

Engagement Report by the City of Charles Sturt

City of Charles Sturt Albert Park Mixed Use Code Amendment (Part-Privately Funded)

August 2022

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1. Purpose

This report has been prepared by the City of Charles Sturt (the Designated Entity) for consideration by the Minister for Planning (the Minister) in adopting the Albert Park Mixed Use Code Amendment (Part-Privately Funded) (the Code Amendment). The report details the engagement that has been undertaken, the outcomes of the engagement including a summary of the feedback made, the response to the feedback and the proposed changes to the Code Amendment. In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

2. Introduction

The City of Charles Sturt is proposing to rezone land in Albert Park from primarily Strategic Employment Zone and Employment Zone to the Suburban Business Zone and Housing Diversity Neighbourhood Zone. Rezoning will facilitate mixed use development in the form of higher density residential and/or commercial development.

The Affected Area (area investigated for the proposed rezoning) comprises around 11 ha of land bound by Port Road, West Lakes Boulevard, Glyde Street, Osborne Street, Grace Street, and south of Jervois Street (see Figure 1 below).



Figure 1: Affected Area

In accordance with Council's Proposal to Initiate the Albert Park Mixed Use Code Amendment as agreed by The Minister for Planning on 12 May 2021, the draft Code Amendment proposed to investigate policy amendments to encourage mixed use development to facilitate higher density residential and commercial development to make better use of the site's proximity to public transport and the Adelaide CBD.

The engagement process for the Albert Park Mixed Use Code Amendment (Part-Privately Funded) was undertaken over an eight (8) week period between Monday 21 March to Monday 23 May 2022, followed by a Public Meeting to allow verbal submissions to be heard in addition to written submissions received.

The purpose of the engagement was to inform and consult on the proposed rezoning of the Affected Area to facilitate future residential and mixed use (commercial) development.

3. Engagement objectives

The engagement objectives were to:

- To ensure the Charles Sturt community has easy access to appropriate information about the proposed Code Amendment.
- To provide easy to understand written and graphic materials that explain and demonstrate the impacts of the proposed policy changes on the nature and scale of built form in the area.
- To provide opportunities for stakeholder engagement to inform the amendment.
- To gain input from community and other stakeholders in ways that are inclusive and engaging and inform the amendment.
- To obtain localised knowledge and perspective to inform the amendment.
- To ensure that all affected and interested stakeholders have the ability to provide input.
- To build positive relationships between Council and the community, and position the City of Charles Sturt as an organisation that is providing sound management decisions.
- To inform the Charles Sturt community and other stakeholders of Code Amendment related decisions and reasoning for these decisions.
- To comply with the Community Engagement Charter and the PDI Act 2016.

4. Engagement activities

In accordance with Council's endorsed Engagement Plan, the engagement activities include the following:

- A notice published in the Advertiser Newspaper on 21 March 2022, to announce the commencement of the consultation process.
- A copy of the draft Code Amendment, investigations, Engagement Plan and information brochure included on the SA Planning Portal and link provided to Council's 'Your Say Charles Sturt' website and ability to make a submission on-line. Other information on the SA Planning Portal included the Proposal to Initiate, letter from the Minister approving the initiation of the Code Amendment process and a map of the Affected Area.
- Information on Council's 'Your Say Charles Sturt' website, with information on the draft Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs, information brochure, the Engagement Plan and information on how to make a submission as well as the ability to lodge a submission on-line.

- Hard copies of draft Code Amendment, information brochure and Engagement Plan made available at Council's Civic Centre and each of its five (5) libraries.
- Invitation to prepare submissions online or via post or by e-mail.
- A written notice mailed to property owners/occupiers within the Affected Area and other property owners/occupiers immediately surrounding the Affected Area inviting them to review and comment on the draft Code Amendment. 959 letters were mailed. A copy of the scope of the mail out is included in **Attachment 1**.
- Information brochure prepared outlining what is proposed in the draft Code Amendment, the proposed policy amendments, how interested persons can comment.
- A Public Meeting held on the 20 June 2022 at the end of the consultation process to hear any verbal submissions.
- A survey forwarded to all persons that provided a written submission or verbal submission to seek feedback on the consultation process.

5. Engagement outcomes

The engagement approach for this Code Amendment was designed in order to provide multiple ways for information to be accessed and feedback provided. This is summarised below.

- A copy of the draft Code Amendment, investigations, Engagement Plan and information brochure included on the SA Planning Portal.
- A notice published in the Advertiser Newspaper to announce the commencement of the consultation process.
- Information on Council's 'Your Say Charles Sturt' website, with information on the draft Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs, information brochure, the Engagement Plan and information on how to make a submission.
- 1 face to face meeting requested with two residents.
- 1 on-line meeting requested with two residents.
- 959 letters and information brochure mailed out to owners/occupiers within the Affected Area and other property owners/occupiers immediately surrounding the Affected Area inviting them to review and comment on the draft Code Amendment.
- 32 e-mails / letters to State Agencies, MP's and neighbouring councils inviting them to review and comment on the draft Code Amendment (Six (6) written submissions received).
- Thirty three (33) written submissions received:
 - Two (2) written submissions mailed
 - Fourteen (14) written submissions e-mailed to Council
 - Eleven (11) written submissions from the SA Planning Portal
 - Nine (9) written submissions from YourSay Charles Sturt website

(Note; Three persons submitted written submissions through different modes).
- The following statistics were from Council's dedicated YourSay page for the Code Amendment during the consultation process:
 - 719 views on the site

- 433 'visitors' on the 'yoursay' web page during the course of the consultation period
 - Nine (9) submissions were lodged directly on the site
 - 385 'unique visitors' on the 'yoursay' web page during the course of the consultation period
 - Visitors spent a total of 11 hours and 10 minutes on the project page
 - During the consultation period Charles Sturt sent 2 campaigns to Your Say Charles Sturt recipients which in total went to 549 recipients with a click-through rate of 53.74%.
- The following statistics were from Council's website from the Plannig and Design Code page from 21 March to 23 May 2022:
 - Page views: 42
 - Unique page views: 38
 - Average time on page: 2:34
- Ten (10) verbal subissions made to Council's City Services Committee at the scheduled Public Meeting held on 20 June 2022.
- Eight (8) phone / e-mail enquiries.
- Hard copies of draft Code Amendment, information brochure and Engagement Plan made available at Council's Civic Centre and each of its five (5) libraries.
- The engagement evaluation survey was sent to 40 submitters
 - There were 17 online views of the survey form by 12 people
 - 10 completed surveys, including 6 online and 4 hardcopy (during the timeframe) (copies in **Attachment 5**)
 - 9 contributors were local residents and the other contributor selected "adjoining Council"
 - 90% of those who completed the survey lodged a written submission, and 30% provided a verbal submission at the public hearing held on 20 June 2022
 - Most found out about the draft CA by letter and information pack (90%), others via word of mouth and Your Say Charles Sturt (30%)
 - 70% felt they were not given sufficient information to make an informed view, 30% said they were
 - 50% felt they did not find the information easy to understand, 30% did, 20% were undecided
 - 40% felt informed about why they were being asked for their view and the way it would be considered, 30% felt they were not well informed, 30% were undecided
 - 60% felt they had sufficient time to provide feedback, 10% felt they didn't have sufficient time, 30% were undecided
 - 30% felt the engagement was genuine, 40% did not, 30% were undecided
 - 60% said they were given adequate opportunity to be heard, 20% were undecided, 20% said they were not given adequate opportunity
 - There were mixed views as to whether people felt confident that the issues they raised were heard and will be considered before a final decision is made by Council (30% said they were confident, 40% were undecided, 30% said they were not confident)
 - A further response was submitted in letter form beyond the survey timeframe and is included in the **Attachment 5**.

6. Submissions Received

A total of thirty-three (33) written submissions were received via the SA Planning Portal, City of Charles Sturt YourSay website, by mail and e-mail. A further ten (10) verbal submissions were made to Council's City Services Committee at the scheduled Public Meeting held on 20 June 2022.

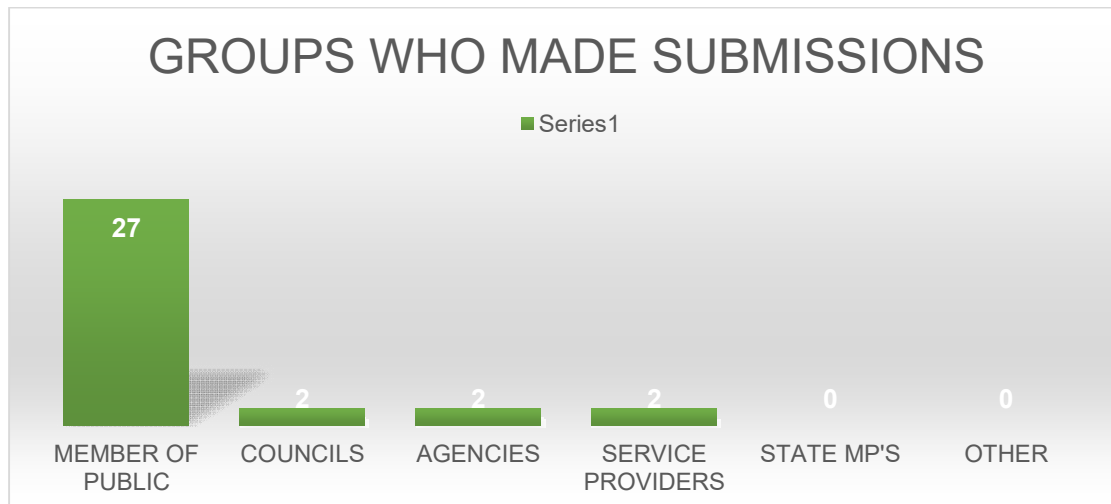


Table 1 – Groups who made submissions

Table 1 above depicts the stakeholder categories who made written submissions during the consultation period. Most written submissions received were from members of public (27). Two (2) submissions were made by neighbouring councils, Agencies and service providers.

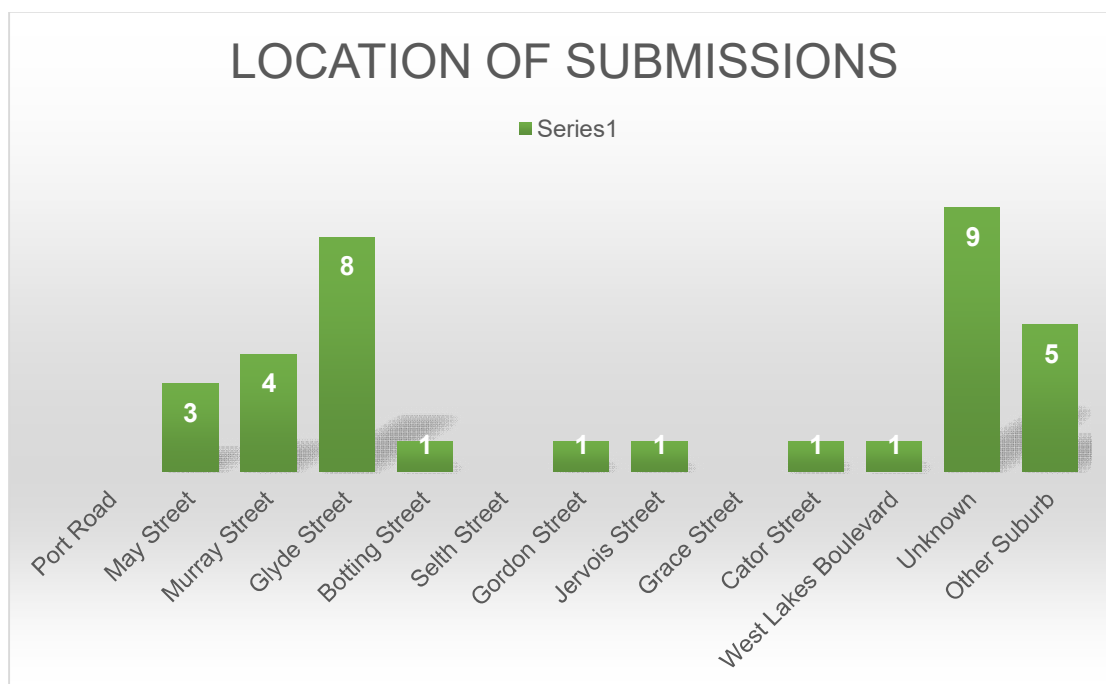


Table 2 – Location of submissions

Table 2 above depicts the location of submissions received. It should be noted that not all submissions from members of the public provided their address details, with the figure therefore showing only those who did. Other written submissions from neighbouring councils, Agencies, service providers are included in the title 'Other Suburbs'.

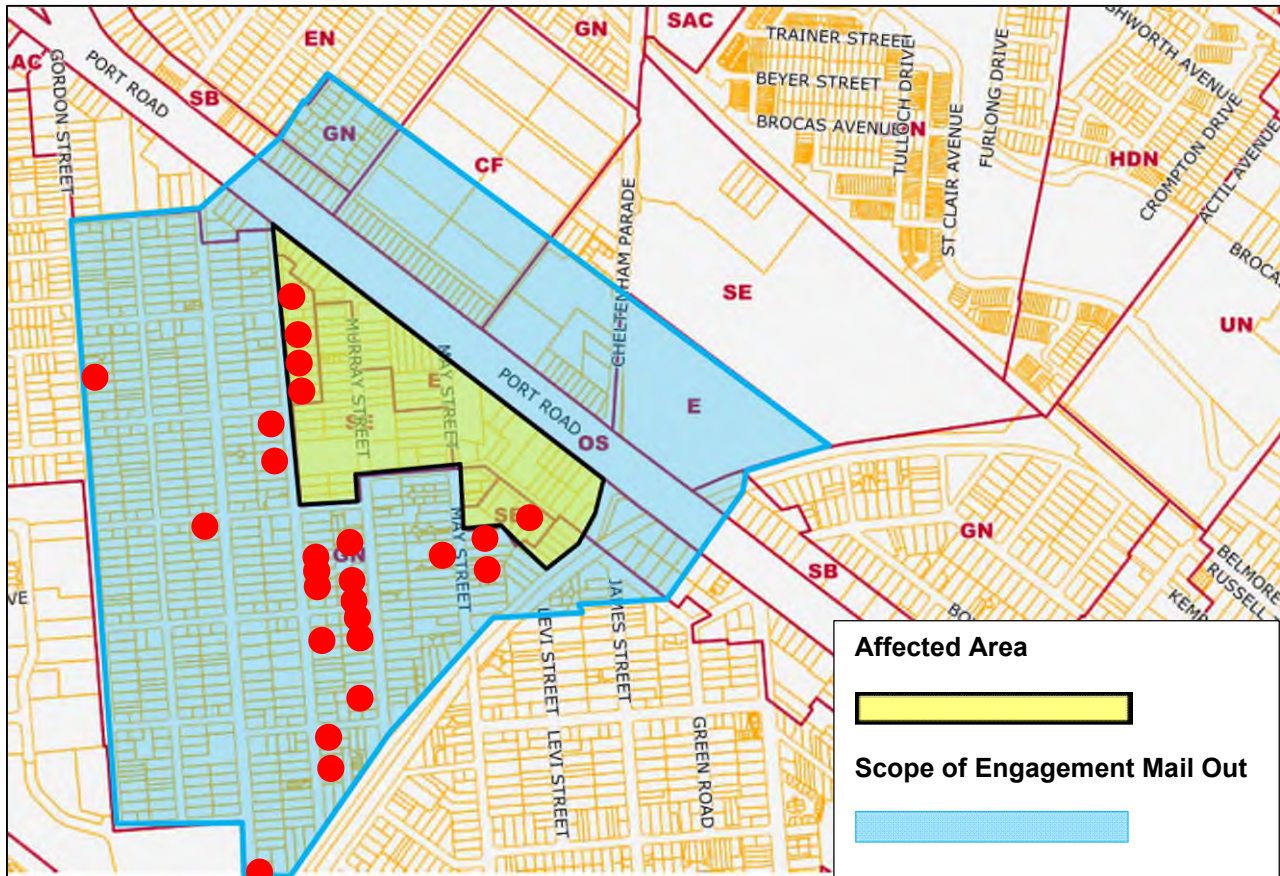


Figure 2 – Indicative spatial representation of submissions received

Figure 2 above depicts the spatial representation of written submissions received in relation to the Affected Area. The largest concentration of written submissions was in the adjacent streets including Glyde Street, Murray Street and May Street.

6.1. General Overview of Submissions Received

The following section provides a high-level summary of the issues raised in the submissions received. A copy of all written submissions received is provided in **Attachment 4**. A summary of all written and verbal submissions (verbal submissions received at Council's Public Meeting held on 20 June 2022) received, Council's comments and responses is provided in Sections 6.3 and 6.4.

Based on a review of all the feedback received through the engagement process, the key themes that have emerged include:

- *Concern with visual appearance and visual privacy from higher built form of 3 and 4 storeys;*
- *Concern over density and total number of anticipated dwellings;*
- *Impacts of car parking in the local streets and off-street parking provisions;*
- *Increase in local traffic;*
- *Loss of existing vegetation;*
- *Concerned about stormwater management.*
- *Concerned about environmental management.*
- *Concerned with the lack of public open space in the locality.*

Each of these themes are discussed in general under the relevant headings below. Detailed responses to all submissions received is located in Section 6.3 and 6.4.

6.1.1 Traffic/Car Parking

- From those submissions that raised concerns with traffic, there was a general sentiment that currently the local street network is being used as a cut-through from West Lakes Boulevard and Port Road and this will be exacerbated by development over the Affected Area.
- Submissions raised concerns that the current trend of dividing one allotment into two has created inadequate on-site parking with more cars parking on local streets. Concern was raised that increased density would exacerbate on-street parking issues.
- Some submissions considered that Port Road and West Lakes Boulevard are already congested and at capacity.

