operators – e.g., Subway, pizza, chicken, fish & chips – 200 sqm;
 - 1 x restaurant – 150 sqm;
 - 1 x hairdresser – 70 sqm;
 - 1 x nails / massage / beautician – 60 sqm; and
 - 1 x liquor – 120 sqm.

Figure 4.3 – Deep End analysis of Centres & Supermarkets



The Deep End report identified the number of medical centres within a 3km radius of the Affected Area. It found that:

- In total, there are 11 medical centres with 43 GPs at an average of 3.9 GPs per clinic. The 3km radius has 60,050 people (2020) which indicates an average provision of 1 GP for every 1,396 people;
- In the broader region of Western Adelaide (pop. 275,250), extending from Port Adelaide to Glenelg and east to South Road, there are 78 medical centres with 348 GPs at an average on one GP for every 790 residents;
- While there are several large medical centres just outside the 3km radius (e.g. Western Hospital GP Clinic and others on Port Road), a large clinic of 12 GPs is

just within the radius at Torrensville. On balance, the 3km radius is considered to have a relatively low provision of GPs compared to the wider regional average.

- Based on the current population and size and distribution of existing clinics, a medical centre of 3-4 practitioners should be targeted for the Affected Area. The medical centre could be developed with additional consulting rooms to accommodate a range of para-medical services or specialists that chose to operate as a single practitioner or service within a broad health and wellness practice. While dentists tend to operate from separate premises, compatible sessional services well suited to a medical centre are:
 - Physiotherapy;
 - Psychiatry;
 - Dietician;
 - Podiatry;
 - Audiology; and
 - Blood collection (pathology).

In relation to childcare or long day care (LDC) centres, the Deep End report has confirmed that:

- The 0-4 year age cohort of about 500 infants and children made up 5.3% of the catchment population at the 2016 Census – a proportion slightly below the Adelaide average of 5.9%;
- The estimated number of 0-4 year old children seeking long day care is forecast to grow from 249 in 2021 to 278 in 2028;
- The total number of daily places in demand from the catchment area is estimated at 174 places in 2021 increasing to 195 in 2028;
- The Affected Area is central to the catchment and will be visible or well-signed for the 18,000 vpd on Findon Road. A contemporary, well designed and operated childcare centre could attract 25% of the LDC supply opportunity of 183 places in 2024 – or 45 places. A further 25% of total places (or 15 places) could be generated from families living outside the catchment and the surrounding workforce; and
- On this basis a small-midsized LDC centre of 60-70 places is justifiable on the Affected Area with the land area requirements for a 60-70 place LDC are in the range of 1,500-2,000 sqm.

The Deep End investigations in relation to gyms, fitness clubs and fitness classes within 3km of the Affected Area confirmed that:

- There are 17 gym / fitness clubs within 3km at an average density of one for every 3,532 people which is a slightly higher density than for the broader western suburbs of Adelaide where the average is close to one for every 4,000 people;
- The residential area of Lockleys to the south is an area of opportunity where access to fitness clubs is a lot lower than north of River Torrens (*Karrawirra Parri*);
- The Affected Area has a positive and improving income profile that can support the higher provision of fitness clubs in the area. Planning for the Affected Area should make allowance for a 300-400 sqm multi-purpose and flexible fitness /

health instruction studio. This could incorporate Pilates, Zumba, yoga or meditation-type programs. The space could be provided at ground or upper level.

The overall Deep End investigations consider that:

- To optimise the available land area, a small Local Centre comprising a shop / retail area of less than 1,000 sqm with upper space for a gym (400 sqm) and other flexible commercial areas (300 sqm) should fit on a 4,000 sqm site;
- A medical centre of 400 sqm (potentially on a separate title) will need a land area of approximately 1,000 sqm;
- Combined these uses would fill out the corner site of approximately 5,000 sqm with a two (2) level building that will provide a focal point and feature design element for the wider project; and
- A 60-70 place child care centre would require a land area of approximately 1,500-1,800 sqm. A larger site of 2,000 sqm provides flexibility if an operator elects to develop a facility with a larger capacity.

Policy Implications

The proposed adoption of the Mixed Use Transition Subzone adjacent the corner of Findon Road and Valetta Road will accommodate these potential future commercial land uses within the Affected Area.

4.3.4. Transport Investigations

Background

CIRQA was engaged to undertake transport investigations to inform this Code Amendment (refer to **Attachment H**). CIRQA's investigations were informed by discussions with both the City of Charles Sturt and Department for Infrastructure and Transport (DIT). Findings of their investigations are summarised in **Table 4.1** below and depicted in **Figures 4.4** and **Figure 4.5** on the following pages:

Findings

Table 4.1 – Summary of transport investigations

Area of Investigation	Summary of Investigation findings
Site Access	<ul style="list-style-type: none">• Findon Road is an arterial road under the care and control of DIT;• Findon Road generally comprises a single wide traffic lane in each direction separated by a painted median treatment;• This section of Findon Road has an Annual Average Daily Traffic (AADT) volume in the order of 20,500 vehicles per day (vpd);• Valetta Road is a collector road under the care and control of the City of Charles Sturt. Valetta Road comprises a 13.3m (approximate) wide carriageway with a single traffic lane, a bicycle lane and a parallel parking lane in each direction. Valetta Road currently accommodates in the order of 11,500 vpd;• Hartley Road is a collector road under the care and control of the City of Charles Sturt. Hartley Road comprises an 11.8 m (approximate) wide carriageway with a single traffic lane in each direction. A part-time bicycle lane (7:00 am to 9:00 am) and a parallel parking lane are located on the northern side of Hartley Road and a part-time bicycle lane (4:00 pm to 6:00 pm) on the southern side;• Other streets within the vicinity of the Affected Area are general low volume, local (residential) streets. Volumes on these roads would typically be below 1,500 vpd (and mostly well below this level);• The signalised intersection of Findon Road and Valetta Road is located immediately adjacent the north-eastern corner of the Affected Area. At the intersection, Findon Road comprises two northbound lanes (one shared with left turns) and a single southbound and dedicated right-turn lane. Valetta Road comprises dedicated left and right-turn lanes and a single egress lane. Pedestrian

Area of Investigation	Summary of Investigation findings
	<p>movements are accommodated on all arms of the intersection. DIT has recently removed the filtered right turn provisions on the northern approach (i.e. right turns from the northern Findon Road approach into Valetta Road are only permitted when a 'green arrow' lantern is displayed);</p> <ul style="list-style-type: none"> • Vehicular connection to Artaki Avenue was generally not supported, however, it was noted there may be some benefit to provide a vehicle connection to/from Kooralla Grove. Whilst this was recommended in the CIRQA investigations, the Concept Plan only proposes pedestrian/bicycle linkages in this location in order to reduce through traffic to the existing local road network; • Based on the forecast traffic volumes, the daily traffic volumes on the internal roads will be within the typical range associated with 'local roads' (0 to 1,500 vehicles per day). Specifically, a new road connecting to the primary (central) access point on Findon Road is forecast to accommodate a future volume of 1,000 vpd with other roads connecting to Findon Road and Valetta Road forecast to accommodate in the order of 250 to 500 vpd; • The majority of direct access points for developments within the Affected Area will be accommodated via new internal roads; • The northern access points on Findon Road have been recommended to be restricted to left-in and/or left-out movements only to minimise impacts and conflict potential associated with the adjacent intersections of Findon Road with Beltana Street and Valetta Road. The southern access point has also been identified as left-in/left-out (given its proximity to the bridge over the River Torrens restricts available cross section for a right turn lane on Findon Road). If the southern access was located further north, there may be potential for right-in and/or right-out movements to be accommodated; and • The primary intersection on Findon Road should be treated with a separate right-turn lane. Similarly, traffic volumes on Valetta Road would also warrant a separated right turn lane for the new Valetta Road intersection.
External Road network Impacts	<ul style="list-style-type: none"> • It is estimated that the former distribution use and surrounding industrial uses (when fully operational) generated in the order of 243 am and 246 pm peak hour

Area of Investigation

Summary of Investigation findings

- trips. This includes 85 am and 54 pm commercial vehicle trips;
- Based upon the proposed land uses and the above traffic generation rates, it is forecast that the proposed rezoning and resulting development of the Affected Area will generate in the order of 295 am and 333 pm peak hour trips. The rezoning and redevelopment of the Affected Area is therefore forecast to result in additional movements being distributed to the surrounding road network (forecast to generate approximately 52 am and 87 pm peak hour additional daily movements). However, the number and size of commercial vehicle movements would reduce (notably, B-Doubles would no longer be required to access the site nor the adjacent section of Findon Road);
 - Initial modelling of the Valetta Road/Findon Road intersection has indicated that the intersection would be over capacity by 2036 (regardless of the proposed rezoning and redevelopment of the Affected Area). The additional traffic volumes associated with the Future Scenario result in a worsening of conditions at the intersection (albeit it is reiterated that the number of commercial vehicle movements will be reduced);
 - The analysis indicates that the following upgrade would essentially retain the status quo (refer to **Figure 4.5** below):
 - construction of a high-angle entry left turn lane from Findon Road (south) to Valetta Road;
 - Designation of the kerb-side lane on Valetta Road as a shared left and right turn lane (with associated geometric adjustments to the intersection to accommodate the required vehicle turns); and
 - Extension of the section of dual lane approaches on Findon Road (south) and Valetta Road.
 - The intersection of Findon Road/Hartley Road is already at capacity. Additional background growth in traffic volumes will continue to increase delays and queues at the intersection (particularly for movements out of Hartley Road). However, the forecast volumes associated with development over the Affected Area indicate a reduction in the number of movements distributed to/from the intersection in the am peak hour and a negligible increase (2 peak hour trips) in the pm peak hour. The proposed rezoning and anticipated redevelopment of the Affected

Area of Investigation	Summary of Investigation findings
	<p>Area would therefore provide a slight benefit in conditions at the intersection; and</p> <ul style="list-style-type: none"> The intersection of Findon Road/Grange Road will be over capacity by 2036. The analysis indicates that the rezoning and redevelopment of the Affected Area would slightly improve conditions at the intersection. The proposed rezoning and subsequent redevelopment would therefore provide a positive outcome for the intersection of Findon Road/Grange Road (due to reduced commercial vehicle numbers as well as the redistribution of movements associated with the Affected Area).
Walking and Cycling	<ul style="list-style-type: none"> Sealed/paved footpaths are provided on both sides of the roads bounding and adjacent the Affected Area. These service both pedestrians and cyclists; Signalised crossing arrangements are provided at the intersections of Findon Road with Valetta Road and Grange Road and a refuge is provided in the vicinity of the intersection with Hartley Road; A pedestrian/cyclist refuge is provided on Findon Road near the south-eastern corner of the Affected Area; Bicycle lanes are also provided on Valetta Road and Hartley Road. No on-road facilities are provided on Findon Road (cyclists either share the carriageway with vehicles or the footpaths with pedestrians); The Linear Park Trail provides a major shared (pedestrian and cyclist) path facility utilised by both commuter and recreational users. The Trail provides safe and convenient access to/from the CBD (approximately 5 km to the east) as well as various other destinations; Pedestrian and cyclist connections would desirably be provided to/from Artaki Avenue and Kooralla Grove; Pedestrian and cyclist connectivity should also be provided between the Affected Area and the River Torrens Trail Linear Path (south of the site) via new internal connections; Desirably, an additional pedestrian refuge would be provided on Findon Road in the vicinity of the exiting bus stops and opposite dog park/reserve; and Intersection treatments should also seek to improve pedestrian and cyclist safety and connectivity for the associated roads.