6.1.2 Maximum Building Height

- A general sentiment of submissions relating to maximum building levels with a large portion of submissions not supporting maximum building heights of three (3) levels adjacent to established residential land uses.
- Some submissions supported a higher built form along Port Road.
- Of those submissions that raised building height as an issue, there was a general sentiment that higher built form is out of character with the surrounding area, and would prefer more of the Affected Area designated for single storey or two (2) storey detached dwellings.

6.1.3 Density

- Concern with higher density dwelling typologies impact on overall health.
- Concern with higher density forms of development leading to greater social problems.
- Concern that higher density living is usually complimented by strong public transport infrastructure (e.g. rail/tram/bus/road). Issues raised on the level of public transport services in the locality.

6.1.4 Environmental

- Retention of existing trees and seeking more tree planting.
- Concerns with stormwater management.
- Concerns with contamination within the locality.

6.2 Organisation Submissions Received

The following Agencies and service providers have provided written submissions. A summary of the comments provided are outlined below.

6.2.1 Epic Energy

- Epic energy (electricity energy providers) advised that they do not have any infrastructure within close proximity to the Affected Area and had no comment on the proposed Code Amendment.

6.2.2 City of Prospect

- The City of Prospect advised they had no comment to make on the proposed Code Amendment.

6.2.3 City of West Torrens

- The City of West Torrens did not wish to make a comment.

6.2.4 Environment Protection Authority

- Primarily interested in ensuring that the rezoning is appropriate and that any potential environmental and human health impacts that would result from future development are able to be addressed at the development application stage.
- Advised that site contamination investigations have centred on 24-30 Murray Street, Albert Park and interim audit advice has been lodged with the EPA. It is stated in the Code Amendment that the investigation concluded that remediation of 24-30 Murray Street would be necessary to make the southern part of the site suitable for sensitive use and may be necessary for the northern part for commercial use.
- Acknowledges that the Code Amendment outlines that further investigations are likely to be necessary for those parts of the affected area that are outside of 24-30 Murray Street. The nature and extent of site contamination in these areas is unknown, noting many potentially contaminating activities have been identified through preliminary investigations.
- Outlined that the Planning, Development and Infrastructure (General) Regulations 2017, State Planning Commission Practice Direction 14 (Site Contamination Assessment) 2021 and the Planning and Design Code contain processes for site contamination assessment when land use changes to a more sensitive use.
- Indicated that any future development applications at the Affected Area may be subject to the site contamination assessment scheme provisions.
- Advised that the EPA considers that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.
- Discussed Interface between land uses. Outlined that the Code Amendment identifies policies to ensure that potential noise and air emissions from surrounding land uses are addressed during assessment of any future development applications.
- Outlined that the affected area is located within proximity of various land uses that have the potential for noise and air emissions that may have an impact on sensitive land uses.
- Outlined that there are several nearby sites that are licensed by the EPA under the Environment Protection Act 1993, but only EPA Licence 51108 issued for a retail petrol station at 938-942 Port Road, Woodville West is within the evaluation distance recommended by the EPA document, Evaluation distances for effective air quality and noise management (2016).
- Outlined that potential noise and air emissions from the site will need to be addressed as part of any future development applications.
- Highlighted that the Code Amendment proposes the application of the Noise and Air Emissions Overlay and the Interface Management Overlay over the Affected Area.
- Advised that the EPA considers that there is sufficient policy proposed to be applied to the Affected Area to ensure that issues related to noise and air emissions can be addressed during assessment of any future development applications.

6.2.5 Department for Environment and Water

- Acknowledges the Code Amendment has considered flood risk and supports the continued application of the Hazard (Flooding – General) Overlay.
- Supports the extension of the Stormwater Management Overlay and Urban Tree Canopy Overlay over the new Housing Diversity Neighbourhood Zone area.
- Notes the existing Suburban Employment Zone contains good policies for landscaping along arterial roads that are lost in the transfer of this land to the Suburban Business Zone. Raised the question whether this policy can be included through the concept plan or via the application of other policy?
- Considers there is value in extending the Stormwater Management Overlay and Urban Tree Canopy Overlay over this area of the Suburban Business Zone to ensure the appropriate policies apply to any infill residential development that occurs here.
- Acknowledges that the concept plan allocates an area of open space that also provides for stormwater detention.
- Support the proposed policy for the spatial allocation of public open space and encourages consideration be given to the provision of additional space for landscaping and trees to assist in cooling our neighbourhoods and meeting greening targets.

6.2.6 SA Water

- SA Water currently provides water and sewerage services to the Affected Area.
- Networks augmentation may be required should the proposed rezoning generate an increase in existing demands. The extent and nature of the augmentation works (if required) will be dependent on the final scope and layout of the future developments and will be required to comply with the SA Water Technical Standards including those for the minimum pipe sizing.
- Protection of Source Water - Development/s shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water.
- All applications for connections needing an extension to SA Water's water/wastewater networks will be assessed on their individual commercial merits. Where more than one development is involved, one option may be for SA Water to establish an augmentation charge for that area which will also be assessed on commercial merits.
- SA Water has requirements associated with commercial and multi-storey developments as outlined below:
 - Multi-storey developments: For buildings with 5 stories and above, a minimum of DN150 water main size is required. For buildings with 8 stories and above, a minimum of DN 200 water main size is required.
 - Commercial/Industrial developments: A minimum of DN 225 receiving main size is required for sewer and a minimum DN 150 main size for water.
- Trade Waste Discharge Agreements - Any proposed industrial or commercial developments that are connected to SA Water's wastewater infrastructure will be required to seek authorisation to permit the discharge of trade waste to the wastewater network. Industrial and large dischargers may be liable for quality and quantity loading charges.

Engagement Report by the City of Charles Sturt

City of Charles Sturt Albert Park Mixed Use Code Amendment (Part-Privately Funded)

August 2022

6.3 Response and recommendations to written submissions received

Following Table 3, outlines all the written submissions received during the engagement process including a summary of the feedback, Council's response to feedback and any proposed changes to the draft Code Amendment resulting from the feedback received.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
1.	Adrian Tero Epic Energy	1.1 <i>Advised that Epic Energy does not have infrastructure located in the areas and has no comment on the proposed Code Amendment.</i>	1.1 Noted.	1.1 No further amendments proposed to the draft Code Amendment.
2.	Daniel Chapman	2.1 <i>Does not wish to change the zoning.</i>	2.1 Noted. The proposed rezoning does not affect Albert Park in its entirety. The Affected Area involves around 11 ha of land bound by Port Road, West Lakes Boulevard, Glyde Street, Osborne Street, Grace Street, and south of Jervois Street. The majority of the Affected Area is currently zoned Employment and Strategic Employment Zones. The Affected Area is primarily made up of commercial and light industrial land uses with some existing residential land uses. The proposed rezoning seeks to facilitate mixed use development in the form of higher density residential and/or commercial development. Notwithstanding the proposed rezoning, existing land use	2.1 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			rights will enable current activities to continue within the Affected Area.	
		2.2 <i>Opposes an increase in building heights (3-4 building levels) in Albert Park.</i>	<p>2.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	2.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
3.	Rick Chenoweth City of Prospect	3.1 <i>Advised Council has no comment to make on the proposal.</i>	3.1 Noted.	3.1 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
4	Lauren Brett	4.1 <i>Does not wish to see 4 level housing in Albert Park.</i>	<p>4.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	4.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
5	Rev Jeremy Jaques Gateway Church	5.1 <i>Supports the proposed rezoning of the 11 hectares to facilitate medium density housing.</i>	5.1 Noted.	5.1 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		5.2 <i>Seeking to secure land fronting West Lakes Boulevard for commercial/community use.</i>	5.2 Land fronting West Lakes Boulevard at the interface with the existing General Neighbourhood Zone is proposed in the Housing Diversity Neighbourhood Zone while the land further north within the Affected Area is proposed in the Suburban Business Zone. Both proposed zones envisage commercial land uses.	5.2 No further amendments proposed to the draft Code Amendment.
6	Angelika Vinicky and Jeanine McKenzie	6.1 <i>Advised they do not support the proposed Code Amendment.</i>	6.1 Noted.	6.1 No further amendments proposed to the draft Code Amendment.
		6.2 <i>Cannot see the relationship with Council's Neighbourhood Plan intended to coordinate street improvements, recreation, greening and community well being.</i>	<p>6.2 The Code Amendment process and Council's draft Your Neighbourhood Plan Pilot Project are separate processes.</p> <p>Council's draft Your Neighbourhood Plan Pilot Project aims to 'respond to the future', based on data, addressing climate extremes, transport changes and city trends such as more compact living. By increasing local liveability and walkability over time, local communities can have confidence in their neighbourhood's. Council undertook the Your Neighbourhood Plan audit in Albert Park in 2021.</p> <p>The audit identified that the area is well-served by public transport, has good access to schools and most services, has housing diversity and has significant local economic activity. Residents generally love living there. Other audit</p>	6.2 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>issues were low library use, higher number of households without internet, significant parts of the neighbourhood more than 10 minutes walk from shops and services, and patchy quality of street tree and verge planting. Two key findings were a major shortfall in local open space - confirming Councils Open Space Strategy findings - and also a shortage of good quality locally accessible places to meet, eat, relax or conduct business.</p> <p>The Your Neighbourhood Plan has spurred two short term project opportunities which respond to the identified audit issues including:</p> <ul style="list-style-type: none"> the purchase of land for development of a new local park in Albert Park creating a better neighbourhood 'place' on Tapley's Hill Road, leveraging off a significant new shopping centre development recently approved. <p>The draft Code Amendment provides further opportunities to address issues identified in the Your Neighbourhood Plan audit. These include:</p> <ul style="list-style-type: none"> Opportunities to facilitate higher densities in a location that is well serviced well-served by public 	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>transport, has good access to schools and most services.</p> <ul style="list-style-type: none"> • Draft policy to facilitate more commercial opportunities along Port Road to improve the walkability of residents to future commercial services. • The draft Code Amendment seeks the provision of public open space. The Code Amendment investigations identified a lack of public open space provision in Albert park as did Council's Your Neighbourhood audit and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land 	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>division application should the Code Amendment be authorised.</p> <ul style="list-style-type: none"> The draft Code also proposes the extension of the South Australian Planning and Design Code's (Code) Urban Tree Canopy Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone. The Desired Outcome of 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 practicable. With respect to green space, the Code also contains existing policy in the General Section, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with stormwater infiltration, maximise shade to reduce urban heat loading and enhance the appearance of land and streetscapes. The Code requires a percentage of private open space to maintain as soft landscaping. The percentage of soft landscaping is based on the site area. 	
		6.3 <i>Concerned that the Code Amendment will create a concrete jungle.</i>	6.3 The South Australian Planning and Design Code (Code) contains policies that address built form design and appearance to ensure future	6.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>development proposals complement existing built form and character, but also address issues of articulation, and design interest with building facades. Policies contained in the Code also seek setbacks and private open space on development sites and provision for soft landscaping.</p> <p>The draft Code Amendment also proposes the inclusion of a Concept Plan Map for the Affected Area which addresses the desired location and extent of public open space. As detailed above the draft Code also proposes the extension of the Code's Urban Tree Canopy Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone.</p> <p>Further policy amendments are proposed to address the envisaged built form in response to a review of the submissions received including:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a 	<p>concerns received through the consultation process.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>maximum of two storeys west of Murray Street.</p> <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		6.4 <i>Cannot see proposed policy to address the amenity of the locality.</i>	<p>6.4 There are several policies in the Planning and Design Code (Code) that address amenity through the development assessment process. These include but are not limited to addressing issues of overlooking/visual privacy, front elevation standards, designs to ensure an outlook to the street frontage and private open space areas, external appearance of garages and carports facing a street, the provision of private open space, the provision of soft landscaping on sites, the provision of off-street car parking, the provision of waste storage on site.</p> <p>The draft Code Amendment also proposes the following Overlay policies contained in the Code to apply over the Affected Area, which can also improve the amenity of the locality:</p> <ul style="list-style-type: none"> • The inclusion of a Concept Plan Map for the Affected Area which addresses the desired: <ul style="list-style-type: none"> □ key vehicle access locations 	6.4 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<ul style="list-style-type: none"> <input type="checkbox"/> key pedestrian and cycling movements <input type="checkbox"/> location of active frontages <input type="checkbox"/> location and extent of public open space <input type="checkbox"/> stormwater management infrastructure (eg detention and WSUD basins) • Application of the Noise and Air Emissions Overlay to the Affected Area (Desired Outcome - Community health and amenity is protected from adverse impacts of noise and air emissions.) • Application of the Interface Management Overlay to the Affected Area. (Desired Outcome - Development of sensitive receivers in a manner that mitigates potential adverse environmental and amenity impacts generated by the lawful operation of neighbouring and proximate land uses.) • Extension of the Stormwater Management Overlay to areas in the Affected Area proposed in the Housing Diversity Neighbourhood Zone. (Desired Outcome - Development incorporates water sensitive urban design techniques to capture and re-use stormwater.) • Extension of the Urban Tree Canopy Overlay to areas in the Affected Area 	

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			<p>proposed in the Housing Diversity Neighbourhood Zone (Desired Outcome - Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.)</p> <p>Following a review of the submissions received amendments to building heights is also proposed in the draft Code Amendment to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p>6.5 <i>Considers that the proposed Code Amendment has the potential to destroy the character and heritage of Albert Park.</i></p>	<p>6.5 Noted. Albert Park is not located in a Historic Area Overlay nor a Character Area Overlay and is predominantly located within the General Neighbourhood Zone, which desires low to medium density housing and can accommodate more contemporary designs. The draft Code Amendment does not seek to amend the existing General Neighbourhood Zone.</p> <p>The Affected Area proposed for rezoning is located within the Strategic Employment and Employment Zone. The draft policy seeks a reduced built form at the interface with the neighbouring General Neighbourhood Zone.</p>	<p>6.5 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		6.6 <i>Green space was proposed but cannot see it in the proposed Concept Plan.</i>	6.6 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.	6.6 No further amendments proposed to the draft Code Amendment.
		6.7 <i>Considers the traffic investigation not accurate. Advised there are houses and units in May Street that have a minimum of 3 to 4 cars. Concerned with parking availability.</i>	6.7 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide. While Council cannot control the number of vehicles associated with a particular property, the	6.7 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Council's endorsed Engagement Plan (made publicly available on Council's Your Say website, the SA Planning Portal and hard copies made available at the Civic Centre and Council's libraries) highlighted in Section 6 – Scope of Influence, that stakeholders and the community cannot influence the creation or amendment of policy contained within the Planning and Design Code.</p>	<p>review of the Code's off-street car parking standards to the Minister for consideration.</p>

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			<p>Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
		<p>6.8 <i>Concerned with building heights with potential buildings to impact solar access.</i></p>	<p>6.8 Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p> <p>The Code also contains policies in the general section to assess future development against matters relating to</p>	<p>6.8 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			overshadowing with minimum design standards used to protect habitable rooms and private open space of adjacent residential land uses.	
		6.9 <i>Concerned that the proposed policy has potential to increase crime activity.</i>	6.9 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher form of residential density and is not considered a planning matter to address in the scope of the draft Code Amendment.	6.9 No further amendments proposed to the draft Code Amendment.
		6.10 <i>References West Croydon and Croydon as areas that restrict development and houses in keeping with the character of the area. Seeking to maintain the charcater of Albert Park.</i>	6.10 Noted. A large portion of the suburbs of Croydon and West Croydon are located within the Established Neighbourhood Zone with a Historic Area Overlay policy, which desires future development designed sympathetically to the predominant character of that locality. Albert Park is predominantly located within the General Neighbourhood Zone, which desires low to medium density housing and can accommodate more contemporary designs. The draft Code Amendment does not seek to amend the existing General Neighbourhood Zone. The Affected Area proposed for rezoning is located within the Strategic Employment and Employment Zone. The draft policy seeks a reduced built form at the interface with the neighbouring General Neighbourhood Zone, which	6.10 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			has been amended further following a review of the submissions received.	
		6.11 <i>Considers once streets are beautified in Albert Park has the potential to become a sought after suburb to live.</i>	<p>6.11 The Code Amendment involves proposed rezoning to facilitate future development on private land within the Affected Area. The future up-grade of local public streets by Council is not in the scope of this Code Amendment.</p> <p>Notwithstanding this, the proposed policy seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p> <p>A further policy proposed in the Code Amendment seeks the provision of public open space. The Code Amendment investigations identified a lack of public open space provision in Albert park and proposes through policy amendments an opportunity to provide further public open space through future development. The</p>	6.11 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.</p>	
7	Matthew Pignotti	<p><i>7.1 Does not support the proposal specifically the high density housing and multi-story dwellings. Suggests single story homes on 350+ square metres allotments.</i></p>	<p>7.1 The proposed rezoning was initiated by Council and agreed by the Minister for Planning to commence the process. The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential development and commercial development to make better use of the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment.</p>	<p>7.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

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			<p>Consideration of a zone that did not achieve a higher density than adjacent residential areas would not address the objectives of this rezoning process.</p> <p>It should also be noted that the General Neighbourhood Zone that lies adjacent to the draft Code Amendment Affected Area to the south and west envisages a minimum site area of 300m² for detached and semi-detached dwellings.</p> <p>Notwithstanding the above, following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the</p>	

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			adjacent residential area and reduce the potential future yield.	
		<p>7.2 <i>Suggests Port Road is heavily congested and concered with increase in traffic, and congestion. Also concerned with further congesting in local streets and increase risk of accidents.</i></p>	<p>7.2 Concerns noted. The Code Amendment traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p> <p>The traffic investigations undertaken for the Code Amendment indicated that Port Road functions as an arterial road under the care and control of the Department of Infrastructure Transport (DIT) with an average daily traffic volume of 31,600 vehicles per day (vpd). Arterial roads typically carry 20,000-40,000 and therefore there is capacity in this road network.</p> <p>The traffic investigations indicated that there is adequate capacity at key intersections (Port Road/May Street, May Street, West Lakes Boulevard, West Lakes Boulevard/Jervois Street) an no issues identified with the capacity of the local road network to accommodate the forecast additional volumes.</p> <p>Advice from the Department of Infrastructure and Transport (DIT) during the Code Amendment investigations following a review of the traffic investigations and advised that the</p>	<p>7.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

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			<p>rezoning should not have a significant impact on the arterial road network.</p> <p>Notwithstanding the above, following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment. The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area and reduce the potential future yield.</p>	
		7.3 <i>Considers the proposal seems like a greedy grab for extra land taxes and council rates.</i>	7.3 Noted. The proposed rezoning was initiated by Council and agreed by the Minister for Planning to commence the process. The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential and commercial development to make better use of the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment.	7.3 No further amendments proposed to the draft Code Amendment.
		7.4 <i>Suggests community green space with a fenced dog park</i>	7.4 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code	7.4 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.	
8	Jack Holmes	<i>8.1 Supports the Albert Park Mixed Use Draft Code Amendment.</i>	8.1 Noted.	8.1 No further amendments proposed to the draft Code Amendment.
		<i>8.2 Supports the proposed maximum 3 building level in the Housing Diversity Neighbourhood Zone.</i>	8.2 Noted.	8.2 No further amendments proposed to the draft Code Amendment.
		<i>8.3 Supports the proposed rezoning of the Port Road frontage as Suburban Business Zone and 4-storey and considers there is acceptable buffer</i>	8.3 Noted.	8.3 No further amendments proposed to the draft Code Amendment.

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		<i>between existing residents and this location.</i>		
9	Paul Strube	<p>9.1 Indicated they live on Murray Street and concerned with traffic down West Lakes Boulevard at the intersection with Murray Street.</p> <p><i>Strongly supports the installation of a traffic light at the Murray Street and West Lakes Blvd intersection given expected increased traffic from the proposed Code Amendment.</i></p> <p><i>Indicated waiting times to enter the traffic flow from Murray Street can be as high as 5 minutes at the moment.</i></p>	<p>9.1 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p> <p>The investigations indicated that West Lakes Boulevard is a sub-arterial road under the care and control of DIT. The advice indicates that West Lakes Boulevard carries approximately 22,600 vpd. Arterial roads typically carry 20,000-40,000 and therefore there is capacity in this road network.</p> <p>In terms of potential traffic lights at the Murray Street/West Lakes Boulevard intersection the traffic investigations indicate the modelling is based on the assumption that the road closure on Murray Street just north of Osborne Street will remain in place. The draft Code Amendment does not propose any change to this arrangement. The traffic volumes at the intersection of West Lake Boulevard and Murray Street are not anticipated to change as a result of this Code Amendment process.</p> <p>Internal traffic engineering advice indicates the warrant for signalling intersections requires the approval of the</p>	9.1 No further amendments proposed to the draft Code Amendment.

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			Department of Infrastructure and Transport and is determined based on minimum movements <i>per hour</i> through the intersection, excluding left turn movements. Based on anticipated traffic volumes of Murray Street (32 AM Peak and 35 PM Peak post development traffic uplift) and the maintained road closure on Murray Street it is unlikely to meet the Department's requirements.	
		9.2 <i>Opposed to higher density and higher built form in the local area.</i>	<p>9.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport and other established services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. 	9.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p>9.3 <i>Suggested that a single rate payer in Murray Street is paying the Council to undertake the Code Amendment process and considers this contrary to practice and unethical.</i></p>	<p>9.3 Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>With regards to this Code Amendment process it is partly funded as the proponent only controls a portion of the rezoning Affected Area. It was deemed appropriate to investigate rezoning the balance of the Affected Area to ensure any proposed rezoning was undertaken in a coordinated manner with appropriate interface.</p>	<p>9.3 No further amendments proposed to the draft Code Amendment.</p>

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			<p>Council's Proposal to Initiate this Code Amendment was presented to Council in a public report and the document highlights the identity of the Proponent within the introduction:</p> <p><i>'While Charles Sturt Council seeks to initiate the Code Amendment, the process will be partly funded by the owner of a portion of the Affected Area (Don Totino, Director of Capri Cellars Pty Ltd, DFJ Holdings Pty Ltd, Torumare Pty Ltd and No 2 Murray Street Pty Ltd) in accordance with a legal and funding agreement with the Council. However, the Council will contain full control over the Code Amendment process and decision-making responsibilities in accordance with the Act'.</i></p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final decision to recommend the Code Amendment rests with Council and not the proponent. Following a decision of Council the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
10	Sue Curran Manager Strategy and Business	<i>10.1 Thanked Council for the invitation to comment on the proposed Code Amendment and did not wish to make a comment.</i>	10.1 Noted.	10.1 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
	City of West Torrens			
11	Joy Campbell	11.1 <i>Expressed issues with parking as a result of Portside Isuzu development.</i>	<p>11.1 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>Car parking issues relating to existing land uses in the locality are not within the scope of this Code Amendment process. Car parking matters for existing land uses relate to the sites development approval and associated conditions.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a</p>	11.1 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Council's endorsed Engagement Plan (made publicly available on Council's Your Say website, the SA Planning Portal and hard copies made available at the Civic Centre and Council's libraries) highlighted in Section 6 – Scope of Influence, that stakeholders and the community cannot influence the creation or amendment of policy contained within the Planning and Design Code.</p> <p>Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	

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		<p>11.2 <i>Concerned with traffic management due to increased traffic flow down Glyde Street, Murray Street & the section of Malin Street, between Glyde Street and Murray Street.</i></p> <p><i>Expressed that this section is already No Entry from Murray Street but no one obeys this, nor is it policed in any way, which causes congestion with residents' cars parked in Malin Street & even more so when car transporters park and unload numerous vehicles, and other cars from surrounding buildings park here during the day.</i></p>	<p>11.2 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.</p> <p>The investigations indicated that Glyde Street has limited connectivity from the Affected Area. This is because of the full road closure on Murray Street at Osborne Street and Malin Street is exit only onto Murray Street.</p> <p>Further, the draft Code Amendment proposes through a Concept Plan Map that future development from the Affected Area fronting Glyde Street should utilise vehicle access from Murray Street. The proposed Concept Plan Map was highlighted under Section 4.5 – Recommended Policy Changes within the draft Code. The specific location, configuration of vehicle access in this location would ultimately be assessed as part of a future development application should the Code Amendment be authorised. A departure from the proposed policy (should it be authorised) would also need to be assessed on its merits as part of a future development application process.</p>	<p>11.2 No further amendments proposed to the draft Code Amendment.</p>

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			In terms of the no entry from Murray Street, the roadway has been designed as a no entry point and narrowed to the minimum allowable requirements. Policing road rules is the responsibility of SA Police. This matter can be referred to SAPOL to undertake patrols in the area as required.	
		<i>11.2 Questioned what parking (both staff and customers) will be required on site for any new businesses to ensure no off-site parking, loading/unloading occurs in adjoining streets?</i>	11.3 Refer to response in row 11.1.	11.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.
		<i>11.3 What is planned to curb noise & air emissions from potential businesses who may wish to set up in this area?</i>	11.4 The interface between the Affected Area and nearby non-residential land uses is an important consideration as part of this Code Amendment, particularly as it seeks to introduce sensitive land uses (ie residential) in the Affected Area and formed part of the Code Amendment investigations (refer to section 4.4.4 – Interface with Non-Residential Land Uses and Noise Sources). The investigations identified the location of EPA-licenced facilities within 800m of the Code Amendment Affected Area. Other potential noise and air emission activities (not EPA licensed facilities) within 800 metres of	11.4 No further amendments proposed to the draft Code Amendment.

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			<p>the Affected Area which may impact residential amenity were also investigated. The investigations also identified that presence of both Port Road, West Lakes Boulevard and the Adelaide – Grange rail corridor as potential noise and air pollution sources.</p> <p>The investigations concluded that future residential land uses are considered to be able to be managed through policy and appropriate design and construction responses, such as those found within the Ministerial Building Standard 010 - Construction requirements for the control of external sound, triggered by the Code's Noise and Air Emissions Overlay.</p> <p>The investigations also acknowledged that there will continue to be small scale lawful businesses within the Affected Area that will be potential sources of noise directly adjacent to potential future sensitive uses. In this circumstance, it is important to ensure that future sensitive uses are suitably designed and located to mitigate known impacts of these uses, so that they are not compromised into the future and can continue to operate without further restrictions imposed.</p> <p>The draft Code Amendment recommends the application of the</p>	

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			<p>Code's Noise and Air Emissions Overlay as well as the Interface Management Overlay to the Affected Area. These Overlays address the need for appropriate design and placement of sensitive receiver development against the potential noise sources and provides the appropriate balanced policy approach to mitigating conflicts between non-residential and residential development.</p> <p>This policy approach is supported by the EPA through their submission. The EPA acknowledged that the draft Code Amendment proposes the application of the Noise and Air Emissions Overlay and the Interface Management Overlay to the Affected Area and advised that there is sufficient policy proposed to be applied to the Affected Area to ensure that issues related to noise and air emissions can be addressed during assessment of any future development applications.</p>	
		<p><i>11.5 Outlined they have been affected with EPA concerns from both the old Gadsden & Hendon site & now the draft Code Amendment is encouraging more businesses into a residential area.</i></p>	<p>11.5 Environmental Assessment formed part of the Code Amendment investigations (refer to section 4.4.9 – Site Contamination). The investigations involved a Preliminary Environmental Assessment as well as an Interim Auditor's Advice by the proponent for the 24-30 Murray Street site, which</p>	<p>11.5 No further amendments proposed to the draft Code Amendment.</p>

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			<p>was a requirement by the EPA. A copy of these investigations were included as Attachments to the draft Code Amendment that was consulted.</p> <p>It is clear from the above investigations that a level of site contamination is apparent within the Affected Area which will require remediation prior to being appropriate for sensitive land uses. These investigations and remediation processes can be further advanced as part of future development applications.</p> <p>Development for a more sensitive land use on sites where potentially contaminating activities are known to have occurred will trigger a referral to the EPA, and require a Statement of Site suitability (or potentially an Auditor's statement). As such, the Planning, Development and Infrastructure Act, 2016 and supporting Regulations, 2017 provide sufficient rigour to ensure contamination is appropriately addressed as part of the development application stage.</p> <p>The investigations concluded that 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.</p>	

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			<p>The draft Code Amendment has been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.</p>	
		<p>11.6 Questioned how will stormwater from additional businesses be controlled. Highlighted existing issue Malin Street with drains overflowing when there are heavy rains.</p> <p>Sought clarification how will this effect residential properties with being able to access flood cover on their properties from insurance companies if deemed to be in a flood prone area due to increased pressure on local stormwater because of more businesses in the immediate vicinity?</p>	<p>11.6 Flooding and stormwater management formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m³ to meet Council's criteria to limit flows to less than that existing catchment.</p> <p>The Code Amendment recommended that flooding and stormwater management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p>	<p>11.6 No further amendments proposed to the draft Code Amendment.</p>

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			The draft Code Amendment also proposes the identification of potential water sensitive urban design basins within the desired future open space in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.	
		<i>11.7 Concerned with buildings increase to 4 storeys, in relation to natural light and privacy.</i>	<p>11.7 Issues relating to overlooking / overshadowing adjoining properties is acknowledged. The Government's Code contains existing policies that address building siting and design, staggered setbacks and screening techniques to moderate this potential issue at a development application stage. The Code also contains planning policies that work to limit development to a scale and form that does not unreasonably dominate or overshadow nearby established residences.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. 	11.7 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<ul style="list-style-type: none"> A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p><i>11.8 Suggest Council have been talking much about the greening of local streets and more open spaces, but this seems completely irrelevant now if multi storey businesses will be taking up the majority of this area. A few trees outside homes will not make it more appealing.</i></p>	<p>11.8 The proposed policy seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area as it is located in the Strategic Employment and Employment Zone. The Overlay policy seeks residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p> <p>A further policy proposed in the Code Amendment seeks the provision of public open space within the Affected Area. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide</p>	<p>11.8 No further amendments proposed to the draft Code Amendment.</p>

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			<p>further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.</p>	
		<p><i>11.9 Suggests as a long term resident of Albert Park & Charles Sturt Council, they are getting railroaded by big businesses who come in flashing money at the Council.</i></p>	<p>11.9 Concerns noted. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice</p>	<p>11.9 No further amendments proposed to the draft Code Amendment.</p>

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			<p>of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		<p><i>11.10 It seems that the 'little person' who dutifully pays their rates & abides by the Council regulations, is completely taken for granted.</i></p> <p><i>The owners of these businesses do not live in the surrounding streets (probably not even in the Council area) & I am sure they would not want this happening next door to their homes.</i></p>	<p>11.10 Refer to response in row 11.9. Further to the issue raised, the draft Code Amendment underwent a comprehensive statutory consultation process for eight weeks to seek the views of the community. The consultation process involved a mailout of 959 letters to property owners and occupants within and adjacent to the draft Code Amendment Affected Area with an accompanying information brochure, seeking their input on the draft Code Amendment.</p> <p>The Code Amendment consultation was conducted in accordance with Council's endorsed Engagement Plan and included the following components:</p>	<p>11.10 No further amendments proposed to the draft Code Amendment.</p>

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			<ul style="list-style-type: none"> • A consultation period of two months. • A formal notice in the Advertiser newspaper. • Correspondence to relevant Government agencies/departments, adjoining Councils, and Members of Parliament. • Letters to property owners and occupants within and adjacent to the draft Code Amendment Affected Area with an accompanying information brochure. • A 'yoursay' web page with information to the draft Code Amendment, the ability to ask questions and an online submission option. • Information on the South Australian Planning Portal. • Hard copies of the draft Code Amendment and information brochures provided at all Council libraries and the Civic Centre. • The scheduling of a Public Meeting on 20 June 2022, to hear any verbal submissions. 	
12	Natasha Rossi	<i>12.1 Does not support the proposed rezoning.</i>	12. 1 Noted.	12.1 No further amendments proposed to the draft Code Amendment.
		<i>12.2 Raised concern over the value of homes in the area as a result of the rezoning.</i>	12.2 Comments noted however Courts have consistently confirmed that the effect on property values is not a direct valid	12.2 No further amendments proposed to the draft Code Amendment.

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			planning issue. There are many elements of a non-planning nature that would influence value.	
		<i>12.3 Raised concerns over increased increase traffic to the streets. Indicated that there is already traffic flow issues in the area due to the urban stacking of homes by subdividing and allowing 2 or more dwellings along with many more issues.</i>	12.3 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections. Notwithstanding the above, following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area and reduce the potential future yield.	12.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		<i>12.4 Concerns over a rise in crime in the area.</i>	12.4 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher form of residential density and is not considered a planning matter to address in the scope of the draft Code Amendment.	12.4 No further amendments proposed to the draft Code Amendment.
13	Zayd Rossi	<i>13.1 Does not support the proposed rezoning.</i>	13. 1 Noted.	13.1 No further amendments proposed to the draft Code Amendment.
		<i>13.2 Raised concern over the value of homes in the area as a result of the rezoning.</i>	13.2 Refer to response in row 12.2.	13.2 No further amendments proposed to the draft Code Amendment.
		<i>13.3 Raised concerns over increased increase traffic to the streets.</i>	13.3 Refer to response in row 12.3.	13.3 Amend policy to the draft Code Amendment to reflect

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		<i>Indicated that there is already traffic flow issues in the area due to the urban stacking of homes by subdividing and allowing 2 or more dwellings along with many more issues.</i>		the proposed reduction in building heights to address concerns received through the consultation process.
		<i>13.4 Concerns over a rise in crime in the area.</i>	13.4 Refer to response in row 12.4.	13.4 No further amendments proposed to the draft Code Amendment.
14	Helga Ferrari	<i>14.1 Indicated does not support the proposed rezoning. Concerned with the proposed density and with building heights and potential overlooking issues.</i>	<p>14.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport and other established services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. 	14.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p> <p>Overlooking issues to adjoining properties is acknowledged. The Government's Planning and Design Code contains existing policies that address building siting and design, staggered setbacks and screening techniques to mitigate this potential issue at a development application stage.</p>	
		<i>14.2 Concerned with the effect on the price of real estate in the area and their newly renovated home.</i>	14.2 Comments noted however Courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.	14.2 No further amendments proposed to the draft Code Amendment.
		<i>14.3 Concerns raised on the traffic impact of the area. Suggests the area difficult when driving south from the streets off West Lakes boulevard.</i>	14.3 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.	14.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process, to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area

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				and reduce the potential future yield.
15	Marlene Maretis	<i>15.1 Opposes the proposed built form of 2, 3 and 4 storeys for residential and industrial buildings for the Murray Street, Albert Park.</i>	<p>15.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	15.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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16	Craig Harris	<i>16.1 Opposes the rezoning. Concerned with the lack of transparency regarding the private owner of 50% of the proposed area and the application to rezone including any background submissions to Council from this landowner, including the proposed/intended plans for this area.</i>	<p>16.1 Concerns over transparency noted. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>With regards to this Code Amendment process it is partly funded as the proponent only controls a portion of the rezoning Affected Area. It was deemed appropriate to investigate rezoning the balance of the Affected Area to ensure any proposed rezoning was undertaken in a coordinated manner with appropriate interface.</p> <p>Council's Proposal to Initiate this Code Amendment was presented to Council in a public report (available on Council's website and the SA Planning</p>	16.1 No further amendments proposed to the draft Code Amendment.