Area of Investigation	Summary of Investigation findings
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- | | |
|------------------|---|
| Public Transport | <ul style="list-style-type: none"> Numerous public transport services operate within close vicinity to the Affected Area. Bus stops are located immediately adjacent the Affected Area on both Findon Road and Valetta Road. |
|------------------|---|

Figure 4.4 – CIRQA’s Potential access arrangements for the Affected Area

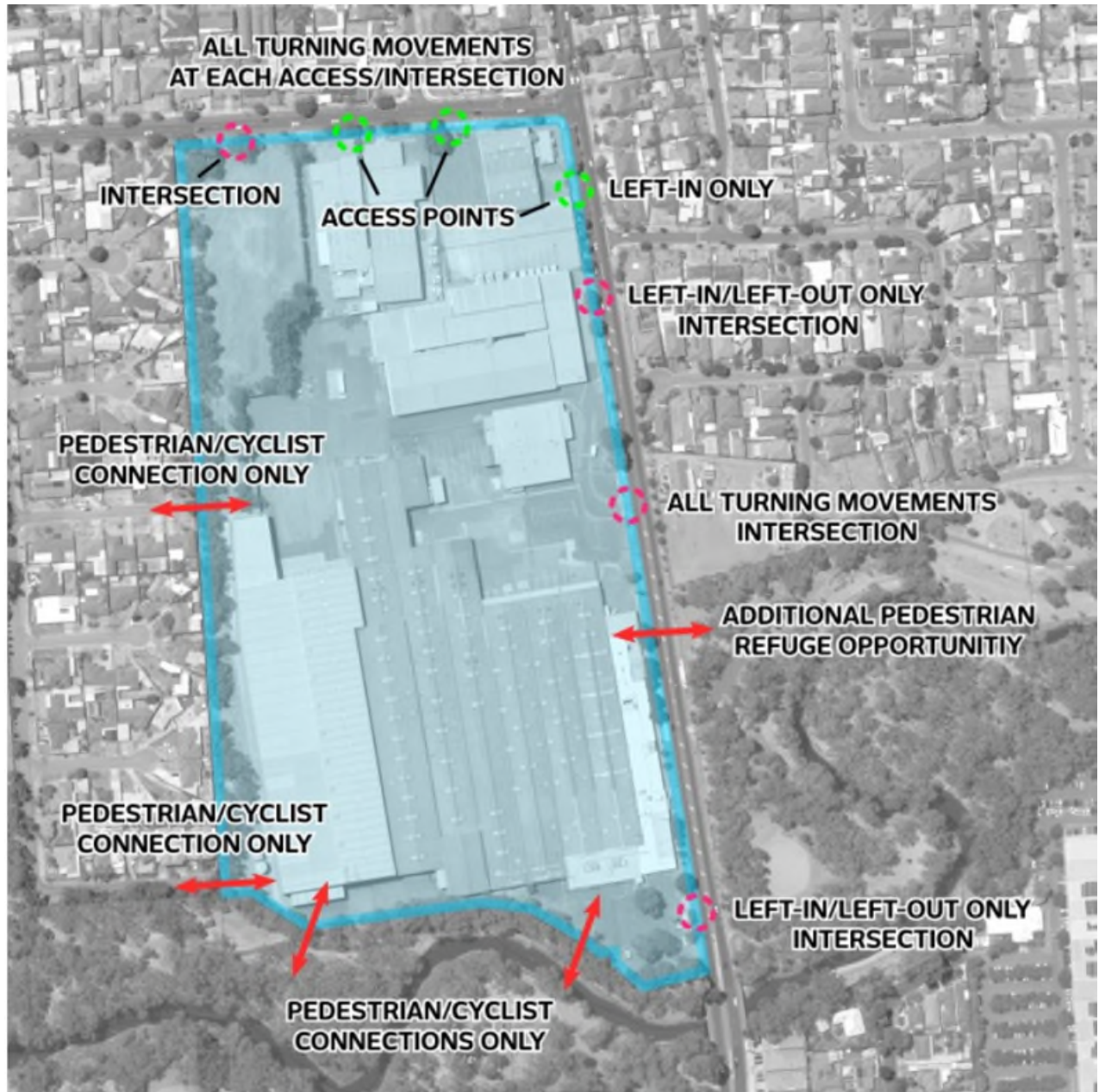
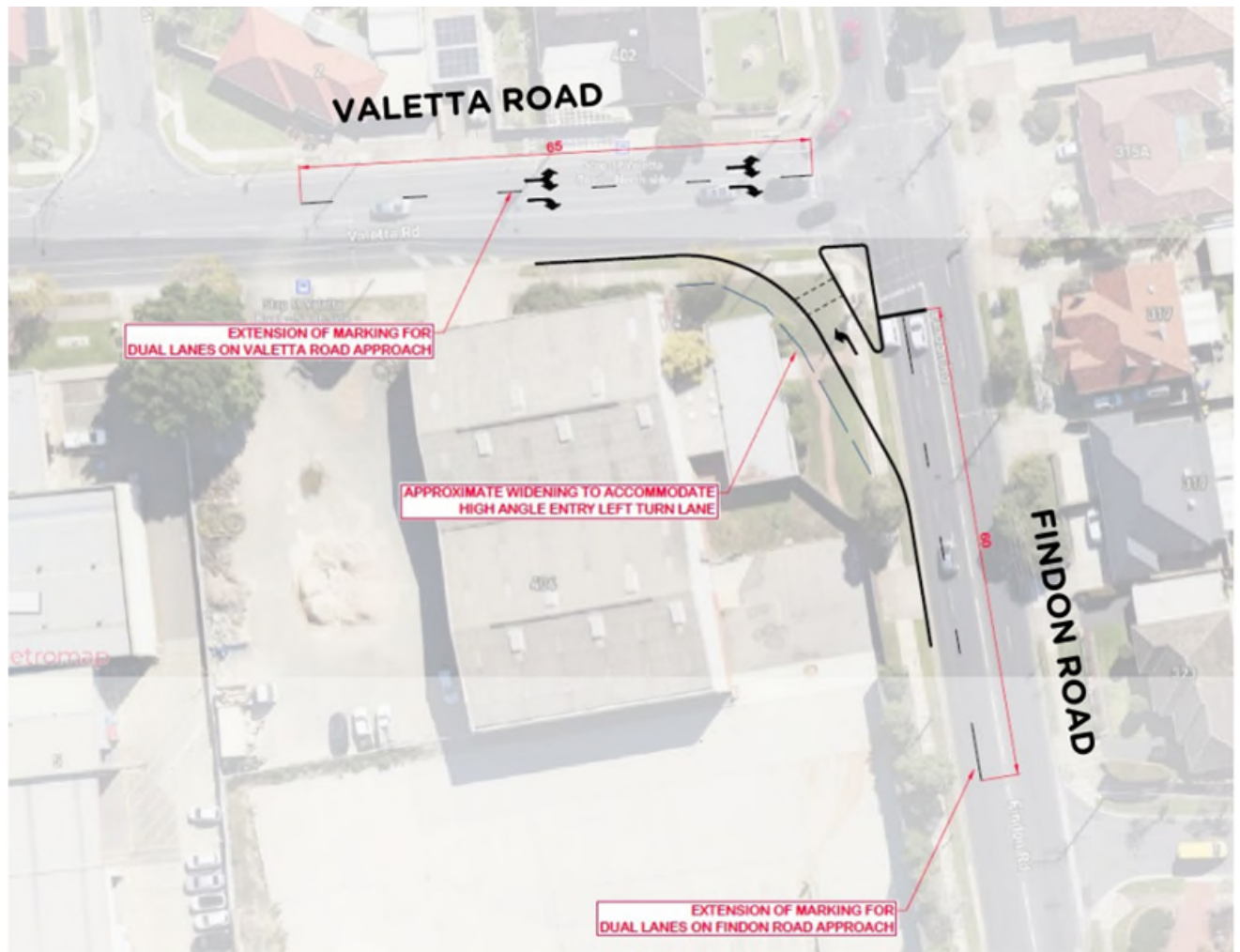


Figure 4.5 – Upgrades to address additional volumes associated with the rezoning/redevelopment



It is acknowledged there is existing services stormwater and other utilities on the Valetta Road and Findon Road intersection that will need to be modified to accommodate the future road widening. This will be addressed as part of a future development application.

Policy Implications

Based on the above findings, it is recommended that the Future Road Widening Overlay be applied over a portion of the Affected Area, with a Minimum Future Road Widening Setback of 8 metres to be applied 65m west along Valetta Road and 60m south on Findon Road as illustrated in **Figure 4.5** above. It is also recommended that the future road widening be identified on the proposed Concept Plan.

The Concept Plan also includes the location of desired road access points on Findon Road and Valetta Road as well as pedestrian/bicycle linkages through the site connection to the River Torrens Linea Park, Valetta Road and Findon Road as identified above.