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			<p>Portal) and the document highlights the identity of the Proponent within the introduction:</p> <p><i>'While Charles Sturt Council seeks to initiate the Code Amendment, the process will be partly funded by the owner of a portion of the Affected Area (Don Totino, Director of Capri Cellars Pty Ltd, DFJ Holdings Pty Ltd, Torumare Pty Ltd and No 2 Murray Street Pty Ltd) in accordance with a legal and funding agreement with the Council. However, the Council will contain full control over the Code Amendment process and decision-making responsibilities in accordance with the Act'.</i></p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		16.2 Objects to the proposed built form and seeks a reduction to a maximum of 2 storeys with the residential interface and a reduction	16.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as	16.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address

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		<p><i>to 3 storeys along the Port Road frontage.</i></p> <p><i>Considers the reduction in built form still allows urban infill and development opportunities but will not see the area turned into an apartment ghetto as seen in other developments in Adelaide suburbs.</i></p> <p><i>Supports reducing the industrial zone and footprint (including improving or replacing some very poorly maintained industrial zones in that precinct).</i></p>	<p>well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	<p>concerns received through the consultation process.</p>
		<p><i>16.3 Raised the issue of car parking in the area. Suggests car parking is already now at a premium with the current redevelopment of May Street.</i></p>	<p>16.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>Car parking issues relating to existing land uses in the locality are not within</p>	<p>16.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-</p>

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			<p>the scope of this Code Amendment process. Car parking matters for existing land uses relate to their respective development approval and associated conditions.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that car parking ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p>	<p>street car parking standards to the Minister for consideration.</p>

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			<p>Council's endorsed Engagement Plan (made publicly available on Council's Your Say website, the SA Planning Portal and hard copies made available at the Civic Centre and Council's libraries) highlighted in Section 6 – Scope of Influence, that stakeholders and the community cannot influence the creation or amendment of policy contained within the Planning and Design Code.</p> <p>Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
		<p><i>16.4 Wishes to attend any council meetings whereby this rezoning is tabled for discussion amongst elected members and public gallery and requests an invitation to attend.</i></p> <p><i>Indicated that he will be speaking with all residents in the affected area to gain their views including comments on the May Street redevelopment currently underway (which the timing of this particular redevelopment and this rezoning also suggests there is more to this than coincidence).</i></p>	<p>16.4 Noted. The scheduled Public Meeting held on 20 June 2022 to hear verbal submissions was published with the consultation material during the engagement process for the draft Code Amendment.</p>	<p>16.4 No further amendments proposed to the draft Code Amendment.</p>

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17	Peter Golding	<i>17.1 Suggests that one private owner of approx 1/3 of the site, funding 50% of the cost doesn't seem like a representative proportion of the people affected.</i>	<p>17.1 This draft Code Amendment process is partly funded with the proponent controlling a portion of the rezoning Affected Area. It was deemed appropriate to investigate rezoning the balance of the Affected Area to ensure any proposed rezoning was undertaken in a coordinated manner with appropriate interface. The remaining costs were absorbed by Council and not the other individual land owners within the Affected Area. All land owners within the Affected Area were directly notified and invited to provide feedback on the draft Code Amendment during the engagement process as well as the broader community.</p> <p>Council's Proposal to Initiate this Code Amendment was presented to Council in a public report (available on Council's website and the SA Planning Portal) and the document highlights the identity of the Proponent within the introduction:</p> <p><i>'While Charles Sturt Council seeks to initiate the Code Amendment, the process will be partly funded by the owner of a portion of the Affected Area (Don Totino, Director of Capri Cellars Pty Ltd, DFJ Holdings Pty Ltd, Torumare Pty Ltd and No 2 Murray</i></p>	17.1 No further amendments proposed to the draft Code.

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			<p><i>Street Pty Ltd) in accordance with a legal and funding agreement with the Council. However, the Council will contain full control over the Code Amendment process and decision-making responsibilities in accordance with the Act'.</i></p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		<p><i>17.2 Concerned with not providing definitions of GN, SB HDN with the proposal. Suggest trying to hide the actual impact of the rezoning.</i></p>	<p>17.2 The draft Code Amendment expresses what these definitions are. Section 2.3.2 – Proposed Code Policy (Figure 1) clearly shows a legend to these definitions. These are: GN – General Neighbourhood Zone SB – Suburban Neighbourhood Zone HDN – Housing Diversity Neighbourhood Zone. The legend showing the proposed zones full names were also shown on the Information Brochure and letter that was mailed out to all landowners within the Affected Area and land owners adjacent to the Affected Area</p>	<p>17.2 No further amendments proposed to the draft Code Amendment.</p>

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			as well as on Council's Your Say project page.	
		<p><i>17.3 A common feature of recent medium to high density housing developments in nearby areas has been high density street parking and subsequent limited vehicular access through the streets.</i></p>	<p>17.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>Car parking issues relating to existing land uses in the locality are not within the scope of this Code Amendment process. Car parking matters for existing land uses relate to the sites development approval and associated conditions.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that car parking ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a</p>	<p>17.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

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			<p>development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Council's endorsed Engagement Plan (made publicly available on Council's Your Say website, the SA Planning Portal and hard copies made available at the Civic Centre and Council's libraries) highlighted in Section 6 – Scope of Influence, that stakeholders and the community cannot influence the creation or amendment of policy contained within the Planning and Design Code.</p> <p>Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	

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		<i>17.4 Issues raised with the impact of such a sudden surge in housing on utilities in the area.</i>	17.4 The draft Code Amendment investigations included an infrastructure analysis (refer section 4.4.8 – Infrastructure Assessment) based on a conservative development scenario of 500 dwellings which is now proposed to be reduced in yield through the proposed reduction in maximum building heights. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	17.4 No further amendments proposed to the draft Code Amendment.
18	Arna Femia	<i>18.1 Supports an improvement to the area.</i>	18.1 Noted.	18.1 No further amendments proposed to the draft Code Amendment.
		<i>18.2 Does not object to single and two storey built form but objects to three and four storey building heights.</i> <i>Indicates the area is not large and lies between single storey houses and the suburb of Albert Park cannot cope with high rise apartments, with extra vehicles, noise pollution and not fit with the character of Albert Park.</i>	18.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas. Following a review of the submissions received amendments to building	18.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
19	Anthony Stevens	<p><i>19.1 Strongly opposed to the proposed building heights for this re-zoning.</i></p> <p><i>Indicates can see the benefit of multiple level dwellings to enable a greater population to be housed on a smaller footprint, provided this is used to enable greater areas of green space to be available to offset the environmental (local and widespread) impact of artificial structures.</i></p> <p><i>Considers the proposed heights are inconsistent with the character of</i></p>	<p>19.1 Concerns with the proposed maximum building heights are acknowledged. The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p>	<p>19.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

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		<p><i>this suburb, which substantially consists of single storey dwellings.</i></p> <p><i>Concerned about the impact this will have on the well-being of the community, particularly those dwellings immediately adjacent to the new development.</i></p> <p><i>Believes it would be reasonable to limit the height of the structures adjacent to any existing residences (including residences facing the bordering roads to the area) to 2 storeys only.</i></p> <p><i>Opposed to any approval of any re-zoning allowing the construction of housing in the affected zone under consideration greater than 2 storeys with the exception of the strip immediately facing Port Road, which I have no objection to increasing the maximum height to 4 stories.</i></p>	<ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p>19.2 I also see there is a benefit for council and state government to get greater returns, with less maintenance costs for the same area of land. Unfortunately, neither level of government has shown a relevant level of commitment to environmental concerns despite increasing scientific and community concerns about potential climate damage.</p>	<p>19.2 The Affected Area is not considered to be a Prime Industrial Area as identified in Council's Industrial Land Study. The State Government's Strategic documents such as the 30 Year Plan for Greater Adelaide (2017 update) supports increasing residential densities at strategic locations. The Affected Area is considered a strategic location to support mixed use and higher density residential land uses situated close to public transport (eg</p>	<p>19.2 No further amendments proposed to the draft Code Amendment.</p>

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			<p>Albert Park and St Clair train stations and the Port Road 'Go Zone' bus services), the CBD as well as service centres (eg West Lakes District Centre, Port Adelaide Regional Centre).</p> <p>The Government's 30 Year Plan for Greater Adelaide also contains policies around climate change including delivering a more compact urban form by locating 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 and in turn better protect other peri-urban sprawl encroaching unnecessarily on areas such as our valued wine regions and food production areas among others. The Affected Area aligns to these policies.</p>	
		<i>19.3 Seeking future building approvals for any residential properties only be given approval provided a minimum green space (say 40% of land total land area) is maintained.</i>	19.3 All proposed developments are expected to provide private open space in accordance with the Government's Planning and Design Code under Part 4 – General Development Policies, ,Design in Urban Areas, Table 1 – Private Open Space. In summary for a typical detached or semi-detached dwelling the Government's Code requires 24m2 of private open space for a dwelling with a site area less than 301m2 or 60m2 of private open space	19.3 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>for a dwelling with a site area greater than or equal to 301m².</p> <p>The assessment of private open space for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The submissions suggestion for greater private open space is noted however, the Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code. Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code.</p>	
		<p><i>19.4 Concerned there will be a significant impact to traffic on the roads in the immediate surrounding roads.</i></p> <p><i>Concerned the increased population from multiple level housing there will be a substantial increase in the number of vehicles travelling down our currently relatively quiet streets, particularly the use of Glyde Street to</i></p>	<p>19.4 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.</p> <p>The investigations indicated that Glyde Street has limited connectivity from the</p>	<p>19.4 No further amendments proposed to the draft Code Amendment.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		<i>travel to, and from, West Lakes Boulevard.</i>	<p>Affected Area. This is because of the full road closure on Murray Street at Osborne Street and Malin Street is exit only onto Murray Street.</p> <p>Further, the draft Code Amendment proposes through a Concept Plan Map that future development from the Affected Area fronting Glyde Street should utilise vehicle access from Murray Street. The proposed Concept Plan Map was highlighted under Section 4.5 – Recommended Policy Changes within the draft Code. The specific location, configuration of vehicle access in this location would ultimately be assessed as part of a future development application should the Code Amendment be authorised. A departure from the proposed policy (should it be authorised) would also need to be assessed on its merits as part of a future development application process.</p>	
		<p><i>19.5 Concerns raised on the impact on parking on the streets. It cannot be disputed that developers often do not make adequate provision for off-street parking consistent with motor vehicle ownership characteristic of the people of Adelaide - just take a drive through some of the clogged streets in the St Clair development.</i></p> <p><i>Suggests any approval for land use change should be conditional to the</i></p>	<p>19.5 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking</p>	<p>19.5 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		<p><i>provision of at least 2 off-street car park for every residence.</i></p>	<p>demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the</p>	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.	
		<i>19.6 Suggest developers are continually being given licence by councils and state governments to ride roughshod over the existing community in the interests of greed (both for themselves and the governing bodies). I wonder how successful I, as an individual land holder, would be in seeking approval to build a structure greater than 2 stories on my single residential block.</i>	<p>19.6 The Code Amendment process is a statutory process with many cheques and balances. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not</p>	19.6 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.	
20	Mark Reynolds	<i>20.1 Opposes the development / destruction of a peaceful quiet small suburb. Suggests it will create major parking problems and overcrowding of people.</i>	<p>20.1 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code</p>	<p>20.1 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p> <p>Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

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			<p>Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p> <p>Notwithstanding the above, following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also 	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area and reduce the potential future yield.</p>	
		20.2 <i>Rejects the right of one person/group to have the right to pay for rezoning.</i>	20.2 The Code Amendment process is a statutory process with many cheques and balances. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in	20.2 No further amendments proposed to the draft Code Amendment.

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			<p>this City as well as other local government areas.</p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		<i>20.3 Concerned Murray Street will be opened up to provide access to the train station and against up to 550 dwellings in Albert Park.</i>	20.3 The traffic investigations indicated the modelling was based on the assumption that the road closure on Murray Street just north of Osborne Street will remain in place. The draft Code Amendment does not propose any change to this arrangement.	20.3 No further amendments proposed to the draft Code Amendment.
21	Brian Sanders	<p><i>21.1 Opposed to the proposed density and height.</i></p> <p><i>Considers there are no other structures of the proposed height in the vicinity and I don't think the proposal is in keeping with the area.</i></p> <p><i>Not opposed to housing in the zone but considers that the proposed size and density will compromise the privacy and quality of life of the established residents.</i></p>	<p>21.1 Comments noted. Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a 	21.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>maximum of two storeys west of Murray Street.</p> <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
22	James Cother Environment Protection Authority	<p><i>22.1 Indicated the EPA has reviewed the Code Amendment to ensure that all environmental issues within the scope of the objects of the Environment Protection Act 1993 are identified and considered. T</i></p> <p><i>Indicated the EPA is primarily interested in ensuring that the rezoning is appropriate and that any potential environmental and human health impacts that would result from future development are able to be addressed at the development application stage.</i></p>	22.1 Noted.	22.1 No further amendments proposed to the draft Code Amendment.
		<p><i>22.2 Advised that site contamination investigations have centred on 24-30 Murray Street, Albert Park and interim audit advice has been lodged with the EPA. It is stated in the Code Amendment that the investigation concluded that remediation of 24-30 Murray Street would be necessary to make the southern part of the site suitable for sensitive use and may be necessary for the northern part for commercial use.</i></p>	22.2 Noted.	22.2 No further amendments proposed to the draft Code Amendment.

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		<p><i>Acknowledges that the Code Amendment outlines that further investigations are likely to be necessary for those parts of the affected area that are outside of 24-30 Murray Street. The nature and extent of site contamination in these areas is unknown, noting many potentially contaminating activities have been identified through preliminary investigations.</i></p> <p><i>Outlined that the Planning, Development and Infrastructure (General) Regulations 2017, State Planning Commission Practice Direction 14 (Site Contamination Assessment) 2021 and the Planning and Design Code contain processes for site contamination assessment when land use changes to a more sensitive use.</i></p> <p><i>Indicated that any future development applications at the Affected Area may be subject to the site contamination assessment scheme provisions.</i></p> <p><i>Advised that the EPA considers that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.</i></p>		

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		<p><i>22.2 Discussed Interface between land uses. Outlined that the Code Amendment identifies policies to ensure that potential noise and air emissions from surrounding land uses are addressed during assessment of any future development applications.</i></p> <p><i>Outlined that the affected area is located within proximity of various land uses that have the potential for noise and air emissions that may have an impact on sensitive land uses.</i></p> <p><i>Outlined that there are several nearby sites that are licensed by the EPA under the Environment Protection Act 1993, but only EPA Licence 51108 issued for a retail petrol station at 938-942 Port Road, Woodville West is within the evaluation distance recommended by the EPA document, Evaluation distances for effective air quality and noise management (2016).</i></p> <p><i>Outlined that potential noise and air emissions from the site will need to be addressed as part of any future development applications.</i></p> <p><i>Highlighted that the Code Amendment proposes the application of the Noise and Air Emissions Overlay and the Interface</i></p>	22.2 Noted.	22.2 No further amendments proposed to the draft Code Amendment.

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		<p><i>Management Overlay over the Affected Area.</i></p> <p><i>Advised that the EPA considers that there is sufficient policy proposed to be applied to the Affected Area to ensure that issues related to noise and air emissions can be addressed during assessment of any future development applications.</i></p>		
23	Ashley and Pat Ruehland	23.1 <i>Opposed to 2/3/4 storey housing effecting privacy for us or our neighbours.</i>	<p>23.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. 	23.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p>23.2 <i>Concerned with higher volumes of on street parking, and increased traffic, greater noise and disturbances.</i></p>	<p>23.2 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process</p>	<p>23.2 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

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			<p>also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
24	De'Anne Smith Department for Environment and Water	<i>24.2 Acknowledges the Code Amendment has considered flood risk and we support the continued application of the Hazard (Flooding – General) Overlay.</i>	24.1 Noted.	24.1 No further amendments proposed to the draft Code Amendment.
		<i>24.2 Supports the extension of the Stormwater Management Overlay and Urban Tree Canopy Overlay over the new Housing Diversity Neighbourhood Zone area.</i>	24.2 Noted.	24.2 No further amendments proposed to the draft Code Amendment.

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		<p>24.3 <i>Notes the existing Suburban Employment Zone contains good policies for landscaping along arterial roads that are lost in the transfer of this land to the Suburban Business Zone. Is there some way to address this loss of policy through the concept plan or via the application of other policy?</i></p> <p><i>Considers there is value in extending the Stormwater Management Overlay and Urban Tree Canopy Overlay over this area of the Suburban Employment Zone to ensure the appropriate policies apply to any infill residential development that occurs here.</i></p>	<p>24.4 Comments relating to seeking additional policy in the proposed zone is noted however, the Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code. Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code.</p> <p>With regards to the proposed extension of the Urban Tree Canopy Overlay and Stormwater Management Overlay over the proposed Suburban Business Zone, these Overlays under the Government's Planning and Design Code only affects most residential areas in metropolitan Adelaide and not non-residential zones.</p>	24.3 No further amendments proposed to the draft Code Amendment.
		24.4 <i>Acknowledges that the concept plan allocates an area of open space that also provide for stormwater detention.</i>	24.4 Comments for the provision of additional public open space is noted, however the <i>Planning, Development and Infrastructure Act 2016</i> , under	24.4 No further amendments proposed to the draft Code Amendment.

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		<i>Support for the proposed policy for the spatial allocation of public open space and encourages consideration be given to the provision of additional space for landscaping and trees to assist in cooling our neighbourhoods and meeting greening targets.</i>	Section 198 can only require up to 12.5% in area to be vested to a Council for public open space where a land division proposal proposes more than 20 allotments, and 1 or more allotments is less than 1 hectare in area.	
25	Guy, Julie, Grace and Maddison Feuerherdt	<i>25.1 Opposed to the proposal being considered by Charles Sturt Council. Our street is already being used as a short-cut (usually speeding) between West Lake blvd and Port rd, putting pedestrians, children and cyclists at risk as well as causing unnecessary additional traffic noise and pollution already, let alone what would be caused by the residents of an additional 550 dwellings.</i>	25.1 Concerns noted. The Code Amendment traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.	25.1 No further amendments proposed to the draft Code Amendment.
		<i>25.2 Concerns raise with lack of off-street car parking for developments and cited units opposite the Albert Park train station as an example, where residents are parking additional vehicles in the train station car park.</i>	25.2 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide. While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code	25.2 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.