4.3.5. Public Open Space

Background

Fairland's Landscape architects have reviewed the Affected Area and surrounding locality and undertaken an analysis of open space composition and hierarchy in order to determine future open space requirements on the Affected Area. The analysis has also investigated the opportunity for greater wayfinding and green linkages to the River Torrens (*Karrawirra Parri*) both within the Affected Area and from the surrounding street network. It is noted a steep gradient exists between the natural ground level at the southern end of the Affected Area and the eastern end of the River Torrens Linear Park where it passes under Findon Road. As such linkage opportunities for future public open space to the River Torrens Linear Park are directed towards the Kooralla Grove (western) end of the Affected Area where the topography flattens to match that of the existing Linear Park Trail.

Part of these investigations included preliminary discussions with Green Adelaide (part of the Department of Environment and Water). Green Adelaide had no fundamental objection to the linkage of future Public Open Space to the River Torrens Linear Park. Any modifications to infrastructure adjoining the River Torrens (*Karrawirra Parri*) will require further liaison with Green Adelaide. This will form part of future development application(s).

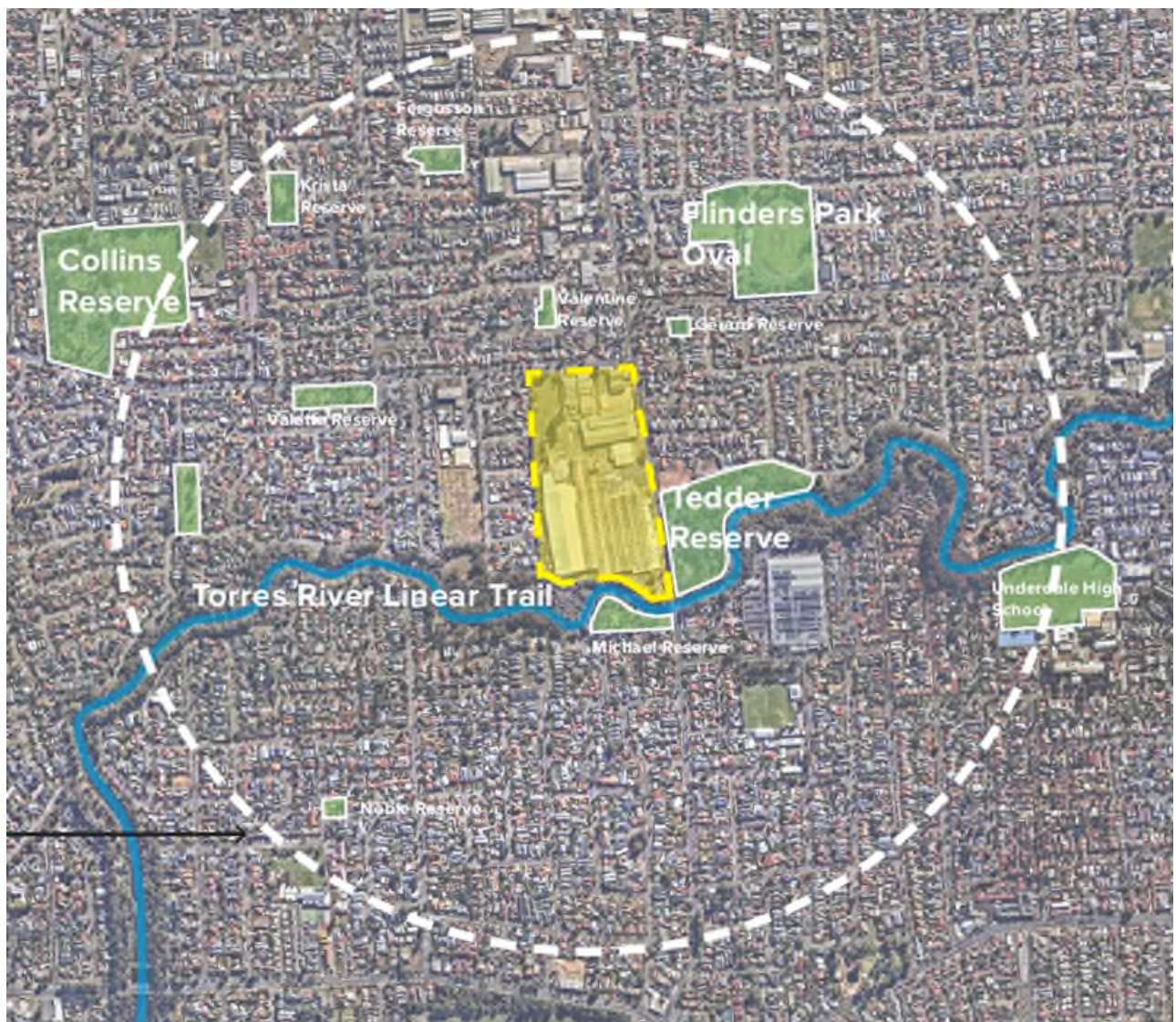
Summary

The area sought to be rezoned is well situated with surrounding areas of public open space which are within a 10 minute/800m walk as summarised below in **Table 4.2** below and **Figure 4.6** on the following page.

Table 4.2 – Summary of surrounding areas of public open space

Open Space Hierarchy	Council Area	Name
Regional Open Space	Within the City of Charles Sturt	<ul style="list-style-type: none">• River Torrens (<i>Karrawirra Parri</i>) Linear Park
District Open Space	City of Charles Sturt	<ul style="list-style-type: none">• Collins Reserve• Flinders Park Oval
Neighbourhood Open Space	City of Charles Sturt	<ul style="list-style-type: none">• Glenwood Reserve• Tedder Reserve / Dog Park
Local Open Space	City of West Torrens	<ul style="list-style-type: none">• Michael Reserve (Part of Linear Park Greenway)• Noble Reserve
Local Open Space	City of Charles Sturt	<ul style="list-style-type: none">• Fergusson Reserve• Krista Reserve• Valetta Reserve• Gerard Reserve

Figure 4.6 – Open Space within 10 minutes/800m walk



Policy Implications

The assessment of public open space revealed that both the City of Charles Sturt and City of West Torrens as part of their Strategic Open Space Plans identify upgrades to most of these open space areas identified in **Table 4.2**.

The public open space investigations found that a local area of public open space is warranted over the Affected Area to service the new residential community and will incorporate the minimum public open and green spaces area comprising at least 12.5% of the Affected Area in accordance with section 198 of the *Planning, Development and Infrastructure Act 2016*.

Such facilities within a new local public open space area could include nature play, alternative play activation and fitness equipment along with grassed areas for kick about zones for passive use.

The public open space investigations also identify the opportunity to strengthen pedestrian links through the Affected Area and surrounding street network to the River Torrens (*Karrawirra Parri*) to encourage walkability and movement through the Affected Area. An

indicative location of the desired public open space area is provided within the Kidman Park Concept Plan (refer to Attachment A and **Figure 4.7** on the following page).

There is also the opportunity for the inclusion of water sensitive urban design (WSUD) into the streetscape and open space to assist with water quality and sustainable design outcomes. The policy framework for water sensitive urban design is contained within the General Development Policies – Design in Urban Areas provisions of the Planning & Design Code.

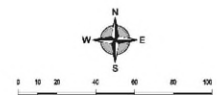
It is recommended to apply the 'Urban Tree Canopy Overlay' over the entirety of the Affected Area. This Overlay seeks that residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practical and includes a policy framework for tree inclusion during the assessment of future development applications. The overlay is applicable to all Neighbourhood- type Zones within Greater Metropolitan Adelaide.

Figure 4.7 – Kidman Park Concept Plan



Note: This Concept Plan is indicative only. The final location of access points and arrangement of land use areas may change as a result of detailed land division and urban design outcomes that achieves the desired character for the policy area.

-  Concept plan boundary
-  Public open space
-  Maximum 2 level (9m) building height
-  Maximum 3 level (12.5m) building height
-  Maximum 4 level (16.5m) building height
-  Maximum 5 level (22m) building height
-  Sub-zone - Maximum 3 level (12.5m) building height
-  Vehicle access location
-  Local roads
-  Pedestrian access only / Indicative shared paths
-  Future detention basin
-  Future intersection upgrade



Concept Plan Kidman Park

4.3.6. Services Investigations

Stormwater

As outlined in Section 4.3.1 TMK Consulting Engineers have undertaken stormwater investigations (refer to **Attachment G**).

The Affected Area grades from the south to the north at approximately 0.3%, with two (2) distinct catchments draining via an existing internal stormwater network to both the north and to the south.

The existing northern catchment is made up of both pervious and impervious surfaces that are collected by a private internal stormwater network made up of downpipes from roof gutters, surface inlet pits and underground pipes before ultimately discharging via a Ø750 pipe to the existing Council stormwater network located on Valetta Road. The existing network is at capacity, hence cannot receive any additional stormwater runoff.

The southern catchment is almost entirely impervious and is also collected by a private internal stormwater network made up of downpipes from roof gutters, surface inlet pits and underground pipes before ultimately discharging via multiple Ø450 - Ø900 pipes to the River Torrens (*Karrawirra Parri*).

Stormwater runoff from the proposed development would be routed through a conventional underground drainage system comprising Side Entry Pits (SEP), Junction Boxes (JB), Grated Sumps (GS), Reinforced Concrete Box Culverts (RCBC), Reinforced Concrete Pipes (RCP), unplasticized PolyVinyl Chloride pipes (uPVC) and Headwalls (HW) in accordance with Council specifications.

Further investigation of the proposed system will be undertaken during the detail design stage of a future land division application once the land is rezoned and the proposed stormwater drainage system would be designed to provide sufficient capacity for both performance levels defined as the minor / major drainage system in accordance with Council design guidelines. At source Water Sensitive Urban Design (WSUD) elements can be adopted to manage the quality of stormwater runoff from the post-developed catchments.

As the proposed discharge location for the northern catchment on Valetta Road is at capacity, it is a requirement of future development to ensure that post-development flows from the major 1 in 100 year ARI rainfall event are restricted to pre-development 1 in 5 year ARI rates. To facilitate the detention requirements, it is proposed that the volume is detained via an on-site detention basin and oversized pipe network whilst commercial/retail allotments will be responsible for providing on-site detention specific to their built forms to be assessed by Council as part of individual development applications.

Stormwater modelling using both DRAINS and MUSIC modelling was undertaken by TMK, which demonstrated that the post-development flow calculations requirements for future development (once rezoned) can be readily accommodated within the Affected Area via the use of conventional stormwater infrastructure and best practice engineering methods.