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			<p>for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved</p>	

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			off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.	
		25.3 Concerns raised over privacy issues with 4 storey units.	<p>25.3 Issues relating to overlooking adjoining properties is acknowledged. The Government's Planning and Design Code contains existing policies that address building siting and design, staggered setbacks and screening techniques to moderate this potential issue at a development application stage.</p> <p>Following a review of the submissions received proposed amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the</p>	25.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			draft Code Amendment Affected Area and the adjacent residential area.	
		25.4 <i>Raised concerns regarding the process being part privately funded and considers Council should pay the cost.</i>	<p>25.4 Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>With regards to this Code Amendment process it is partly funded as the proponent only controls a portion of the rezoning Affected Area. It was deemed appropriate to investigate rezoning the balance of the Affected Area to ensure any proposed rezoning was undertaken in a coordinated manner with appropriate interface.</p> <p>Council's Proposal to Initiate this Code Amendment was presented to Council in a public report and the</p>	25.4 No further amendments proposed to the draft Code Amendment.

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			<p>document highlights the identity of the Proponent within the introduction:</p> <p><i>'While Charles Sturt Council seeks to initiate the Code Amendment, the process will be partly funded by the owner of a portion of the Affected Area (Don Totino, Director of Capri Cellars Pty Ltd, DFJ Holdings Pty Ltd, Torumare Pty Ltd and No 2 Murray Street Pty Ltd) in accordance with a legal and funding agreement with the Council. However, the Council will contain full control over the Code Amendment process and decision-making responsibilities in accordance with the Act'.</i></p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
26	Guy Feuerherdt	<i>26.1 Opposes the proposal being considered by Charles Sturt Council. Our street is already being used as a short-cut (usually speeding) between West Lake blvd and Port rd, putting</i>	26.1 Refer to response in Row 25.1.	26.1 Refer to Row 26.1.

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		<i>pedestrians, children and cyclists at risk as well as causing unnecessary additional traffic noise and pollution already, let alone what would be caused by the residents of an additional 550 dwellings.</i>		
		26.2 Concerns raise with lack of off-street car parking for developments and cited units opposite the Albert Park train station as an example, where residents are parking additional vehicles in the train station car park.	26.2 Refer to response in Row 25.2.	26.2 Refer to Row 25.2.
		26.3 Concerns raised over privacy issues with 4 storey units.	26.3 Refer to response in Row 25.3.	26.3 Refer to Row 25.3.
		26.4 Raised concerns regarding the process being part privately funded and considers Council should pay the cost.	26.4 Refer to response in Row 25.4.	26.4 Refer to Row 25.4.
27	Rita and Geoff Eason Wiara Pty Ltd	<p>27.1 Indicated their desire to be involved in the proposed re-zoning of the Albert Park Site.</p> <p><i>Indicated they will be adversely affected by the proposed changes as they live directly opposite the proposed development.</i></p> <p><i>Seeking a clear understanding of what this rezoning actually means and how it is going to impact the area.</i></p> <p><i>Indicated that the document on display was difficult to follow.</i></p>	<p>27.1 Desire to be involved is noted. The engagement process for the Albert Park Mixed Use Code Amendment (Part-Privately Funded) was undertaken over an eight (8) week period between Monday 21 March to Monday 23 May 2022, followed by a Public Meeting to allow verbal submissions to be heard in addition to written submissions received.</p> <p>A direct mail out to adjacent property owners was included in the process (approximately 959 letters) and included the land owners in this submission at the commencement of the consultation process</p>	27.1 No further amendments proposed to the draft Code Amendment.

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			<p>The letter contained information on the proposed new zones and building heights, how to access the draft Code, a copy of an information brochure and importantly encouraged any queries to contact Council staff during the consultation process by phone and/or email.</p> <p>The Code Amendment consultation also included:</p> <ul style="list-style-type: none"> • A formal notice in the Advertiser newspaper. • Correspondence to relevant Government agencies/departments, adjoining Councils, and Members of Parliament. • A 'yoursay' web page with information to the draft Code Amendment, the ability to ask questions and an online submission option. • Information on the South Australian Planning Portal. • Hard copies of the draft Code Amendment and information brochures provided at all Council libraries and the Civic Centre. • The scheduling of a Public Meeting on 20 June 2022, to hear any verbal submissions. 	
		<i>27.2 Indicated close scrutiny is required as there is one private owner of a large portion of the site involved.</i>	27.2 Concerns noted. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek	27.2 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		27.3 <i>Advised their review of the GTA report concluded that there are no parking issues in the area. Outlined they believe this is incorrect.</i>	27.3 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.	27.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council

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			<p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing</p>	<p>continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
		<i>27.4 Indicated their desire to attend Council's Public Meeting to provide a verbal submission.</i>	27.4 Acknowledged and noted the residents did attend the Public meeting held on 20 June 2022 and provided a verbal submission to Council's Committee.	27.4 No further amendments proposed to the draft Code Amendment.
28	Alicja Cummins	<i>28.1 Indicated has serious concerns and object to the density limits. Indicated proposed 3 building levels should only be allowed along main roads.</i>	<p>28.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also 	28.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
29	Fiona Stevens	<p><i>29.1 Acknowledged the need to limit urban sprawl.</i></p> <p><i>Indicated Albert Park has been a relatively small quiet suburb with convenient access.</i></p> <p><i>Suggests the Code Amendment should be amended to permit 3 storey buildings only bordering Port Road and 2 storey buildings adjacent to dwellings to avoid overshadowing and inconsistent character.</i></p>	<p>29.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a 	<p>29.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>maximum of two storeys west of Murray Street.</p> <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p>29.2 Indicated that infill has depleted green canopy and increased warming, inconsistent with the government drive for a green Adelaide. Welcomed recent street tree planting although insufficient to compensate for the continuing loss.</p>	<p>29.2 The proposed policy seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p> <p>A further policy proposed in the Code Amendment seeks the provision of public open space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the</p>	<p>29.2 No further amendments proposed to the draft Code Amendment.</p>

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space, which provides another opportunity for increased tree canopy within the Affected Area. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.	
		<i>29.3 Acknowledged developers will have to provide green areas for residents' but considers the proportion allocated to be inadequate.</i>	29.3 The provision for private open space is addressed in the Government's planning and Design Code under General Development Policies, ,Design in Urban Areas, Table 1 – Private Open Space. In summary for a typical detached or semi-detached dwelling the Government's Code requires 24m ² of private open space for a dwelling with a site area less than 301m ² or 60m ² of private open space for a dwelling with a site area greater than or equal to 301m ² .	29.3 No further amendments proposed to the draft Code Amendment.

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			<p>The assessment of private open space for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The submissions suggestion for greater private open space is noted however, the Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code. Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code.</p>	
		29.4 <i>Outlined issues of wind tunnels with multiple apartments in winter and heat during summer.</i>	<p>29.4 The Government's Planning and Design Code contains policies that address scale and form that does not unreasonably dominate or overshadow nearby established residences and the public streetscape generally e.g. graduated building height profile.</p> <p>Following submissions received a review to modify building heights has also been considered and resulted in</p>	29.4 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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			<p>further amendments to the draft Code Amendment.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft Code Amendment and the existing residential area, noting that two-storey built form is also envisaged in this existing Zone.</p>	
		29.5 Indicated insufficient car parking is provided.	<p>29.5 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a</p>	29.5 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	

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		<p>29.5 <i>Concerns with increased traffic flows. Indicated it is currently difficult to turn into West Lakes Boulevard at certain times, including weekends. Potential traffic increase along Glyde Street was not addressed in the Code Amendment.</i></p> <p><i>Indicated that increased parking at Albert Park and St Clair railway stations may be necessary and bus services on Port Rd were reduced by previous government. Go zone no longer operates from Woodville road.</i></p>	<p>29.5 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.</p> <p>The investigations indicated that Glyde Street has limited connectivity from the Affected Area. This is because of the full road closure on Murray Street at Osborne Street and Malin Street is exit only onto Murray Street.</p> <p>Further, the draft Code Amendment proposes through a Concept Plan Map that future development from the Affected Area fronting Glyde Street should utilise vehicle access from Murray Street. The proposed Concept Plan Map was highlighted under Section 4.5 – Recommended Policy Changes within the draft Code. The specific location, configuration of vehicle access in this location would ultimately be assessed as part of a future development application should the Code Amendment be authorised. A departure from the proposed policy (should it be authorised) would also need to be assessed on its merits as part of a future development application process.</p>	<p>29.5 While no amendments can be made in this draft Code Amendment to address the service levels of public transport, it is recommended that Council continue to advocate for improving public transport services within Charles Sturt to support future residential infill aligned with the Government's strategic directions.</p>

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			<p>The issue of parking at the Albert Park and St Clair railway stations and bus services are the responsibility of the Government (Department of Infrastructure and Transport (DIT) – Public Transport Division) and are beyond the scope of this Code Amendment process.</p>	
30	Anakin Daniel	<p>30.1 <i>Indicated they are a land owner within the Affected Area and objects to multi-storey development.</i></p> <p><i>Indicated that they purchased the property as a character home surrounded by other single-storey character homes, in a quiet area with no windows overlooking the backyard.</i></p> <p><i>Indicated that the consultation stated in the mailout to residents that copies of the amendment would be freely available in all libraries and Civic Centre for a period of 2 months, but took 3 visits before Charles Sturt Council staff provided a copy of the draft Code Amendment.</i></p>	<p>30.1 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. 	<p>30.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

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			<p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p> <p>Concerns raised about their ability to view the draft Code Amendment are acknowledged. Hard copies were provided at Council's Civic Centre and in the Woodville library and other libraries in the City. It is unfortunate staff at the time of requesting to view a copy of the draft Code Amendment were not able to provide it straight away. A copy of the draft Code Amendment was also able to be viewed electronically and a copy of these links to Council's YourSay website and the SA Planning Portal were provided in the letter sent to adjacent properties.</p>	
		30.2 <i>Indicated that the private owner of the 4-hectare property on the corner of Murray Street has not paid 50% of costs for this consultation because he loves codes. He expects to make a profit.</i>	30.2 Comments Noted. Council has had in place for many years a Privately Funded Code Amendments Policy which allows a proponent to seek through a Council led process the initiation of a rezoning to occur if it meets the State's and Council's Strategic directions. The Policy allows rezoning investigations to occur that are not City-wide based rezoning proposals without financially affecting Council. Several privately funded	30.2 No further amendments proposed to the draft Code amendment.

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			<p>rezoning proposals have occurred in the City of Charles Sturt over the past twelve years. Therefore, the practice of privately funded Code Amendment processes is a standard practice in this City as well as other local government areas.</p> <p>With regards to this Code Amendment process it is partly funded as the proponent only controls a portion of the rezoning Affected Area. It was deemed appropriate to investigate rezoning the balance of the Affected Area to ensure any proposed rezoning was undertaken in a coordinated manner with appropriate interface.</p> <p>While the process is partly-privately funded Council is the Designated Entity undertaking the Code Amendment process. A final recommendation on the Code Amendment rests with Council and not the proponent. Following a decision of Council, the final decision on the Code Amendment will be determined by the Minister for Planning.</p>	
		30.3 <i>Privacy Issue – Indicated do not want the rear of their house, and garden, to be overlooked by people in apartments or office buildings.</i>	30.3 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services	30.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

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		<p><i>Indicated that the mixed-use amendment proposes buildings of up to three storeys looking straight down into her home (map provided).</i></p>	<p>as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p> <p>Issues relating to overlooking adjoining properties is acknowledged. The Government's Planning and Design Code contains existing policies that address building siting and design, staggered setbacks and screening techniques to mitigate this potential issue at a development application stage.</p>	

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		<p>30.4 <i>Wellbeing – Indicated their peace and privacy are healing and potential noise, overwhelm and crowding are not.</i></p>	<p>30.4 Noted. Refer to amendments proposed in response row 30.3.</p>	<p>30.4 Refer to proposed amendments in row 30.3.</p>
		<p>30.5 <i>Noise - There is as great a need for legislation for the provision of mandatory soundproofed 'noise' centres as there is for 'greenspace'. There is no explanation in the draft amendment, or in any Plan SA legislation I have yet discovered, as to how increased exposure to stressful levels of noise - resulting from the government's attempts to force people to live in closer proximity - would be mitigated.</i></p> <p><i>Charles Sturt Council does not currently make any provision for people to play their acoustic drums, noisy electric guitars etc. anywhere but in private homes, thus tormenting unfortunate neighbours for hours on end. It is left entirely to those individuals with inconsiderate neighbours to manage noise pollution problems themselves. This is usually achieved by calling the police in desperation.</i></p>	<p>30.5 In should be noted that the land currently to the east is located in the Strategic Employment Zone. This zone seeks a range of industrial, logistical, warehousing, storage, research and training land uses.</p> <p>The draft Code Amendment proposes a new zone over this area identified as the Housing Diversity Neighbourhood Zone. This proposed zone is less intensive in envisaged land uses and generally seeks medium density housing supporting a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. While this zone also seeks non-residential land uses these include land uses such as small scale retail, offices and consulting rooms rather than industrial and warehousing envisaged in the current Strategic Employment Zone.</p> <p>Issues of local noise nuisance between private properties is beyond the scope of this draft Code Amendment and is dealt with under the <i>Local Nuisance and</i></p>	<p>30.5 No further amendments proposed to the draft Code amendment.</p>

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			<p><i>Litter Control Act 2016</i>, which came into effect on 1 July 2017.</p> <p>Local noise nuisance can originate from residential, commercial or industrial sources including but not limited to, construction activities, demolition and concrete pours, air conditioning units, pool pumps and spas, events and festivals, generators, power tools, machinery, mowers, leaf blowers and mulchers. Matters relating to local noise nuisance can be reported to the local government authority to investigate and take action if necessary.</p>	
		30.6 <i>Crowding – Concerns with people living in close proximity does not generate ‘community’ as much as stress.</i>	30.6 Noted. Refer to amendments proposed in response row 30.3 regarding a proposed reduction in built form.	30.6 Refer to proposed amendments in row 30.3.
		30.7 <i>Unjustifiable hardship – Indicated that if multi-storey development permitted to be built over looking their home, will be forced to move to obtain the same degree of peace and privacy elsewhere. Indicated moving elsewhere into a similar dwelling would be more expensive, and difficult to secure loans.</i>	30.7 Noted. Refer to amendments proposed in response row 30.3 regarding a proposed reduction in built form.	30.7 Refer to proposed amendments in row 30.3.
		30.8 <i>Compensation – Indicates that the draft amendment does not make any mention of compensating people for loss in property values caused by proposed overdevelopment of primarily residential area. Cited residents on Portrush Road were compensated</i>	30.8 Refer to amendments proposed in response row 30.3 regarding a proposed reduction in built form noting that two-storey built form is also permissible in the General Neighbourhood Zone that also surrounds the submitter. In terms of	30.8 Refer to proposed amendments in row 30.3

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		<i>when the road was widened, for example.</i>	property values, courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.	
		30.9 <i>Environmental Pollution concerns raised indicating that residents have previously been advised by the Environmental Protection Agency that the site of the proposed Murray Street development (formerly a tin can factory) is a source of toxic vapours arising from the soil.</i>	<p>30.9 Environmental Assessment formed part of the Code Amendment investigations (refer to section 4.4.9 – Site Contamination). The investigations involved a Preliminary Environmental Assessment as well as an Interim Auditor's Advice by the proponent for the 24-30 Murray Street site, which was a requirement by the EPA. A copy of these investigations were included as Attachments to the draft Code Amendment that was consulted.</p> <p>It is clear from the above investigations that a level of site contamination is apparent within the Affected Area which will require remediation prior to being appropriate for sensitive land uses. These investigations and remediation processes can be further advanced as part of future development applications.</p> <p>Development for a more sensitive land use on sites where potentially contaminating activities are known to have occurred will trigger a referral to</p>	30.9 No further amendments proposed to the draft Code Amendment.

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			<p>the EPA, and require a Statement of Site suitability (or potentially an Auditor's statement). As such, the Planning, Development and Infrastructure Act, 2016 and supporting Regulations, 2017 provide sufficient rigour to ensure contamination is appropriately addressed as part of the development application stage.</p> <p>The investigations concluded that 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.</p> <p>The draft Code Amendment has been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.</p>	
		30.10 <i>Aesthetics issues raised citing West Lakes Boulevard, St Clair, Woodville West – no attempt to blend in with surrounding architecture.</i>	30.10 Noted. Albert Park is not located in a Historic Area Overlay nor a Character Area Overlay and is predominantly located within the General Neighbourhood Zone, which desires low to medium density housing and	30.10 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received

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			<p>can accommodate more contemporary designs.</p> <p>The Affected Area proposed for rezoning is located primarily within the Strategic Employment and Employment Zone. The draft policy seeks a reduced built form at the interface with the neighbouring General Neighbourhood Zone. The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	through the consultation process
31	Carlo Meschino	<i>31.1 Requested to be verbally heard at the Public Meeting on Monday 20 June 2022.</i>	31.1 Noted.	31.1 No further amendments proposed to the draft Code Amendment.
		<i>31.2 Raised the issue of no public parks within Albert Park.</i>	31.2 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to	31.2 No further amendments proposed to the draft Code Amendment.