A stormwater concept plan has been prepared by TMK (refer to **Attachment G** and **Figure 4.8** on the following page), with the recommended detention basins depicted on the proposed Kidman Park Concept Plan.

The Hazard (Flooding) Overlay and Hazard (Flooding-General) Overlay are existing overlays which are to remain proposed over portions of the Affected Area. The Stormwater Management Overlay is proposed over the entire Affected Area. Together these Overlays provide a policy framework to ensure that future development incorporates Water Sensitive Urban Design techniques to capture and re-use stormwater and to ensure that impacts on people, property, infrastructure and the environment from high flood risk are minimised.

DRAFT

[illegible]

Water

The existing water mains which border the Affected Area (which may be able to be connected into) are as follows:

- DN 150MSCL water main on Findon Road (East side);
- DN 300AC water main on Valetta Road (South side);
- DN 100AC water main on Artaki Avenue; and DN 100AC water main on Kooralla Grove.

Investigations have revealed that existing trunk infrastructure can support the proposed land use without upgrades.

Sewer

Existing sewer mains which border the Affected Area (which may be able to be connected into) are as follows:

- DN 225VC sewer main on Findon Road
- DN 225VC sewer main on Valetta Road
- DN 150VC sewer main on Artaki Avenue

Existing trunk infrastructure can support the proposed land use without upgrades

Gas

The existing APA gas mains which border the Affected Area, are as follows:

- High pressure main in Findon Road
- Low pressure main in Valetta Road

Existing trunk infrastructure can support the proposed land use without upgrades

Electricity

There is an existing electrical overhead network along the East side of Findon Road and the North side of Valetta Road for the extent of the Affected Area. No upgrades to electricity infrastructure were identified by the investigations undertaken by TMK .

Telecommunications

Existing telecommunications networks which border the Affected Area, are as follows:

- Findon Road (West side)
 - NBN
 - Telstra – main terminates approximately 115m from North-East corner of Affected Area
 - TPG
 - Vocus
- Valetta Road (South side)
 - NBN
 - Telstra
 - Vocus – along East-most portion of road only (extent approximately 130m)

Existing trunk infrastructure can support the proposed land use without upgrades.

Policy Implications

Both flooding and stormwater management matters can be addressed as part of any detailed development proposal. There is sufficient policy coverage addressing this matter within the Planning and Design Code. There may be value in showing potential water sensitive urban design basins within the proposed Concept Plan within the affected area to aid in addressing 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 infrastructure to cater for further development on the site.

The existing Hazards (Flooding) Overlay and Hazards (Flooding- General) Overlay will continue to apply to the Affected Area. The Stormwater Management Overlay is proposed to be applied over the entire Affected Area.

4.3.7. Desired Urban Form and Densities

The intent of the Code Amendment is to facilitate a low to medium density (low and medium rise) residential land use and supporting services and facilities which may comprise mixed commercial land uses including small scale shops, consulting rooms and offices (refer to Master Plan for Affected Area in **Attachment J**).

The existing warehouses which cover the majority of the Affected Area comprise structures in the order of 3 to 4 storeys in height and present as large box-like structures with no visual relief from either articulation, colours or materiality. The existing warehouse structures are located approximately 20m from the western boundary at their closest point.

To facilitate a degree of flexibility and support innovative and adaptable development outcomes, as well as appropriately manage the interface with the surrounding General Neighbourhood Zone adjoining the Affected Area, incremental building heights are proposed, which will be controlled by both a Technical Numeric Variation (TNV) and a 'Concept Plan'.

In recognition of the interface with low-rise built form a maximum building height of 2 building levels and 9 metres is proposed along the western boundary of the Affected Area. As depicted in **Figure 4.9** below and within **Attachment K**, the building height then transitions to a maximum of either 3 or 4 building levels and 12.5m or 16.5m respectively. This building height correlates and is consistent with the location and height of the existing warehouse structures over the Affected Area. A maximum building height of 5 building levels and 22 metres is proposed over the south-eastern portion of the Affected Area adjoining the River Torrens (*Karrawirra Parri*), Findon Road, the central area of indicative public open space and adjoining the opposite Trueman Reserve, Pooch Park and Tedder Reserve.

The general 'Design in Urban Areas' provisions of the Code will ensure that future higher built form provides façade articulation and provides visual interest via variation in colour pallets and materiality. Specifically **DO 1 of Design in Urban Areas** seeks that development is:

DO1 Development is:

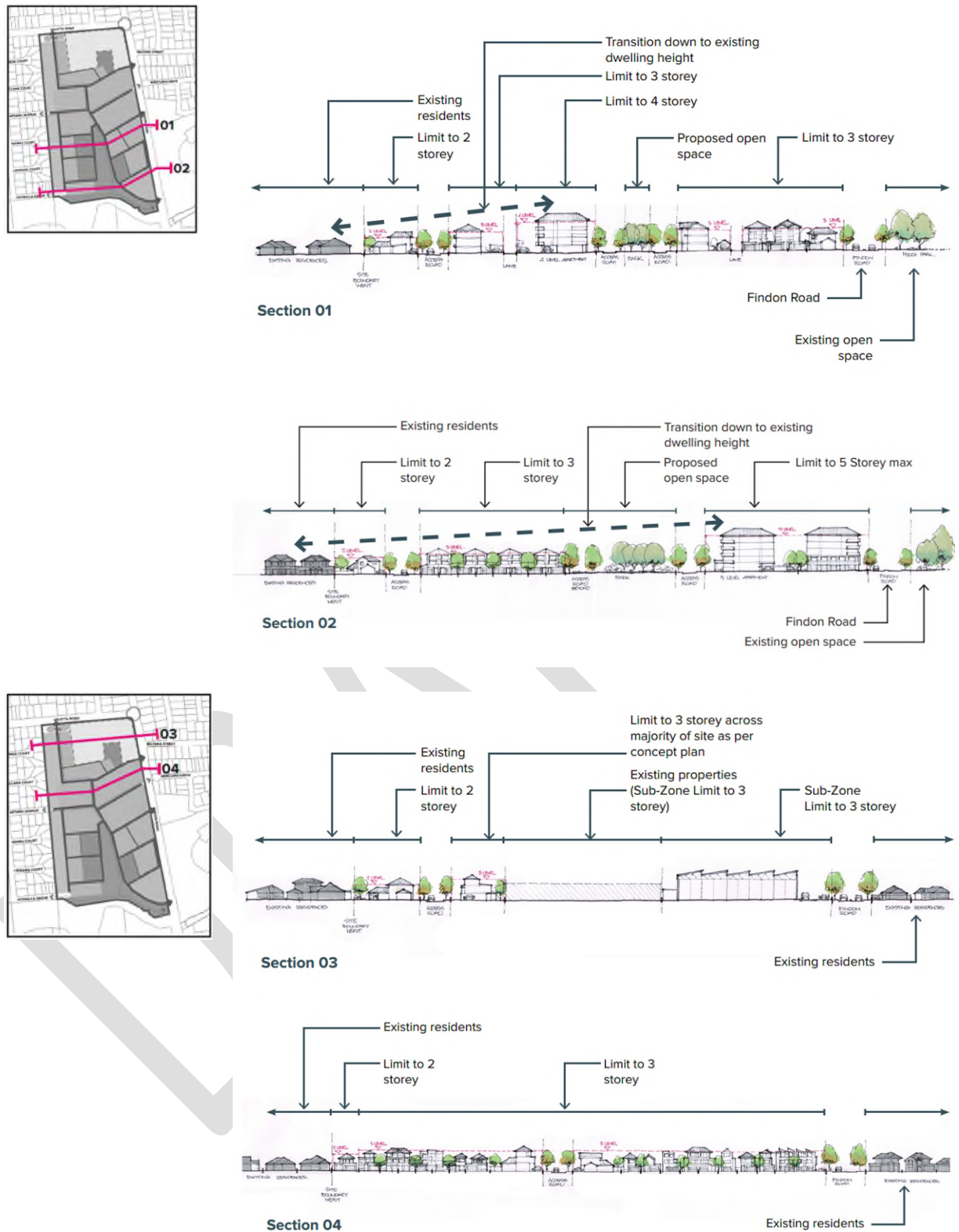
- (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality.*
- (b) durable - fit for purpose, adaptable and long lasting.*
- (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors.*
- (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.*

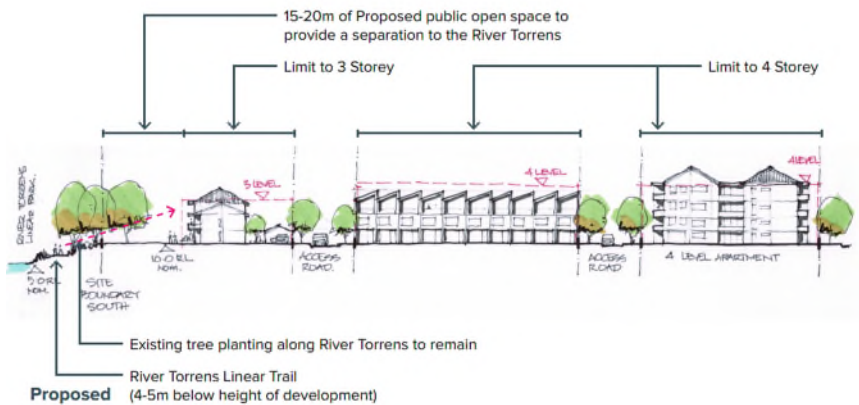
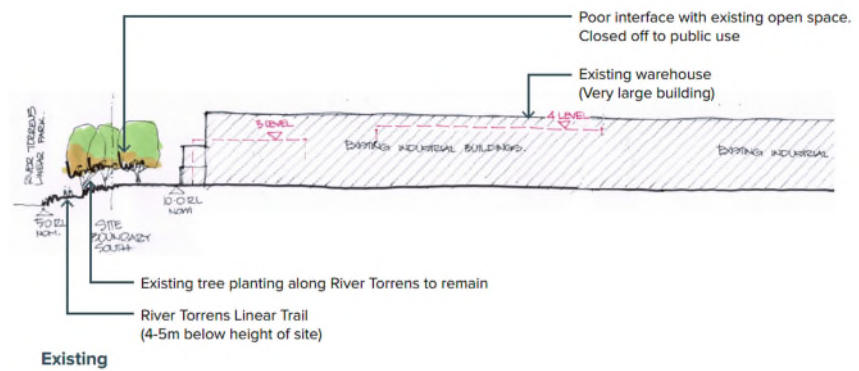
Policy Implications

On this basis, and as outlined in Section 2.4.2 above, it is recommended that the draft Code Amendment adopts the following Technical and Numerical Variations

- Maximum Building Height (Levels) (Maximum building height is 2 levels)
- Maximum Building Height (Metres) (Maximum building height is 9 metres)
- Maximum Building Height (Levels) (Maximum building height is 3 levels)
- Maximum Building Height (Metres) (Maximum building height is 12.5 metres)
- Maximum Building Height (Levels) (Maximum building height is 4 levels)
- Maximum Building Height (Metres) (Maximum building height is 16.5 metres)
- Maximum Building Height (Levels) (Maximum building height is 5 levels)
- Maximum Building Height (Metres) (Maximum building height is 22 metres)
- Kidman Park Concept Plan

Figure 4.9 – Future Envisaged Building Height (Indicative cross sections)





Density

A key objective of the draft Code Amendment is to facilitate opportunities for low to medium density residential development, to integrate through a transition of building heights with surrounding residential areas (which comprises low-density, low rise housing) and takes advantage of the Affected Area's location and proximity to public transport, services and open space.