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			provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.	
		<i>31.3 Raised traffic control issues in local streets such a Glyde Street connecting West Lakes Boulevard and Port Road citing vehicles not giving way to cross traffic in the Glyde Street and Osborne Street intersection.</i>	31.3 Comments noted. The design and priority of the intersection will be reviewed with the design stage of the development and any future major road renewal works in Glyde Street.	31.3 No further amendments proposed to the draft Code Amendment.
		<i>31.4 Issue raised on potential noise from air conditioner units from overdeveloped housing.</i>	31.4 The installation of domestic air conditioning units on future housing is defined as accepted development under the Government South Australian Planning and Design Code (Code). Classes of development	31.4 No further amendments proposed to the draft Code Amendment.

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			<p>classified as 'accepted development' is detailed under section 104 of the Planning, Development and Infrastructure Act, 2016, if all of the corresponding criteria in the Zone table are satisfied, it does not require planning consent. Generally the criteria involves not located in a area that is covered by the Code's Local Heritage Place Overlay, State Heritage Area Overlay or State Heritage Place Overlay and is installed on or within an existing dwelling, does not encroach on a public street or if the associated building is in a Historic Area Overlay, no part of the item, when installed, will be able to be seen by a person standing at ground level in a public street.</p> <p>Potential noise emissions from air conditioning units can be investigated under the <i>Local Nuisance and Litter Control Act 2016</i>, which came into effect on 1 July 2017. Refer to response in row 30.5.</p>	
		31.5 <i>Issue raised with traffic noise and traffic congestion.</i>	31.5 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.	31.5 No further amendments proposed to the draft Code Amendment.

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			<p>The investigations indicated that Glyde Street has limited connectivity from the Affected Area. This is because of the full road closure on Murray Street at Osborne Street and Malin Street is exit only onto Murray Street.</p> <p>Further, the draft Code Amendment proposes through a Concept Plan Map that future development from the Affected Area fronting Glyde Street should utilise vehicle access from Murray Street. The proposed Concept Plan Map was highlighted under Section 4.5 – Recommended Policy Changes within the draft Code. The specific location, configuration of vehicle access in this location would ultimately be assessed as part of a future development application should the Code Amendment be authorised. A departure from the proposed policy (should it be authorised) would also need to be assessed on its merits as part of a future development application process.</p>	
		<i>31.6 Concerned with the character of the locality being compromised with two sets of planning rules.</i>	31.6 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.	31.6 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		31.7 Concerned with the occupancy of future homes being rented rather than owner occupied.	31.7 Future tenure cannot be known through the draft Code Amendment process. The State's Planning and Design Code is a statutory instrument to guide development applications and contains policy to address desired land uses such as types of dwelling forms or non-residential land uses. Consideration of tenure for the	31.7 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			proposed built form is not within the scope of this draft Code Amendment.	
		<i>31.8 Raised concerns with potential loss of natural light and air flow with high rise residential buildings and effects on climate change.</i>	<p>31.8 The Government's 30 Year Plan for Greater Adelaide contains policies around climate change including delivering a more compact urban form to reduce vehicle travel and associated greenhouse gas emissions. The Affected Area aligns to this policy with the Affected Area considered suitable in location for infill opportunity in close proximity to established public transport services.</p> <p>In terms of natural light, amendments are proposed following the consultation process to reduce the proposed built form. Refer to response in row 31.6.</p>	31.8 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		<i>31.9 Concerns raised over potential blocking of television and digital communication for existing single storey homes in the locality.</i>	31.9 Refer to response in row 31.6 regarding amendments to the proposed built form. It should be noted that the Affected Area is currently located in the Strategic Employment and Employment Zones, which envisages a maximum building height of 12.0 metres for industrial related land uses	31.9 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		<i>31.10 Concerns over health issues and increase in crime levels through high density buildings.</i>	31.10 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher form of residential density and is not considered a planning matter to	31.10 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			address in the scope of the draft Code Amendment.	
		31.11 Considers there is a lack of buffer zones between the existing homes and the amended area.	<p>31.11 Currently the Affected Area which interfaces the existing General Neighbourhood Zone is located predominantly in the Strategic Employment Zone. This zone seeks a range of industrial, logistical, warehousing, storage, research and training land uses.</p> <p>The draft Code Amendment proposes a new zone over this area identified as the Housing Diversity Neighbourhood Zone (within the location of the submittor). This proposed zone is less intensive in envisaged land uses and generally seeks medium density housing supporting a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. While this zone also seeks non-residential land uses these include land uses such as small scale retail, offices and consulting rooms rather than industrial and warehousing envisaged in the current Strategic Employment Zone.</p> <p>Further amendments are proposed following the consultatuion process to reduce</p>	31.11 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			the proposed built form. Refer to response in row 31.6.	
		<i>31.12 Considers over capitalization of the area.</i>	31.12 Refer to response in row 31.6, where amendments are proposed to reduce the proposed built form adjacent to the existing residential area located in the General Neighbourhood Zone.	31.12 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		<i>31.13 Raised the issue of the lack of suitable public open space.</i>	31.13 Refer to response in row 31.2.	31.13 No further amendments proposed to the draft Code Amendment.
		<i>31.14 Raised environmental concerns over the land for potential residential uses regarding contamination from previous manufacturing activities.</i>	<p>31.14 Environmental Assessment formed part of the Code Amendment investigations (refer to section 4.4.9 – Site Contamination). The investigations involved a Preliminary Environmental Assessment as well as an Interim Auditor's Advice by the proponent for the 24-30 Murray Street site, which was a requirement by the EPA. A copy of these investigations were included as Attachments to the draft Code Amendment that was consulted.</p> <p>It is clear from the above investigations that a level of site contamination is apparent within the Affected Area which will require remediation prior to being appropriate for sensitive land uses. These investigations and remediation processes can be further advanced as</p>	31.14 No further amendments proposed to the draft Code Amendment.

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			<p>part of future development applications.</p> <p>Development for a more sensitive land use on sites where potentially contaminating activities are known to have occurred will trigger a referral to the EPA, and require a Statement of Site suitability (or potentially an Auditor's statement). As such, the Planning, Development and Infrastructure Act, 2016 and supporting Regulations, 2017 provide sufficient rigour to ensure contamination is appropriately addressed as part of the development application stage.</p> <p>The investigations concluded that 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.</p> <p>The draft Code Amendment has been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.</p>	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		<i>31.15 Indicated large amounts of asbestos from old buildings and factories.</i>	31.15 Acknowledged. Concerns regarding future removal of industrial buildings that may contain materials such as asbestos is outside the scope of the draft Code Amendment. With regards to future demolition this matter will be dealt with following any future development approvals for proposed land uses in accordance with an approved remediation plan, and the requirements of relevant legislation such as the <i>Environment Protection Act 1993</i>	31.15 No further amendments proposed to the draft Code Amendment.
		<i>31.16 Indicated there was no mention of the future of the 1880's home formally owned by John Fletcher on the Gadsden site at 24-30 Murray Street.</i>	31.16 The building is not listed as a State or Local Heritage Place in Charles Sturt and therefore it is not protected by demolition controls policies under the Government's Planning and Design Code. The consideration of proposing this building for heritage protection is not within the scope of this draft Code Amendment process.	31.16 No further amendments proposed to the draft Code Amendment.
		<i>31.17 Concerns raised over the devalue of existing properties.</i>	31.17 Comments noted however Courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.	31.17 No further amendments proposed to the draft Code Amendment.
		<i>31.18 Concerns with overshadowing.</i>	31.18 Issue noted. The South Australian Planning and Design Code contains policies in the general section to assess future development against matters relating to overshadowing with minimum design standards used	31.18 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>to protect habitable rooms and private open space of adjacent residential land uses.</p> <p>Following a review of the submissions received amendments to building heights is also proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	concerns received through the consultation process.
		<i>31.19 Concerns raised over tree retention of significant trees.</i>	31.19 The Affected Area is largely devoid of established trees with the exception of a portion of the Affected Area between Glyde and Murray Streets. Some trees are located on private land while others are located on public road reserve. Any trees identified as Regulated trees under	31.19 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>the <i>PDI Act</i> are protected and require a development application to be lodged to seek any tree damaging activity. A development application for removal of a Regulated tree could occur (regardless of the re-zoning process), which would be assessed on its merits by the planning authority. As the Code Amendment is a rezoning process it does not propose removal of Regulated trees.</p> <p>Policy amendments are proposed in the draft Code Amendment for the desire of public open space in the form of a local park. The policy desire for public open space provides an opportunity for trees and smaller vegetation to be planted within the Affected Area.</p> <p>The proposed policy also seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks future residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and</p>	

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			deep soil zones for development for different lot size scenarios.	
		<i>31.20 Concerns the Code Amendment does not address climate change/global warming.</i>	31.20 The Government's 30 Year Plan for Greater Adelaide contains policies around climate change including delivering a more compact urban form by locating 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 and in turn better protect other peri-urban sprawl encroaching unnecessarily on areas such as our valued wine regions and food production areas among others. The Affected Area aligns to this policy with the Affected Area considered suitable in location for infill opportunity in close proximity to established services.	31.20 No further amendments proposed to the draft Code Amendment.
		<i>31.21 Indicated that the Code Amendment does not address areas for water retention.</i>	31.21 Flooding and stormwater management formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m ³ to meet Council's criteria to limit flows to less than that existing catchment. The Code Amendment recommended that flooding and stormwater	31.21 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p> <p>The draft Code Amendment also proposes the identification of potential water sensitive urban design basins within the future open space areas in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.</p>	
		<i>31.22 Concerns with no proposal for tree corridors.</i>	31.22 Refer to response in row 31. 19.	31.22 No further amendments proposed to the draft Code Amendment.
		<i>31.23 Indicated the proposal does not provide for traditional family accommodation and open space.</i>	31.23 The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential development and commercial development to make better use of	31.22 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment. Consideration of a zone that did not achieve a higher density than adjacent residential areas would not address the objectives of this rezoning process.</p> <p>The proposed Housing Diversity Neighbourhood Zone like other 'Neighbourhood' Zones in the Governments Planning and Design Code envisages a variety of dwelling types to cater for various household types in areas close to public transport and other services.</p>	
		<i>31.24 Raised concerns regarding rates that are paid which do not reflect the proposed outcomes from the amalgamation of councils.</i>	31.24 Concerns acknowledged, however cannot be addressed within the scope of this draft Code Amendment.	31.24 No further amendments proposed to the draft Code Amendment.
32	Mark Hill	<i>32.1 Indicated most residents would like to see the old Gadgens site developed and this should be of more importance than affecting other areas in the proposal.</i>	32.1 Noted.	32.1 No further amendments proposed to the draft Code Amendment.
		<i>32.2 Concerns raised over privacy through the proposed three storey housing developments to the rear of their property.</i>	32.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services	32.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
			<p>as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
33	Matt Minagall SA Water	<i>43.1 Advised that SA Water currently provides water and sewerage services to the area subject the above code amendment.</i>	43.1 Noted.	43.1 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		<p>43.2 <i>Advised networks augmentation may be required should the proposed rezoning generate an increase in existing demands.</i></p> <p><i>Advised the extent and nature of the augmentation works (if required) will be dependent on the final scope and layout of the future developments and will be required to comply with the SA Water Technical Standards including those for the minimum pipe sizing (refer to 2nd paragraph of the "Provision of Infrastructure" section on page 2).</i></p>	43.2 Noted.	43.2 No further amendments proposed to the draft Code Amendment.
		43.4 <i>SA Water Planning - The information contained in the Code Amendment document regarding future re-zoning and land development will be incorporated in SA Water's planning process.</i>	43.4 Noted.	43.4 No further amendments proposed to the draft Code Amendment.
		43.5 <i>Protection of Source Water - Development/s shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water.</i>	43.5 Matters are addressed in planning policies contained in the Code.	43.5 No further amendments proposed to the draft Code Amendment.
		43.6 <i>Provision of Infrastructure - All applications for connections needing an extension to SA Water's water/wastewater networks will be assessed on their individual commercial merits. Where more than one development is involved, one option may be for SA Water to establish an augmentation charge</i>	43.6 Noted, but comment relates more to the infrastructure requirements in undertaking individual development proposals for land. They do not have any direct implications for the draft Code Amendment.	43.6 No further amendments proposed to the draft Code Amendment.

Written Submission No.	Author	Summarised comments of written submissions received during the consultation	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
		<p><i>for that area which will also be assessed on commercial merits.</i></p> <p><i>SA Water has requirements associated with commercial and multi-storey developments as outlined below:</i></p> <ul style="list-style-type: none"> <i>- Multi-storey developments: For buildings with 5 stories and above, a minimum of DN150 water main size is required. For buildings with 8 stories and above, a minimum of DN 200 water main size is required.</i> <i>- Commercial/Industrial developments: A minimum of DN 225 receiving main size is required for sewer and a minimum DN 150 main size for water.</i> 		
		<p>43.7 Trade Waste Discharge Agreements</p> <ul style="list-style-type: none"> <i>- Any proposed industrial or commercial developments that are connected to SA Water's wastewater infrastructure will be required to seek authorisation to permit the discharge of trade waste to the wastewater network. Industrial and large dischargers may be liable for quality and quantity loading charges.</i> 	<p>43.7 Noted but comment relate more to the infrastructure requirements in undertaking individual development proposals for land. They do not have any direct implications for the draft Code Amendment.</p>	<p>43.7 No further amendments proposed to the draft Code Amendment.</p>

6.4 Response and recommendations to verbal submissions received at the Public Meeting

Table 4, outlines all the verbal submission received during the engagement process at Council's Public Meeting held on 20 June 2022, including a summary of the feedback, Council's response to feedback and any proposed changes to the Code Amendment resulting from the feedback received.

No.	Name	Summary of verbal submissions made at the Public Meeting	Response by the City of Charles Sturt	Proposed Policy Amendments to the draft Code Amendment
1.	Marlene Maretis (written submission No. 15)	<i>1.1 Name called by the Chair but did not come forward.</i>	1.1 No response.	1.1 No further amendments proposed to the draft Code Amendment.
2.	Craig Harris (written submission No. 16)	<i>2.1 Name called by the Chair but did not come forward.</i>	2.1 No response.	2.1 No further amendments proposed to the draft Code Amendment.
3.	Arna Femia (written submission No. 18)	<i>3.1 Name called by the Chair but did not come forward.</i>	3.1 No response.	3.1 No further amendments proposed to the draft Code Amendment.
4.	Rita and Geoff Eason 36 Glyde Street Albert Park (written submission No. 27)	<i>4.1 Not anti-development so anything proposed would be an improvement.</i>	4.1 Noted.	4.1 No further amendments proposed to the draft Code Amendment.
		<i>4.2 Indicated difficult to understand the Code Amendment.</i>	4.2 Concern acknowledged. One of the objectives of the engagement process was to provide easy to understand written and graphic materials that explain and demonstrate the impacts of the proposed policy changes on the nature and scale of built form in the area. While the nature of the draft Code Amendment document is detailed due to the number of investigations undertaken to support the proposed policy approach, a more simplified information brochure and additional information was presented in the mailout to adjacent land owners to explain what was proposed.	4.2 No further amendments proposed to the draft Code Amendment.

			<p>The consultation process also involved an eight (8) week period between Monday 21 March to Monday 23 May 2022, followed by a Public Meeting to allow verbal submissions to be heard in addition to written submissions received.</p> <p>A direct mail out to adjacent property owners was included in the process (approximately 959 letters) contained information on the proposed new zones and building heights, how to access the draft Code, a copy of an information brochure and importantly encouraged any queries to contact Council staff during the consultation process by phone and/or email to discuss any queries on the draft Code Amendment.</p> <p>The Code Amendment consultation also included:</p> <ul style="list-style-type: none"> • A formal notice in the Advertiser newspaper. • Correspondence to relevant Government agencies/departments, adjoining Councils, and Members of Parliament. • A 'yoursay' web page with information to the draft Code Amendment, the ability to ask questions and an online submission option. • Information on the South Australian Planning Portal. • Hard copies of the draft Code Amendment and information brochures provided at all Council libraries and the Civic Centre. 	
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		<p>4.3 <i>Concerned with car parking within the locality.</i></p> <p><i>Indicated they cannot park a vehicle in Spence Street in the past and the proposal will make things worse.</i></p> <p><i>Indicated there are never any car parks at the rail station.</i></p>	<p>4.3 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's</p>	<p>4.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>
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			<p>Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p> <p>The issue of parking at the Albert Park railway station is the responsibility of the Government (Department of Infrastructure and Transport (DIT) – Public Transport Division) and is beyond the scope of this Code Amendment process. An invitation to comment on the draft Code Amendment was submitted to DIT but no submission was received during the consultation process.</p>	
		<p><i>4.4 Raised concerns with stormwater. Indicated they have been inundated with stormwater at their premises twice.</i></p>	<p>4.4 Flooding and stormwater management formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m³ to meet Council's criteria to limit flows to less than that existing catchment.</p> <p>The Code Amendment recommended that flooding and stormwater management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter</p>	<p>4.4 No further amendments proposed to the draft Code Amendment.</p>

			<p>within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p> <p>The draft Code Amendment also proposes the identification of potential water sensitive urban design basins within future open space areas in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.</p>	
		4.5 <i>Seeking green open space.</i>	<p>4.5 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.</p>	4.5 No further amendments proposed to the draft Code Amendment.