Part 8 of the Planning and Design Code (Version 2022.1 – 20 January 2022) defines 'low density' as meaning less than 35 dwelling units per hectare and 'medium density' as meaning '35 to 70 dwelling units per hectare'.

Based on a site area of approximately 12.6 hectares, 'low to medium density' development within the Affected Area would enable delivery of approximately 400 dwelling units. This is considered an appropriate outcome for the draft Code Amendment and enable a suitable transition from the surrounding low to medium density, low rise General Neighbourhood Zone.

Policy Implications

The anticipated 'low to medium density' development directly accords with the Desired Outcome (DO1) of the Urban Renewal Neighbourhood Zone which seeks "*new diverse housing options. Housing density increases, taking advantage of well-located urban land.*" The density proposed will fulfil the envisaged 'density increases' and 'diverse housing options' sought within this Zone.

4.3.8. Building Performance and Amenity

The built form over the Affected Area currently contains predominantly warehouses that range in height from two (2) to four (4) storeys with plain box-like appearance and low amenity value. This results in a poor streetscape appeal and imposing structures when viewed from immediately abutting residential properties and the River Torrens (*Karrawirra Parri*).

It is anticipated that future buildings developed in the Affected Area will be designed to a contemporary and high standard to deliver a high level of amenity for internal users, as well as to the wider locality more generally.

In this regard, the Code contains several 'General Development Policies' within the Planning and Design Code which adopt a best practice approach to the delivery of a high level of building performance. These are primarily contained within the 'Design in Urban Areas' sections of the general policies of the Code.

These policies provide guidance on matters including internal and external building design, visual privacy, building separation and outlook, dwelling configuration, building adaptability, environmental performance, and provision of adequate site facilities and storage. The rezoning will significantly improve the visual appearance, streetscape and amenity value of the Affected Area.

Urban Renewal Neighbourhood Zone, Performance Outcomes PO 3.1-PO 7.1 include setback provisions from the primary street boundary, secondary street boundary, side boundaries and rear boundaries as follows:

- PO 3.1 Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape and integrate development with public open space.*
- PO 4.1 Buildings are set back from secondary street boundaries to achieve a pattern of separation between building walls and public streets and reinforce a streetscape character.*
- PO 5.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties*
- PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.*
- PO 6.1 Buildings are set back from side boundaries to provide:
(a) separation between buildings to minimise visual impact
(b) access to natural light and ventilation for neighbours.*
- PO 7.1 Buildings are set back from rear boundaries to provide:
(a) separation between dwellings to minimise visual impact
(b) access to natural light and ventilation for neighbours
(c) open space recreational opportunities
(d) space for landscaping and vegetation*

The Zone's policy framework provides a building envelope for future development over the Affected Area. As outlined above, the Zone provides adequate provisions to ensure future development over the Affected Area will have a uniform streetscape appeal and adequate setbacks to mitigate overshadowing, light and ventilation and visual appearance of built form.

Policy Implications

Urban design matters can be addressed as part of any detailed development proposal. There is sufficient policy coverage addressing these matters within the Planning and Design Code.

4.3.9. Interface (noise investigations)

Noise investigations were undertaken by Sonus for the Affected Area that considered the potential impact of noise on the amenity of future residents, as well as the potential for future residents to constrain the existing and future land uses in the vicinity (refer to **Attachment I**). In particular, the investigations considered traffic on Findon Road, and the existing land uses (Wormald and Fugro LADS Corporation facilities) remaining at 5 and 7 Valetta Road as well as potential future noise emanating from the proposed Mixed Use Transition Subzone.

The Planning and Design Code provides a shared responsibility for noise at the interface of commercial and residential land uses in a mixed-use area.

The noise investigations recommended that the 'Noise and Air Emission Overlay' be applied to:

- The land within 60m (measured from 3m inside the road reserve) of Findon Road; and
- Land within and adjoining the Mixed Use Transition Subzone.

Whilst Sonus recommended that only a portion of the Affected Area (identified in **Figure 4.10** below) should be included in the Overlay as a "designated area", preliminary consultation with the Attorney General's Department, Planning Land Use Services advised that the Noise and Air Emission Overlay would need to be applied to the entirety of the Affected Area in order to satisfy their technical requirements. It is noted that the overlay covers allotments proposed for commercial development. If applications for commercial development are made, then the Overlay has no effect but if residential land uses are proposed at some future time (for example on upper levels), the Code will include provisions to protect the amenity of the future residents and to protect the ongoing lawful operations at 5 and 7 Valetta Road.

Figure 4.10 – Sonus application of the Noise and Air Emission Overlay vs Proposed Application



Policy Implications

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.

It is recommended that the Noise and Air Emissions Overlay be applied over the Affected Area to mitigate potential impacts on new sensitive development where it interfaces with non-residential land uses and existing high-volume transport corridors (Refer to Figure 4.10).

4.3.10. Interface (Built Form and Land Use Mix) Investigations

Background

A key objective of the draft Code Amendment is to facilitate opportunities for low to medium¹ density, low rise² (1-2 storey) and medium rise³ (3-5 storey) residential development, which will seamlessly integrate with surrounding residential areas (which comprises low-density housing) and takes advantage of the Affected Area's location and proximity to public transport, services and open space.

Investigations have been undertaken in relation to the management of interface areas. In particular the interface between the Affected Area and adjoining sensitive land uses along the western boundary, as well as the interface between the proposed Mixed Use Transition Sub Zone and sensitive land uses within the balance of the proposed Urban Renewal Neighbourhood Zone.

It is anticipated that future development within the Affected Area will be designed and assessed to ensure an appropriate level of integration and transition with existing and future anticipated built form and land uses, located on adjoining and adjacent land parcels.

While not exhaustively listed herein, it is anticipated this would extend to assessment of matters including:

- The design, character and visual appearance of any building;
- The bulk, scale and visual impact of any building;
- Building heights at street (eye) level;
- Building heights and setbacks in relation to surrounding land; and
- Interface impacts including visual privacy, access to sunlight /overshadowing and acoustic privacy.

Analysis

The General Development Policies contained, particularly Design in Urban Areas and Interface Between Land Use provisions with the Code provide a sound assessment tool in managing the interface between land use mixes both within the Affected Area and sensitive land uses surrounding the Affected Area. The following 'Interface Between Land Uses' provisions are considered most relevant in ensuring the suitable interface of future development over the Affected Area:

Interface between land uses

- DO 1 *Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*
- PO 1.1 *Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.*

¹ Planning and design Code, Part 8-Administrative Terms and Definitions defines 'low net-residential density' meaning less than 35 dwellings units per hectare. With 'medium net residential density' meaning 35 to 70 dwelling units per hectare.

² Planning and design Code, Part 8-Administrative Terms and Definitions defines 'low rise' meaning up to and including 2 building levels.

³ Planning and design Code, Part 8-Administrative Terms and Definitions defines 'medium rise' meaning 3 to 6 building levels.

- PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:
- (a) the nature of the development
 - (b) measures to mitigate off-site impacts
 - (c) the extent to which the development is desired in the zone
 - (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.
- PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in:
- a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight
 - b. other zones is managed to enable access to direct winter sunlight.
- PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:
- a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight
 - b. other zones is managed to enable access to direct winter sunlight
- PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:
- a. the form of development contemplated in the zone
 - b. the orientation of the solar energy facilities
 - c. the extent to which the solar energy facilities are already overshadowed.
- PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).

Design in Urban Areas

- PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.
- PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.

Given the comprehensive nature of the above Code provisions, it is considered that future development within the Affected Area will include appropriate mitigation measures to ensure a high level of residential amenity. As such the application of the 'Interface Management Overlay' is not warranted in this instance.

Further, the Urban Renewal Neighbourhood Zone provides the following Code provisions to ensure the appropriate interface between land uses is achieved:

- PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.*
- PO 1.5 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*
- PO 2.1 Buildings generally 2-3 levels with taller buildings located on sites that are a suitable size and dimension to manage massing and impacts on adjoining residential development.*
- PO 2.2 Buildings on an allotment at the interface with a different neighbourhood-type zone are sited and designed to provide an orderly transition to the built form scale envisaged in that zone to mitigate impacts on adjacent residential uses.*
- PO 6.1 Buildings are set back from side boundaries to provide:
(a) separation between buildings to minimise visual impact
(b) access to natural light and ventilation for neighbours.*
- PO 7.1 Buildings are set back from rear boundaries to provide:
(a) separation between dwellings to minimise visual impact
(b) access to natural light and ventilation for neighbours
(c) open space recreational opportunities
(d) space for landscaping and vegetation.*
- PO 9.1 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.*

The Code Zone provisions above will ensure future development over the Affected Area provides a transition in scale from the adjoining General Neighbourhood Zone. This transition in scale at the interface will be further reinforced by the adoption of the Kidman Park Concept Plan.

The Concept Plan TNV spatially applies relevant Maximum Building Heights where development up to two (2) storey is applied adjacent the western interface of the Affected Area with the General Neighbourhood Zone transitioning to taller built form central to the site, along the Findon Road frontage and adjoining the River Torrens (*Karrawirra Parri*). The combined Concept Plan TNV and Maximum Building Height TNVs will ensure the appropriate and gradual transition in building height across the Affected Area.

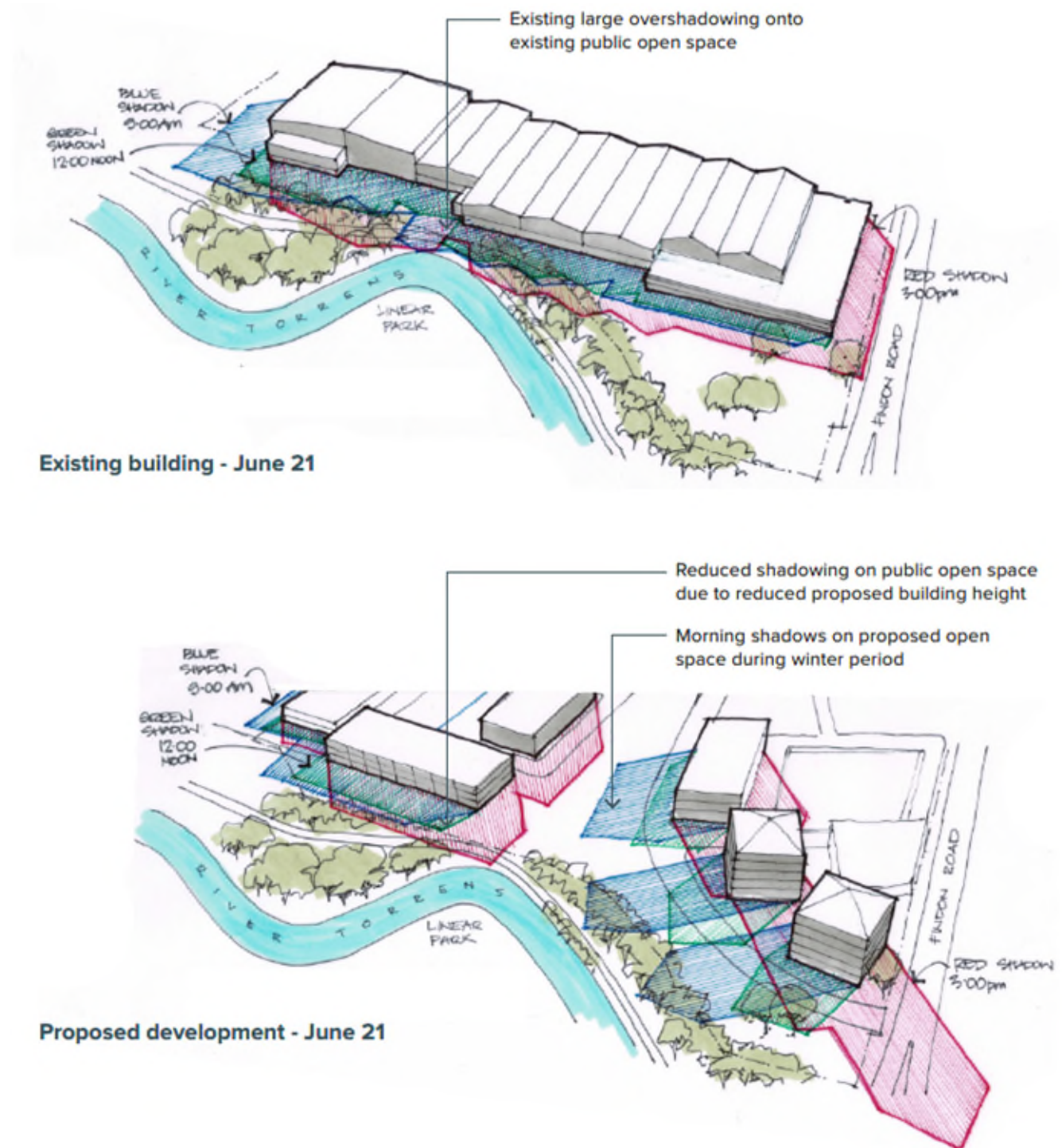
Future development of the Affected Area will be subject to detailed design, the scale of which will be dictated by market demand and controlled through Code policy. In this regard, development may or may not utilise the maximum building height and dwelling yields anticipated by the rezoning.

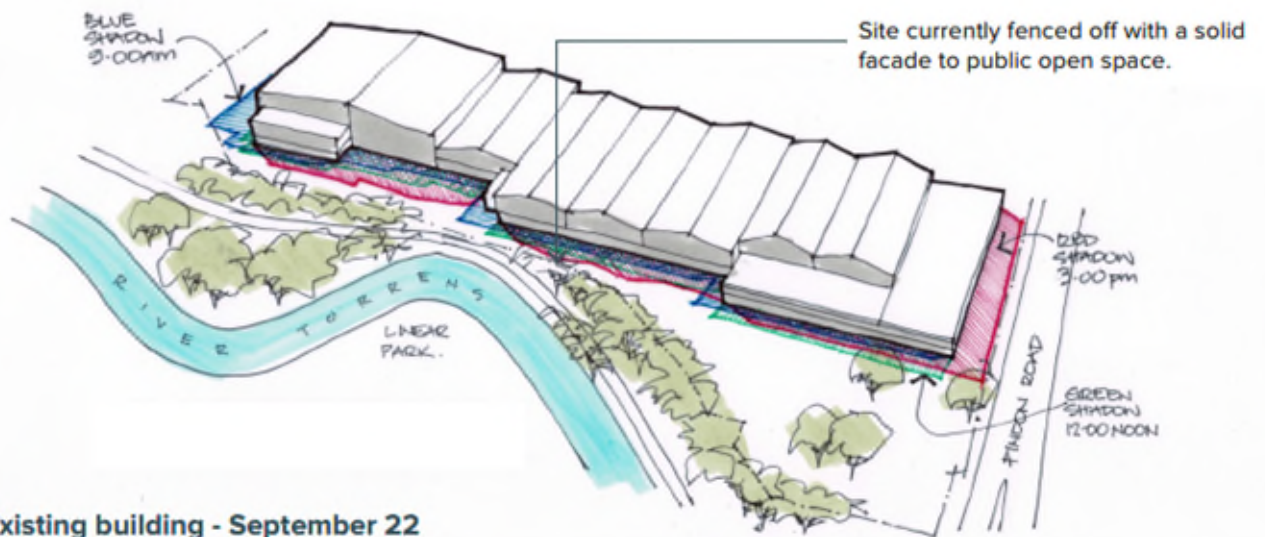
Code provisions within the Mixed Use Transition Subzone further reinforce the importance of careful interface with sensitive land uses, demonstrated by the following provisions:

- DO1 Development accommodating a range of business, commercial, warehousing and light industrial uses enabling the transition of the area to mixed use development, compatible with residential development.*
- PO 1.1 Redevelopment and transition of the area towards mixed development including, residential, supported by a mix of compatible uses including light industry, service trade, motor repair and other compatible businesses servicing the local community that do not produce objectionable emissions.*

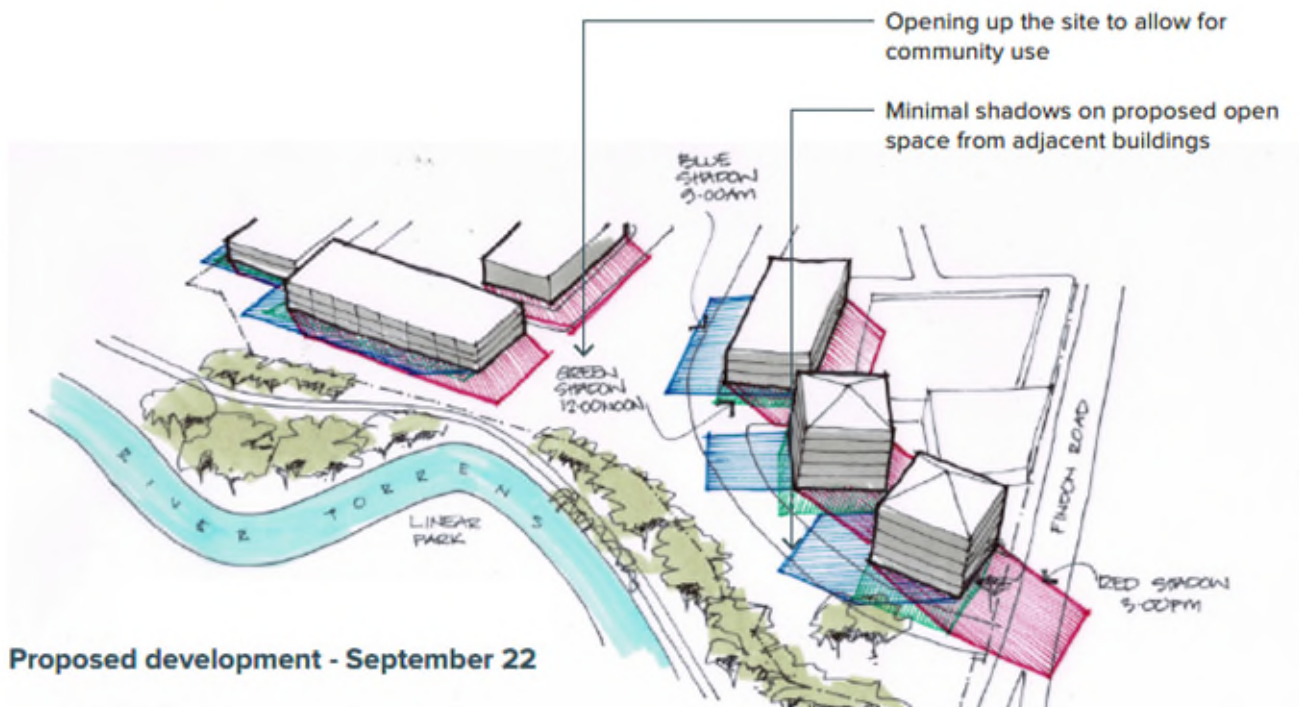
The appropriate transition in height provided by the above provisions is visually depicted in **Figure 4.11** on the following page. These diagrams illustrate that indicative built form will reduce the amount of shadowing towards the River Torrens Linear Park. The indicative buildings also demonstrate the possible location of public open space will not be unduly overshadowed by the height of likely future development.