		4.6 <i>Concerns raised with 3 storey building heights.</i>	<p>4.6 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built form from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	4.6 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		4.7 <i>Indicated provision of garages issue as most people don't use garage for vehicle storage and use public streets to park.</i>	4.7 Concerns noted and agreed. As detailed in response in row 4.3, Council has previously made submissions to the Government advocating for improved standards in the Government's Code regarding garage dimensions. This	4.7 While no amendments can be made in this draft Code Amendment to increase garage dimensions for residential development within

			matter can be reiterated by Council as a separate issue for the Minister to consider.	the Code, it is recommended that Council continue to advocate improved standards to the Minister for consideration.
		4.8 <i>Seeking to have a set of traffic lights at the end of the street.</i>	4.8 In terms of potential traffic lights at the Glyde Street/Port Road intersection internal traffic engineering advice indicates the warrant for signalling intersections requires the approval of the Department of Infrastructure and Transport and is determined based on minimum movements <i>per hour</i> through the intersection, excluding left turn movements. This matter is beyond the scope of this draft Code Amendment.	4.8 No further amendments proposed to the draft Code Amendment.
		4.9 <i>Seeking the same rules apply on their side to Glyde Street to apply on the other side proposed in the draft Code Amendment.</i>	4.9 Refer to response in row 4.6 with proposed amendments to built form in the proposed Housing Diversity Neighbourhood Zone, consistent with the maximum built form permissible in the adjacent General Neighbourhood Zone.	4.9 Refer to proposed policy amendments in row 4.6.
Questions raised by the City Services Committee Members				
<p>Qu: Cr McGrath – Everything you mentioned is what Elected Members hear every day. When you said they are planning to build who do you by they?</p> <p>Ans: The developers, the concept shown has potential 3 storey and 4 storeys. Parking in the day and evening is very different.</p> <p>Qu: Cr Hibeljic – I think parking is going to be an issue what can be done about parking to the staff.</p> <p>Ans: This is rezoning process not a development proposal. Off-street car parking ratios are dictated by the SA Planning and design Code which cannot be amended through this draft Code Amendment process.</p>				
5	Alicja Cummins 62 Botting Street Albert Park (written submission No. 28)	<p>5.1 <i>Understands the height in Glyde Street was up to 4 storeys high. If only 2 and 3 storeys still objects.</i></p> <p><i>Concerned with privacy for over two storeys over neighbouring properties.</i></p>	5.1 The building height adjacent to Glyde Street was proposed at a maximum of 3 storeys. The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.	5.1 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

			<p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		5.2 <i>Is there going to be public open space provided.</i>	5.2 Refer to response in row 4.5.	5.2 No further amendments proposed to the draft Code Amendment.
		5.3 <i>Car parking issues raised.</i>	<p>5.3 The issue of car parking and spill out onto public streets is noted and acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified</p>	5.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.

			<p>within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p>	
		5.4 <i>Good public transport services during working hours but not weekends.</i>	5.4 Noted.	5.4 No further amendments proposed to the draft Code Amendment.
		5.5 <i>Concerned with traffic congestion.</i>	5.5 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.	5.5 No further amendments proposed to the draft Code Amendment.

6	Carlo Meschino 42 Glyde Street Albert Park (written submission No. 31)	6.1 <i>Indicated he is a long term resident for over 60 years.</i>	6.1 Noted.	6.1 No further amendments proposed to the draft Code Amendment.
		6.2 <i>Outlined lack of public parks in Albert Park.</i>	6.2 Refer to response in row 31.2.	6.2 No further amendments proposed to the draft Code Amendment.
		6.3 <i>Indicated that Albert Park still has a 50km speed zone and should be reduced to 40km.</i>	6.3 The allocation of speed limits is not within the scope of this draft Code Amendment. Council has however undertaken steps to create 40km speed zones in the City of Charles Sturt over the last few years. 40km/h speed limits are an affordable option to improve road safety. Discussions with Council's Strategy and Assets Portfolio indicated that Council's first intervention from a road safety perspective for broader precincts is to roll out 40km/h speed limits. Council is consulting on 40km/h in Albert Park, Hendon and Royal Park this financial year. High level traffic management considerations were also included in Council's Your Neighbourhood Plan process and future asset renewal works in the area will also respond to any traffic management and road safety concerns as has occurred with the recent renewal of the road assets in May Street.	6.3 No further amendments proposed to the draft Code Amendment.
		6.4 <i>Indicated not against development.</i>	6.4 Noted.	6.4 No further amendments proposed to the draft Code Amendment.
		6.5 <i>Against bad development not considering community views.</i>	6.5 Noted.	6.4 Further policy amendments are proposed following the completion of the consultation process.
		6.6 <i>Cited May Street in particular - Council claims redeveloped to</i>	6.7 The May Street Program involving reconstruction of the public road reserve	6.7 While no amendments can be made in this draft Code

		<p><i>beautify the area but it is segregated from the other streets. Indicated the May Street program took out a lot of trees along the street and replaced with pavement and will make the area hot.</i></p> <p><i>Indicated the Program has also taken away car parks in the street which will compound the car parking issue.</i></p>	<p>is a civil works project and is not within the scope of this draft Code Amendment.</p> <p>The issue of car parking is acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the</p>	<p>Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>
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			creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.	
		6.7 <i>Suggest there is already traffic congestion particularly on West Lakes Boulevard.</i>	<p>6.7 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p> <p>The investigations indicated that West Lakes Boulevard is a sub-arterial road under the care and control of DIT. The advice indicates that West Lakes Boulevard carries approximately 22,600 vpd. Arterial roads typically carry 20,000-40,000 and therefore there is capacity in this road network.</p>	6.7 No further amendments proposed to the draft Code Amendment.
		6.8 <i>Indicated urban consolidation continues on with blocks being divided up and trees lost in the area.</i>	<p>6.8 The proposed rezoning was initiated by Council and agreed by the Minister for Planning to commence the process. The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential development and commercial development to make better use of the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment.</p> <p>Consideration of a zone that did not achieve a higher density than adjacent</p>	6.8 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.

			<p>residential areas would not address the objectives of this rezoning process.</p> <p>Notwithstanding the above, following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Zone, noting that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone. • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area and reduce the potential future yield.</p> <p>In relation to the issue of trees, The Affected Area is largely devoid of established trees with the exception of a portion of the Affected Area between Glyde and Murray Streets. Some trees are located on private land while others are located on public road reserve. Any trees identified as Regulated trees under the <i>PDI Act</i> are protected and require a development application to be lodged to seek any tree damaging activity. A development application for removal of a Regulated tree could occur (regardless of</p>	
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			<p>the re-zoning process), which would be assessed on its merits by the planning authority. As the Code Amendment is a rezoning process it does not propose removal of Regulated trees.</p> <p>Policy amendments are proposed in the draft Code Amendment for the desire of public open space in the form of a local park. The policy desire for public open space provides an opportunity for trees and smaller vegetation to be planted within the Affected Area.</p> <p>The proposed policy also seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks future residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p>	
		6.9 <i>Issue raised with 3 storey built form. Suggests compact urban form does not get breezes between and rely on air conditioners – further noise impacts in the locality.</i>	6.9 Refer to above response in row 6.8.	Refer to above row 6.8.
		6.10 <i>Suggests the proposal does not take into account global warming.</i>	6.10 The Government's 30 Year Plan for Greater Adelaide contains policies around climate change including delivering a more compact urban form to	6.10 No further amendments proposed to the draft Code Amendment.

			reduce vehicle travel and associated greenhouse gas emissions. The Affected Area aligns to this policy with the Affected Area considered suitable in location for infill opportunity in close proximity to established public transport and other services.	
		6.11 <i>Suggested there are no plans to revegetate the area.</i>	6.11 Refer to response in row 31.19.	6.11 No further amendments proposed to the draft Code Amendment.
		6.12 <i>Suggested the proposal is not conducive to Australian family living.</i>	6.12 Refer to response in row 31.23.	6.12 No further amendments proposed to the draft Code Amendment.
		6.13 <i>Indicated the proposal is more conducive to tenants.</i>	6.13 Future tenure cannot be known through the draft Code Amendment process. The State's Planning and Design Code is a statutory instrument to guide development applications and contains policy to address desired land uses such as types of dwelling forms or non-residential land uses. Consideration of tenure for the proposed built form is not within the scope of this draft Code Amendment.	6.13 No further amendments proposed to the draft Code Amendment.
Questions raised by the City Services Committee Members				
<p>Qu: Cr Mitchell: what is your top 3 issues</p> <p>Ans: Loss of character, built form, social issues with more people in the area and potential increase in crime. Albert Park Adelaide's best kept secret close to services, the area not being taken seriously. Want the area to get better and not worse. Quality of life for future generations.</p>				
7	Mark Hill (written submission No. 32)	7.1 <i>Name called by the Chair but did not come forward.</i>	7.1 No response.	7.1 No further amendments proposed to the draft Code Amendment.
8	Stephen Mullighan MP Member for Lee Charles Street West Lakes (No written submission)	8.1 <i>Indicated that the community is not opposed to the rezoning outright and know the industrial land uses are coming to an end.</i>	8.1 Noted.	8.1 No further amendments proposed to the draft Code Amendment.
		8.2 <i>Indicated that he consulted with the community once he became aware of the rezoning.</i>	8.2 Noted.	8.2 No further amendments proposed to the draft Code Amendment.

		<p>8.3 <i>Suggests the overall the scale of the density not on Port Road but the internal streets is principle concern with 4 or 3 storeys.</i></p> <p><i>Indicated that these streets are lovely streets with tree coverage and are largely untouched.</i></p> <p><i>Seeking scale to Port Road and lowered in heights where interface with residential properties.</i></p>	<p>8.3 The building height adjacent to the existing General Neighbourhood Zone was proposed at a maximum of 3 storeys. The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	<p>8.3 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>
		<p>8.4 <i>Indicated traffic problems already in the locality, seeking Council to undertake a local</i></p>	<p>8.4 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to</p>	<p>8.4 No further amendments proposed to the draft Code Amendment.</p>

		<p><i>traffic management plan holistically.</i></p>	<p>exceed the capacity of the local road network and intersections.</p> <p>While the consideration for Council to undertake a local traffic management plan is not within the scope of this draft Code Amendment the suggestion is noted and will be conveyed to Council's Engineering Strategy and Assets Portfolio for consideration in future budget planning.</p> <p>Discussions with Council's Strategy and Assets Portfolio indicated that Council's first intervention from a road safety perspective for broader precincts is to roll out 40km/h speed limits. Council is consulting on 40km/h in Albert Park, Hendon and Royal Park this financial year.</p> <p>High level traffic management considerations were also included in Council's Your Neighbourhood Plan process and future asset renewal works in the area will also respond to any traffic management and road safety concerns as has occurred with the recent renewal of the road assets in May Street.</p>	
		<p><i>8.5 Indicated that parking will be untenable in these streets with more development.</i></p>	<p>8.5 Car parking issues is acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All</p>	<p>8.5 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

			<p>proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p> <p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
Questions raised by the City Services Committee Members				
<p>Qu: Cr Mitchell: what zone do you think is warranted Ans: some higher density on Port Road would be acceptable With lower interface with the established neighbouring land uses not 3 or 4 storeys.</p>				

9	Francoise Piron 43 Murray Street Albert Park (No written submission)	9.1 <i>Indicated has lived in Albert Park for 23 years.</i>	9.1 Noted.	9.1 No further amendments proposed to the draft Code Amendment.
		9.2 <i>Indicated happy with the dead end in Murray Street.</i>	9.2 Noted. The traffic investigations indicated the modelling was based on the assumption that the road closure on Murray Street just north of Osborne Street will remain in place. The draft Code Amendment does not propose any change to this arrangement	9.2 No further amendments proposed to the draft Code Amendment.
		9.3 <i>Agrees with May Street project but considers too much concrete there.</i>	9.3 Comments acknowledged however the May Street road project is not within the scope of this draft Code Amendment.	9.3 No further amendments proposed to the draft Code Amendment.
		9.4 <i>Indicated does not an issue with parking.</i>	9.4 Noted.	9.4 No further amendments proposed to the draft Code Amendment.
		9.5 <i>Agrees with people living closer to the City.</i>	9.5 Noted.	9.5 No further amendments proposed to the draft Code Amendment.
		9.6 <i>Indicated that public transport there has less service today from since moved in and improved services need in considering greater infill.</i>	9.6 Acknowledge that public transport services should continue to be improved to ensure future infill developments as aligned to the Government's strategic directions take advantage of these existing services. The issue of bus services is the responsibility of the Government (Department of Infrastructure and Transport (DIT) – Public Transport Division) and are beyond the scope of this Code Amendment process.	9.6 While increases to public transport services are beyond the scope of this draft Code Amendment, it is recommended that Council continue to advocate for improved services in the City of Charles Sturt.
		9.7 <i>Support for more public open space in Albert Park.</i>	9.7 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple	9.7 No further amendments proposed to the draft Code Amendment.

			<p>ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.</p>	
		<p><i>9.8 Raised waste management as an issue indicating that little consideration is made for waste from urban consolidation.</i></p>	<p>9.8 Waste management is an important issue and is assessed in accordance with waste management plans produced during the development assessment stage for future individual developments.</p>	<p>9.8 No further amendments proposed to the draft Code Amendment.</p>
10	<p>Giovanni Meo 22 May Street Albert Park (No written submission)</p>	<p><i>10.1 Indicated has been a resident for 24 years and does not object to development.</i></p>	<p>10.1 Noted.</p>	<p>10.1 No further amendments proposed to the draft Code Amendment.</p>
		<p><i>10.2 Outlined that they have an issues with interface with the back of their property on Grace Street and concerned with privacy for 3 storey dwellings.</i></p>	<p>10.2 Concerns noted. The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. 	<p>10.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

			<p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
		<p><i>10.3 Issue with car parking indicating they cannot reverse out of their driveway.</i></p>	<p>10.3 Car parking issues is acknowledged as a common issue experienced within established residential areas not only within the City of Charles Sturt but generally in Metropolitan Adelaide.</p> <p>While Council cannot control the number of vehicles associated with a particular property, the draft Code Amendment outlined that ratios to accommodate off-street parking demand are identified within the South Australian Planning and Design Code for different types of land uses. All proposed developments are expected to provide parking on site in accordance with the Code's requirements as per Table 1- General Off-Street Car Parking Requirements within the Code. The assessment of off-street parking for a future development is considered at a development application stage and not as part of this draft Code Amendment.</p>	<p>10.3 While no amendments can be made in this draft Code Amendment to increase off-street car parking ratios for residential development within the Code, it is recommended that Council continue to advocate for a review of the Code's off-street car parking standards to the Minister for consideration.</p>

			<p>The Minister's agreement to initiate Council's Code Amendment process also specifically outlined that the scope of the proposed Code Amendment cannot include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code.</p> <p>Therefore, Council through this Code Amendment process cannot influence the creation or amendment of existing policy contained within the Government's Planning and Design Code such as the Code's existing off-street car parking ratios.</p> <p>It should be noted that Council has previously made submissions to the Government advocating for improved off-street car parking standards in the Government's Code as well as garage dimensions. These matters can be reiterated by Council as a separate issue for the Minister to consider.</p>	
		<p><i>10.4 Issues raised with stormwater indicating they have already experienced issues with stormwater would like to see public open space for flood mitigation.</i></p>	<p>10.4 Flooding and stormwater management formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m³ to meet Council's criteria to limit flows to less than that existing catchment.</p> <p>The Code Amendment recommended that flooding and stormwater</p>	<p>10.4 No further amendments proposed to the draft Code Amendment.</p>

			<p>management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p> <p>The draft Code Amendment also proposes the identification of potential water sensitive urban design basins within future open space areas in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.</p>	
		10.5 <i>Seeking frontages not to be 8 or 9 metres.</i>	<p>10.5 The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential development and commercial development to make better use of the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment.</p> <p>Consideration of a zone that did not achieve a higher density than adjacent residential areas would not address the objectives of this rezoning process.</p>	10.5 No further amendments proposed to the draft Code Amendment.

			<p>The proposed Housing Diversity Neighbourhood Zone like other 'Neighbourhood' Zones in the Governments Planning and Design Code envisages a variety of dwelling types to cater for various household types in areas close to public transport and other services. Minimum frontages permissible in the adjacent General Neighbourhood Zone include 9m for detached and semi-detached dwellings and 7m for row dwellings.</p>	
		<p><i>10.6 Traffic issues raised. Indicated if an accident on West Lakes Boulevard the local Street are used as a rat run.</i></p>	<p>10.6 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p> <p>The investigations indicated that West Lakes Boulevard is a sub-arterial road under the care and control of DIT. The advice indicates that West Lakes Boulevard carries approximately 22,600 vpd. Arterial roads typically carry 20,000-40,000 and therefore there is capacity in this road network.</p> <p>Discussions with Council's Strategy and Assets Portfolio indicated that Council's first intervention from a road safety perspective for broader precincts is to roll out 40km/h speed limits. Council is consulting on 40km/h in Albert Park, Hendon and Royal Park this financial year.</p>	<p>10.6 No further amendments proposed to the draft Code Amendment.</p>
11	Mario Vitagliano 6 Glyde Street	<p><i>11.1 Fully supports the comments by the other representations indicating being a long-term</i></p>	<p>11.1 Acknowledged.</p>	<p>11.1 No further amendments proposed to the draft Code Amendment.</p>

	Albert Park (No written submission)	<i>resident of 40 years plus and is proud of the locality.</i>		
		11.2 <i>Indicated not against the development but seeking a balance between character and new development.</i>	<p>11.2 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	11.2 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		11.3 <i>Seeking public open space (12.5%) and greater tree canopy.</i>	11.3 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green	11.3 No further amendments proposed to the draft Code Amendment.