Figure 4.11: Shadow Analysis (Existing & indicative future development)





Existing building - September 22



Proposed development - September 22

Building Height – Flight Path Height Limits

The Affected Area is located within the 'Airport Building Heights (Regulated) Overlay' (All structures over 15 metres) which means where a development application proposes a building or structure that exceeds 15 metres above existing ground level, the development application requires referral to the Commonwealth Secretary for the Department of Infrastructure, Transport, Regional Development and Communications for 'Direction'. 'Direction' means that the Commonwealth Secretary may direct the Relevant Authority to either; refuse the application; or if the Relevant Authority decides to approve the development, to impose such conditions as the Commonwealth Secretary sees fit.

Further, where development exceeds 15 metres, the following Performance Outcomes and associated Deemed to Satisfy / Designated Performance Features (DTS/DPF) of the 'Airport Building Heights (Regulated) Overlay' apply:

<i>PO 1.1</i>	<i>Building height does not pose a hazard to the operation of a certified or registered aerodrome.</i>
<i>PO1.2</i>	<i>Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome</i>
<i>DTS/DPF 1.1</i>	<i>Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas.</i>
<i>DTS/DPF 1.2</i>	<i>In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.</i>

Accordingly, while these provisions do not prevent a building from exceeding 15 metres height, the development and building height must be appropriately designed and assessed to ensure there is no hazard to aircraft operations.

As part of the investigations informal engagement was undertaken with Adelaide Airport Ltd who advised that the obstacle limitation surface (OLS) over the Affected Area is at 48.5m A.H.D. The ground level over the Affected Area is in the order of 10m A.H.D. Built form up to 38.5m above ground level would be feasible. The proposed maximum building height TNV of 5 levels and 22 meters is therefore well within the OLS height. Therefore future development is unlikely to pose a hazard to aircraft operations. Formal consultation will be undertaken with the Australian Civil Aviation Safety Authority as well as Adelaide Airport Limited.

Policy Implications

The Urban Renewal Neighbourhood Zone and Mixed Use Transition Subzone along with the suite of Overlays, TNVs and Concept Plan provide flexibility in the way the Affected Area may be developed in the future, having regard to the context of the locality. The proposed Zone, subzone and policy framework, including a Concept Plan, can appropriately manage impacts of future development at the interface with the surrounding locality. The investigations confirm that the interface between existing residential land uses and future development of the Affected Area can be appropriately managed (refer to **Figure 4.11** and Master Plan contained with **Attachment J**).

4.3.11. Preliminary Tree Assessment

Background

Investigation of existing vegetation over the Affected Area was undertaken by Arborman Tree Solutions (refer to **Attachment K**).

The Affected Area was found to comprise twenty-eight (28) trees of mixed various species, the majority of which were considered to be in Good to Fair overall condition with extended useful life expectancies. The trees were predominately located around the periphery of the Affected Area with a small central vegetated area as identified by **Figure 4.12** on the following page.

The arboriculture investigations found that of the 28 trees, only one (1) was identified as being a 'Significant Tree' as defined by the *Planning, Development and Infrastructure Act 2016* (the PDI Act). Twenty-five (25) trees were identified as being 'Regulated' with the two (2) remaining trees being 'exempt' under the Act due to species type. The review by Arborman indicated that none of the trees are considered to provide 'important' aesthetic and/or environmental benefit.

The majority of the existing trees are located on the edge of site along the western boundary. The trees have been planted in a noise mound constructed from fill material. The levels near the existing trees along this boundary are not suitable for the residential dwellings or suitable compacted soil for residential development. A majority of the regulated trees overall are in good to fair conditions. Any removal of the existing Regulated Trees will form part of a development application process in the future.

Figure 4.12 – Location of existing vegetation



The Planning and Design Code contains policies (Regulated and Significant Trees Overlay) that applies over the Affected Area. The policies include the following Desired Outcome and Performance Objectives:

- DO1** *Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.*
- PO 1.1** *Regulated trees are retained where they:*
- (a) *make an important visual contribution to local character and amenity*
 - (b) *are indigenous to the local area and listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
- and / or*
- (c) *provide an important habitat for native fauna.*
- PO 1.2** *Significant trees are retained where they:*
- (a) *make an important contribution to the character or amenity of the local area*

- (b) *are indigenous to the local area and are listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
- (c) *represent an important habitat for native fauna*
- (d) *are part of a wildlife corridor or a remnant area of native vegetation*
- (e) *are important to the maintenance of biodiversity in the local environment*

and / or

- (f) *form a notable visual element to the landscape of the local area*

PO 1.4 *A tree-damaging activity in connection with other development satisfies all the following:*

- (a) *it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible*
- (b) *in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.*

Given the majority of the tree's location at the periphery of the site, most trees could possibly be integrated with future development if desired (and dependent on the detailed design of the future development). The policies above will guide the future assessment of a proposed removal of Regulated trees as part of a future development proposal.

On this basis, it is anticipated that the presence of Regulated Trees, will not preclude future development of the Affected Area. Notwithstanding, it is recommended that a suitably qualified Arborist be engaged at the Development Application stage to report on the status of each tree, and to assess the impact of future development on each tree.

It is proposed to incorporate the Urban Trees Canopy Overlay over the entire Affected Area. The Overlay seeks to preserve and enhance urban tree canopy through the planting of new trees and retention of existing mature trees where practicable. The Urban Tree Canopy Overlay is currently applied to all Neighbourhood-type Zones within Greater Metropolitan Adelaide. Given the Code Amendment seeks to apply the Urban Renewal Neighbourhood Zone (a 'Neighbourhood-type Zone' as listed by Part 8 of the Planning and Design Code) the inclusion of the Urban Trees Canopy Overlay over the entire Affected Area is considered appropriate.

The General Design in Urban Areas Policies of the Code seek the incorporation of soft landscaping and tree planning as outlined below:

PO 3.1 *Soft landscaping and tree planting are incorporated to:*

- (a) *minimise heat absorption and reflection*
- (b) *maximise shade and shelter*
- (c) *maximise stormwater infiltration*
- (d) *enhance the appearance of land and streetscapes*

- PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.*
- PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.*
- PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.*
- PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.*

Policy Implications

The arboriculture investigations found that of the 28 trees, only one (1) was identified as being a 'Significant Tree' as defined by the *Planning, Development and Infrastructure Act 2016* (the PDI Act). Twenty-five (25) trees were identified as being 'Regulated' with the two (2) remaining trees being 'exempt' under the Act due to species type.

There are existing policies in the Planning Design Code under the Regulated and Significant Trees Overlay that can address the future assessment of any proposed removal of a Regulated tree on the Affected Area and therefore no additional policies are proposed.

The Urban Tree Canopy Overlay is proposed to be applied over the entire Affected Area. The policy framework contained within the Overlay seeks to maximise tree planting and the retention of existing trees.

4.3.12. Waste Management

Managing waste in a low to medium density infill residential and mixed-use development scenario is an important consideration, to ensure that efficient, convenient and sustainable practices are employed. While the final form of development for the Affected Area will be determined as part of a future development proposal, it is important that future waste management solutions are practical and affordable, and designed to appropriately manage waste, encourage greater recovery of resources and enhance the quality of life for the community.

While there are a number of resources available to assist developers on this issue (for example, the Government of South Australia's 2014 Guide '*Better Practice Guide: Waste Management for Residential and Mixed Use Developments*'), the City of Charles Sturt Residential Waste and Recycling Policy as well as specialised 'Waste Management' consultants available to assist future development proponents at the design phase of a

development proposal, the Code contains a number of specific policies in relation to the management of waste and recycling.

For example, the following existing General Development Policies of the Code provide significant guidance and can be applied at the development Application stage:

- Design in Urban Areas: PO 1.5, 11.1, 11.2, 11.3, 11.4, 11.5

Policy Implications

There are sufficient policies contained in the Planning and Design Code to assessment future proposals on the management of waste and recycling. Given the large scale of the Affected Area, there is considered sufficient available area to adequately accommodate typical waste vehicle movements that would comply with the City of Charles Sturt Residential Waste and Recycling Policy. Detailed design and analysis of waste collection will form part of future development applications.

4.3.13. Environmental Investigations

Greencap has provided environmental Investigations contained within **Attachment F**.

Their report identifies that the Affected Area appears to have been used for market gardening from the early 1900s until the mid-1960s when the Affected Area was developed for commercial/industrial purposes. Site operations for the former Metcash portion of the Affected Area included warehousing, distribution of goods, washing of trucks, truck maintenance (including refuelling) and forklift maintenance.

The report identifies the following potentially contaminating activities having previously occurred on the former Metcash portion of the Affected Area:

- Former use of the site as market gardens;
- Imported fill material from various unknown sources for site levelling purposes;
- Five (5) underground storage tanks (USTs) containing diesel and leaded petrol and associated infrastructure;
- Truck washing area including sump and interceptor trap;
- Potential former rubbish compactor;
- Forklift and truck maintenance areas and workshop;
- Fire pumps including diesel-powered generator and diesel storage tanks; and
- Electrical transformers.

The following potentially contaminating activities have been identified over the existing properties at 5 and 7 Valetta Road:

- Use of pesticides, herbicides and fertilisers during historical use of the site for agricultural activities, and more specifically market garden purposes;
- Potential for storage of firefighting chemicals possibly including polyfluoroalkyl substances (PFAS) cannot be ruled out;
- Potential for the storage, use and disposal of laboratory chemicals and production of waste substances; and
- Use of imported fill materials of unknown origin prior to / during site development for site levelling and as a base course under site buildings and sealed areas.

Previous environmental investigations over the former Metcash portion of the Affected Area have included soil investigations. Greencap has reviewed these previous sample results under current site assessment criteria and identified exceedances of conservative ecological investigation levels for:

- Copper (at two locations);
- Zinc (at one location);
- Benzo(a)pyrene exceeded for standard residential land use but below adopted health investigation level for high density residential and commercial/ industrial land uses; and
- Asbestos containing material was identified at one location under the former dry goods warehouse at a depth greater than 1.0m. This was in the form of cement sheet fragments, but there were also some loose fibre bundles identified.

Minor concentrations of hydrocarbons were also identified in soils around the two UST areas, but these were below adopted assessment criteria. Elevated results were reported for hydrocarbons above the adopted health screening criteria in near surface soils at five (5) locations. Most of these were under existing bitumen surfaces and there did not appear to be any obvious contamination indicators within the soil profile (i.e. staining and/or odours).

Previous ground water investigations over the former Metcash portion of the Affected Area were undertaken in 2011 and again in 2015. This sampling identified:

- Elevated levels of the chlorinated hydrocarbon dichloromethane were reported above potable water assessment criteria in one well in the southern portion of the site;
- Pesticides were detected at low concentrations at two locations in the northern and western portions of the site;
- Fuel related compounds were identified in several wells around the USTs in the eastern portion of the site. Results were generally below the adopted assessment criteria during the most recent sampling event;
- There were some isolated heavy metals results, but these were in an upgradient well and may be representative of water quality entering the site from the east.

Previous soil vapour investigations over the former Metcash portion of the site were undertaken in 2015. The previous investigation found that:

- Elevated concentrations of chlorinated hydrocarbons were reported above the adopted assessment criteria around the USTs in the north-western portion of the site. The source of these impacts was not determined as part of the investigations but given the absence of significant concentrations of these chemicals in groundwater, they may be a result of soil impacts; and
- Elevated concentrations of fuel related compounds were also reported from all soil vapour points, but the results were below the adopted assessment criteria.

Based on the above findings, the Greencap investigation found that there were several sites within the former Metcash portion of the Affected Area in which remediation, management or additional assessment would be required for site redevelopment.

Properties surrounding the Affected Area are currently predominantly used for residential purposes. Greencap undertook historical aerial photo searches and business directory searches. This revealed several off-site activities/occupiers of note, including:

- 68A Rowells Road (52m south east) – various listings for crash repairers, panel beaters/spray painters, and welders (1965, 1973, 1984 and 1991). A furniture manufacturer / furnisher was also listed at this address in 1965; and
- 66 Rowells Road (82m south east) – listing for motor engineer and repairers.

Other listings for activities of interest included dry cleaners, motor garages and service stations, but these all appear to be more than 300 metres from the Affected Area.

The Greencap investigation including a review of the EPA's on-line site contamination index for information relating to notifications and reports received by the EPA. This review identified that a notification under Section 83A of the Act (i.e. groundwater contamination) is recorded for the Metcash portion of the site. This relates to the groundwater assessment completed as part of historical investigations outlined above.

Other nearby sites (within 500m) with information on the Index include:

- An Audit report (pre-2009) for a property located 22m to the north east at 323 Findon Road, Kidman Park. The activity of interest is listed as liquid organic chemical substances storage.
- An Audit report (pre-2009) for a property located 172m to the south west on Dunrobin Street, Lockleys, but no activity of interest was recorded.
- A Section 109 notification for a property located 204m south at 59 Main Street, Lockleys relating to agricultural activities.
- A Section 83A notification for a property 495m north at 338-342 Findon Road, Kidman Park. The activity of interest is listed as liquid organic chemical substances storage.

The only site in the up-hydraulic gradient direction (east/south east) within 500m is the property at 323 Findon Road, Kidman Park, which is located across Findon Road immediately to the east. Greencap has not obtained / reviewed reports for offsite activities as part of this investigation.

Importantly, the Greencap investigations conclude that based on the available information and the identified environmental condition of the site, no site contamination issues have been identified which would preclude rezoning for mixed-use purposes, which may include low to medium density residential land uses.

On this basis, Fairland Pty Ltd (the owners of the former Metcash portion of the Affected Area) have engaged an environmental auditor (Adrian Webber of Mud Environmental Pty. Ltd.) to undertake a site contamination audit pursuant to Section 103z(1) of the *Environment Protection Act 1993* (refer to **Attachment M**).

The Environment Protection Authority (EPA) provided initial advice on the Greencap investigations which highlighted that a comprehensive preliminary site investigation has not been completed for 'Area 2' and 'Area 3' (5 and 7 Valetta Road) with assessments limited to desktop investigations. The EPA advised that further preliminary and likely detailed site investigations would need to be undertaken over 'Area 2' and 'Area 3' in order to understand whether site contamination exists and, if so, to determine the nature and extent

of site contamination and to inform decisions regarding the need for remediation, to give certainty that the site can be made suitable for the proposed residential land uses.

Greencap provided further advice in response to the EPA review (refer to **Attachment F**) which outlines that Areas 2 and 3 (which comprise approximately 7% of the overall land subject to the proposed Code Amendment) are owned by third parties (not Fairland) and as such, access to undertake any onsite investigations including inspections was not possible at the time of Greencap's Site Contamination Study Report. The Greencap response agreed that further investigations would be required to understand if site contamination exists, however this would be dependent on any future proposed land uses.

The current land uses (on Areas 2 and 3) have existing use rights and are consistent with the proposed Mixed Use Transition Subzone of the Code Amendment, which lists 'Light Industry' as an envisaged land use (Subzone DTS/DPF 1.1) and envisages expansion, alteration or addition of an existing industry, where adverse impacts are minimised (PO 1.2). As such additional investigations prior to a zoning change is not warranted. The occurrence of Class 1 and Class 2 potentially contaminating activities on Areas 2 and 3 will trigger a requirement for additional assessment under the planning regulations where any change to a more sensitive land use is proposed in the future.

Policy Implications

It is clear from the above investigation that a level of potentially contaminating activities have been identified 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.

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.

4.3.14. Affordable Housing

State Planning Policy 6.8 seeks to ensure "that a minimum 15% of new housing in all significant developments that meets the criteria for affordable housing." The Affected Area is currently located within the Strategic Employment Zone in which residential development was not expressly envisaged.

Affordable Housing under the Planning and Design Code "*means housing that meets the relevant criteria for 'affordable housing' as determined by the Minister responsible for the South Australian Housing Trust Act 1995 under Regulation 4 of the South Australian Housing Trust Regulations 2010.*"

Affordable housing is designed and priced to cost people no more than 30% of their gross income if they are on a low or moderate income. A dwelling is considered to be an affordable home if it is:

- offered for sale to eligible buyers
- offered for home ownership and is for sale at or below the appropriate price point
- priced at \$367,000 or less (if key criteria are met, the price can be up to \$422,050 - the criteria are published in the government gazette).

The commitment to provide affordable housing is made through a legally binding instrument, such as a land management agreement. The criteria are re-assessed annually to make sure these requirements are met.

This Code Amendment seeks to apply the Urban Renewal Neighbourhood Zone over the Affected Area in order to accommodate low to medium density residential development. In order to ensure that future development incorporate Affordable Housing, it is recommended that the Affordable Housing Overlay be applied over the Affected Area. The Affordable Housing Overlay has the following Outcomes:

DO1: Affordable housing is integrated with residential and mixed use development

DO2: Affordable housing caters for a variety of household structures

PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.

The Affordable Housing Overlay under DTS/DPF 1.2 seeks that development comprising 20 or more dwellings/or residential allotments includes a minimum of 15% affordable housing. This will be assessed as part of a future land division application. The Affordable Housing Overlay also triggers a mandatory referral to Minister responsible for administering the *South Australian Housing Trust Act 1995* (via the SA Housing Authority).

Policy Implications

There are sufficient policies contained in the Affordable Housing Overlay of the Planning and Design Code to ensure that future development provides a minimum of 15% affordable housing.

4.3.15. Recommended policy changes

The scope of the Code Amendment does not include the creation of new planning policy, and is limited to the spatial application of Zones, Subzones and Overlays or TNVs provided for under the published Planning and Design Code. The changes to the spatial application of the Zones, Subzones and Overlays and TNVs are described in section 2.4.2 of this report.

Notwithstanding, the above investigations confirm that the policy contained within the Planning and Design Code is adequate to guide future development of the Affected Area.

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

Proposed Code Policy	<p>Zone</p> <ul style="list-style-type: none">• Urban Renewal Neighbourhood Zone• Mixed Use Transition Subzone <p>Overlays</p> <p>It is recommended to retain all existing Overlays over the Affected Area and incorporate the following additional Overlays:</p> <ul style="list-style-type: none">• Affordable Housing Overlay• Future Road Widening Overlay• Noise and Air Emissions Overlay• Stormwater Management Overlay• Urban Tree Canopy Overlay <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Levels) – 2 levels• Maximum Building Height (Metres) – 9 metres• Maximum Building Height (Levels) – 3 levels• Maximum Building Height (Metres) – 12.5 metres• Maximum Building Height (Levels) – 4 levels• Maximum Building Height (Metres) – 16.5 metres• Maximum Building Height (Levels) – 5 Levels• Maximum Building Height (Metres) – 22 metres• Concept Plan – Kidman Park
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5. REFERENCES

- Arborman Tree Solutions , February 2022, Preliminary Tree Assessment, 410-450 Findon Road Kidman Park
- CIRQA, February 2022, Former Metcash Site Kidman Park, Code Amendment, Transport Investigations Report;
- City of Charles Sturt, 2008, Industrial Land Study
- City of Charles Sturt, 2015 Open Space Strategy 2025- Defining the Future of Our Open Spaces
- City of Charles Sturt and Colliers International Consulting Services, 2011, Employment Revitalization Plan;
- City of Charles Sturt, 2019 Urban Employment Land Review;
- City of Charles Sturt, 2020-2027 'Our Community Plan;'
- City of Charles Sturt and RemPlan. 2021, Community Profile;
- City of Charles Sturt, 2021 Residential Waste and Recycling Policy;
- City of West Torrens, 2021, Open Space Plan 2021-2026;
- Deep End, February 2022, Kidman Park (Metcash) Residential and Mixed Use Code Amendment Retail, Commercial and Community Land Use Investigations;
- Department of Planning, Transport and Infrastructure, 2017, The 30-Year Plan for Greater Adelaide, 2017 Update;
- Fairland, February 2022, Master Plan;
- Government of South Australia, Attorney-General's Department – Land Supply Report for Greater Adelaide;
- Greencap, December 2021, Environmental Condition Site Contamination Study;
- Sonus, Kidman Park (Metcash) Code Amendment Environmental Noise Assessment, October 2021;
- State Planning Commission, 2019, State Planning Policies;
- State Planning Commission, 2019, People and Neighbourhoods Policy Discussion Paper;
- TMK, February 2022, Stormwater Management Report; and
- TMK, February 2022, Background Investigations Report.