			<p>Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels. The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location and configuration of desired future public open space would ultimately be assessed as part of a future land division application should the Code Amendment be authorised.</p> <p>With regards to trees the Affected Area is largely devoid of established trees with the exception of a portion of the Affected Area between Glyde and Murray Streets. Some trees are located on private land while others are located on public road reserve. Any trees identified as Regulated trees under the PDI Act are protected and require a development application to be lodged to seek any tree damaging activity. A development application for removal of a Regulated tree could occur (regardless of the re-</p>	
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			<p>zoning process), which would be assessed on its merits by the planning authority. As the Code Amendment is a rezoning process it does not propose removal of Regulated trees.</p> <p>As detailed above policy amendments are proposed in the draft Code Amendment for the desire of public open space in the form of a local park. The policy desire for public open space provides an opportunity for trees and smaller vegetation to be planted within the Affected Area.</p> <p>The proposed policy also seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks future residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p>	
		<p><i>11.4 Indicated encourage multistorey development on Port Road and critical to take into consideration infrastructure.</i></p>	<p>11.4 Refer to response in row 11.2 with regards to proposed building heights.</p> <p>The draft Code Amendment investigations included an infrastructure analysis. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to</p>	<p>11.4 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

			<p>service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p> <p>Flooding and stormwater management also formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m³ to meet Council's criteria to limit flows to less than that existing catchment.</p> <p>The Code Amendment recommended that flooding and stormwater management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p> <p>The draft Code Amendment also proposes the identification of potential</p>	
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			water sensitive urban design basins within future open space areas in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.	
		<p>11.8 <i>Outlined that the interface between the zone must have regard to the character of the suburb. Indicated their experience with interface issues with recent commercial development on Port Road and Glyde Street. Indicated that this development has spilt car parked onto the local street.</i></p> <p><i>Indicated the development originally considered the house next to the non-residential development and do not want to see that site rezoned for commercial as part of this Code Amendment.</i></p>	<p>11.4 Refer to response in row 10.3 regarding car parking policy. With regards to the issues experienced with the current interface this is acknowledged and while the current interface issues raised from existing non-residential land uses cannot be addressed within the scope of this draft Code Amendment, amendments are proposed in order to retain 1 Glyde Street, Albert Park within its current General Neighbourhood Zone to minimise potential increases in interface within this location.</p> <p>It should be noted however, that the General Neighbourhood Zone is a mixed use zone and does envisage along with residential land uses potential non-residential land uses including but not limited to consulting rooms, offices and shops.</p>	<p>11.5 Amend policy to the draft Code Amendment to maintain 1 Glyde Street, Albert Park within its current General Neighbourhood Zone to address interface concerns received through the consultation process.</p>
		11.6 Seeking no commercial creep into residential areas.	11.6 Refer to response in row 11.5.	11.7 Refer to proposed amendments in row 11.5.
Questions raised by the City Services Committee Members				
<p>Qu: Cr McGrath: understand you live to the non-residential; development on Port Road. Can you explain what the issues are:</p> <p>Ans: the issues were foreshadowed in the development proposal.</p> <p>Commercial car carrier business cannot park at times on Port Road and use local streets to park.</p> <p>The driveway bring traffic from Port Road onto Glyde Street.</p> <p>The proposal has caused parking issues on Glyde Street.</p> <p>Interface issue can be address with mature street planting. Understand the plan was approved with mature planting which has not eventuated.</p>				
12	Vanessa Kelly 16 Glyde Street Albert Park	12.1 Concerns around rezoning 1 Glyde Street for business uses.	12.1 Acknowledge the key issue is the proposed rezoning of 1 Glyde Street, Albert Park from its existing General	12.1 Amend policy to the draft Code Amendment to maintain 1 Glyde Street, Albert Park within its current General

	(No written submission)	<p><i>Indicated that owner of the dealership owns number 1 Glyde Street and currently zoned as General Neighbourhood Zone.</i></p> <p><i>Raised concerns with approved land use including car parking, landscaping, traffic movements and indicated previous application to bulldoze 1 Glyde Street to use for the dealership which was withdrawn.</i></p> <p><i>Concerned rezoning to Suburban Business Zone will allow site to be used for commercial land uses.</i></p> <p><i>If rezoned provides further applications to make the site for commercial zone and concerned would face commercial land uses in Glyde Street.</i></p> <p><i>Concerned with non-compliance of the approved land use conditions occurring since the development was built.</i></p> <p><i>Concerned with residential appeal of their street that is not commercial and impact on the value of their home making this site commercial.</i></p> <p><i>Concerned with increase traffic in the locality.</i></p>	<p>Neighbourhood Zone to a proposed Suburban Business Zone.</p> <p>With regards to the issues experienced with the current interface this is acknowledged and while the current interface issues raised from existing non-residential land uses cannot be addressed within the scope of this draft Code Amendment, amendments are proposed in order to retain 1 Glyde Street, Albert Park within its current General Neighbourhood Zone to minimise potential increase in interface within this location.</p> <p>It should be noted however, that the General Neighbourhood Zone is a mixed use zone and does envisage along with residential land uses potential non-residential land uses including but not limited to consulting rooms, offices and shops.</p>	<p>Neighbourhood Zone to address interface concerns received through the consultation process.</p>
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		<i>Indicated does not object to development in houses but more consideration to street appeal, character and traffic.</i>		
13	Doug Dippy 66 Selth Street Albert Park (No written submission)	13.1 <i>Agree with comments provided by others.</i>	13.1 Noted.	13.1 No further amendments proposed to the draft Code Amendment.
		13.2 <i>Indicated not opposed to development but it has to be smart development.</i>	13.2 Noted.	13.2 No further amendments proposed to the draft Code Amendment.
		13.3 <i>Indicated disappointment do not have a representative of our area here.</i>	13.3 Noted, however it should be acknowledged that the City Services Committee will make a recommendation on the draft Code Amendment when it is presented by staff for consideration. The recommendations of the Committee will require the endorsement of the full Council which includes both Elected Ward Members for the area.	13.3 No further amendments proposed to the draft Code Amendment.
		13.4 <i>Indicated no mention of improved public transport services.</i>	13.4 The draft Code Amendment did examine existing public transport within the locality in Section 4.4.6 Pedestrian & Bicycle Planning/Integration with Public Transport. The investigations identified that <i>'Almost the entire Affected Area is within 800m of the Albert Park train station, the major attractor nearby. Due to the nature of West Lakes Boulevard at this stretch between Port Road and Glyde Street, and the provision of pedestrian refuges, this is easily accessible. The small area beyond this 800 metres has good access to a bus route on West Lakes Boulevard, and – subject to crossing Port Road – adequate access to bus routes on Port Road and even the</i>	13.4 While increases to public transport services are beyond the scope of this draft Code Amendment, it is recommended that Council continue to advocate for improved services in the City of Charles Sturt.

			<p><i>Cheltenham or St Clair train stations beyond.”</i></p> <p>Acknowledge that public transport services should continue to be improved to ensure future infill developments as aligned to the Government’s strategic directions take advantage of these existing services. The issue of bus services is the responsibility of the Government (Department of Infrastructure and Transport (DIT) – Public Transport Division) and are beyond the scope of this Code Amendment process.</p>	
		<p><i>13.5 Suggested that public open space was not addressed.</i></p>	<p>13.5 The draft Code Amendment did examine the provision of public open space in Section 4.4.7 Public Open Space/Green Space. The Code Amendment investigations identified a lack of public open space provision in Albert Park and proposes through policy amendments an opportunity to provide further public open space through future development. The investigations acknowledged that the Affected Area is largely under multiple ownerships. However, as the proponent owns a significant portion of the Affected Area (particularly the land fronting Glyde / Murray Streets), there is scope for the inclusion of public open space within the future development of those land parcels.</p> <p>The Code Amendment proposes through a Concept Plan Map that future development should make provision for local public open space. The specific location, configuration and uses of desired future public open space would</p>	<p>13.5 No further amendments proposed to the draft Code Amendment.</p>

			ultimately be assessed as part of a future land division application should the Code Amendment be authorised.	
		13.6 <i>Water retention raised as an issue regarding flood mitigation and not mentioned in the Code Amendment.</i>	<p>13.6 Flooding and stormwater management formed part of the Code Amendment investigations (refer to section 4.4.8 – Infrastructure Assessment). The investigations confirmed the need for onsite detention of approximately 2,700m³ to meet Council's criteria to limit flows to less than that existing catchment.</p> <p>The Code Amendment recommended that flooding and stormwater management matters can be addressed as part of any detailed development proposal as part of a future development application. There is already sufficient policy coverage addressing this matter within the Government's Planning and Design Code including the Hazards (Flooding) Overlay, Hazards (Flooding General) Overlay and Stormwater Management Overlay.</p> <p>The draft Code Amendment also proposes the identification of potential water sensitive urban design basins within the future open space areas in the proposed Concept Plan within the Affected Area to aid in addressing the broader catchment requirements for new development in this location and further support the existing policy.</p>	13.6 No further amendments proposed to the draft Code Amendment.
		13.7 <i>Indicated no mention of ground water continuation and substances in the area.</i>	13.7 Environmental Assessment formed part of the Code Amendment investigations (refer to section 4.4.9 – Site	13.7 No further amendments proposed to the draft Code Amendment.

			<p>Contamination). The investigations involved a Preliminary Environmental Assessment as well as an Interim Auditor's Advice by the proponent for the 24-30 Murray Street site, which was a requirement by the EPA. A copy of these investigations were included as Attachments to the draft Code Amendment that was consulted.</p> <p>It is clear from the above investigations that a level of site contamination is apparent within the Affected Area which will require remediation prior to being appropriate for sensitive land uses. These investigations and remediation processes can be further advanced as part of future development applications.</p> <p>Development for a more sensitive land use on sites where potentially contaminating activities are known to have occurred will trigger a referral to the EPA, and require a Statement of Site suitability (or potentially an Auditor's statement). As such, the Planning, Development and Infrastructure Act, 2016 and supporting Regulations, 2017 provide sufficient rigour to ensure contamination is appropriately addressed as part of the development application stage.</p> <p>The investigations concluded that 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.</p>	
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			<p>The draft Code Amendment has been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that there is sufficient policy within the Planning and Design Code to ensure that site contamination will be addressed as part of any future development applications.</p>	
		<p><i>13.8 Concerned trees not being planted to address urban tree canopy cover eg deciduous.</i></p>	<p>13.8 The City of Charles Sturt recognises the City is getting hotter from the impacts of climate change and the urban heat island effect and further recognises that trees provide many benefits including cooling benefits, reduce heat-related illness, reflect heat and actively cool and clean the air, for their health and mental well-being and achieving biodiversity conservation. The City of Charles Sturt proposes an extended and intensive tree planting program over many decades and also proposes a tree canopy target across our the City to reach a tree canopy cover of 25% by 2045.</p> <p>With respect to this draft Code Amendment, the Affected Area is largely devoid of established trees with the exception of a portion of the Affected Area between Glyde and Murray Streets. Some trees are located on private land while others are located on public road reserve. Any trees identified as Regulated trees under the PDI Act are protected and require a development application to be lodged to seek any tree damaging activity. A development application for removal of a Regulated</p>	<p>13.8 No further amendments proposed to the draft Code Amendment.</p>

			<p>tree could occur (regardless of the rezoning process), which would be assessed on its merits by the planning authority. As the Code Amendment is a rezoning process it does not propose removal of Regulated trees.</p> <p>Policy amendments are proposed in the draft Code Amendment for the desire of public open space in the form of a local park. The policy desire for public open space provides an opportunity for trees and smaller vegetation to be planted within the Affected Area.</p> <p>The proposed policy also seeks to introduce an Urban Tree Canopy over the Affected Area proposed in the Housing Diversity Neighbourhood Zone. This Overlay policy does not currently apply over the Affected Area located in the Strategic Employment and Employment Zone. The Overlay policy seeks future residential development to preserve and enhance tree canopy through the planting of new trees and retention of existing mature trees. The policy suggests tree planting spaces and deep soil zones for development for different lot size scenarios.</p>	
		<p><i>13.9 Raised traffic management on West lakes Boulevard. - impacts on intersection with Port Road. Indicated that traffic not mentioned in the Code Amendment and traffic on West Lakes Boulevard and</i></p>	<p>13.9 Concerns noted. The Code Amendment did examine traffic impacts in Section 4.4.5 Traffic Impact Assessment. The traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the road network and intersections.</p>	<p>13.9 No further amendments proposed to the draft Code Amendment.</p>

		<i>Port Road will increase with the rezoning.</i>	The investigations indicated that West Lakes Boulevard is a sub-arterial road under the care and control of DIT. The advice indicates that West Lakes Boulevard carries approximately 22,600 vpd. Arterial roads typically carry 20,000-40,000 and therefore there is capacity in this road network.	
		<i>13.10 Seeking increased lot frontages.</i>	<p>13.10 The objective of the Code Amendment aligns with the Government's State planning directions (State Planning Policies and the 30-Year Plan) to investigate policy amendments to encourage mixed use development to facilitate higher density residential development and commercial development to make better use of the site's proximity to public transport and existing services. The alignment of the proposed Code Amendment with the State's strategic directions is identified in the draft Code Amendment.</p> <p>Consideration of a zone that did not achieve a higher density than adjacent residential areas would not address the objectives of this rezoning process.</p> <p>The proposed Housing Diversity Neighbourhood Zone like other 'Neighbourhood' Zones in the Governments Planning and Design Code envisages a variety of dwelling types to cater for various household types in areas close to public transport and other services. Minimum frontages permissible in the adjacent General Neighbourhood Zone include 9m for</p>	13.10 No further amendments proposed to the draft Code Amendment.

			detached and semi-detached dwellings and 7m for row dwellings.	
		13.11 <i>Raised issue of emergency services response – narrow streets – witnessed emergency services previously held up through narrow streets putting lives at risk.</i>	13.11 Comments acknowledged and considered important, Any new development involving a new road system within the draft Code Amendment Affected Area will require through existing policies its design to provide road widths that can provide for the safe and convenient movement and parking of projected volumes and allow the efficient movement of services and emergency vehicles. As part of the consultation of the draft Code Amendment, the Metropolitan Fire Services and State Emergency Services were consulted.	13.11 No further amendments proposed to the draft Code Amendment.
Questions raised by the City Services Committee Members				
<p>Qu: Cr McGrath: Cr Thomas takes this matter seriously and toured the site with Committee Members.</p> <p><i>Port side mitsubuishie and izuzi has some up with submissions – how would you see the best way to rezone the land.</i></p> <p>Anw: <i>not a planner but traffic management needs to be addressed. The car dealer should unload on yard not on streets. All commercial business should contain on their own environment and not in the public realm.</i></p>				
14	Theo Vitagliano 10 Glyde Street Albert Park (No written submission)	14.1 <i>Indicated his property adjacent to 1 Gylde Street, Albert Park and have lived there for over 35 years.</i>	14.1 Noted.	14.1 No further amendments proposed to the draft Code Amendment.
		14.2 <i>Indicated that he cannot park a car on their street because of dealerships on Port Road, staff park in the street, unload on streets not on their site. Outlined that vehicles from the yard cannot turn left must turn right but this is not occurring. Also indicated that lighting on the nearby dealership affecting their amenity.</i>	14.2 Concerns regarding the current management of existing non-residential land uses are acknowledged. These matters cannot be addressed within the scope of this draft Code Amendment and require consideration through Council's Planning Compliance to investigate any alleged breaches of existing land uses approval and/or conditions of approval.	14.2 Refer issues raised to Council's Planning and Development Unit.

		<p>14.3 <i>Suggest that Glyde Street is use as a thoroughfare from Port Road to West Lakes Boulevard.</i></p>	<p>14.3 Concerns noted. The Code Amendments traffic investigations indicated that the impacts of additional traffic movements to/from the Affected Area is unlikely to exceed the capacity of the local road network and intersections.</p> <p>The investigations indicated that Glyde Street has limited connectivity from the Affected Area. This is because of the full road closure on Murray Street at Osborne Street and Malin Street is exit only onto Murray Street.</p> <p>Further, the draft Code Amendment proposes through a Concept Plan Map that future development from the Affected Area fronting Glyde Street should utilise vehicle access from Murray Street. The proposed Concept Plan Map was highlighted under Section 4.5 – Recommended Policy Changes within the draft Code. The specific location, configuration of vehicle access in this location would ultimately be assessed as part of a future development application should the Code Amendment be authorised. A departure from the proposed policy (should it be authorised) would also need to be assessed on its merits as part of a future development application process.</p>	<p>14.3 No further amendments proposed to the draft Code Amendment.</p>
		<p>14.4 <i>Raised the issue of stop signs and give way signs on Glyde Street – indicating that accidents have occurred.</i></p>	<p>14.4 Noted. There have been 1 right turn crashes at Osborne Street and 2 right turn crash at Herbert Street in the last 5 years. Council will review the design and priority of the intersection at the design stage of the development and in any future major road renewal works in Glyde Street.</p>	<p>14.4 No further amendments proposed to the draft Code Amendment.</p>

		<p><i>14.5 Outlined that the area is a 50km zone and cars speed.</i></p>	<p>14.5 The allocation of speed limits is not within the scope of this draft Code Amendment. Council has however undertaken steps to create 40km speed zones in the City of Charles Sturt over the last few years. 40km/h speed limits are an affordable option to improve road safety.</p> <p>Discussions with Council's Strategy and Assets Portfolio indicated that Council's first intervention from a road safety perspective for broader precincts is to roll out 40km/h speed limits. Council is consulting on 40km/h in Albert Park, Hendon and Royal Park this financial year.</p> <p>High level traffic management considerations were also included in Council's Your Neighbourhood Plan process and future asset renewal works in the area will also respond to any traffic management and road safety concerns as has occurred with the recent renewal of the road assets in May Street.</p>	<p>14.5 No further amendments proposed to the draft Code Amendment.</p>
		<p><i>14.6 Indicated that Glyde Street has old style homes and new homes will not be in keeping. Advised can accept single or two storeys but not 3 storeys.</i></p>	<p>14.6 The proposed height limits sought to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD, public transport services as well as provide a transition of built from the established residential areas.</p> <p>Following a review of the submissions received amendments to building heights is proposed in the draft Code Amendment in the following form:</p>	<p>14.6 Amend policy to the draft Code Amendment to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

			<ul style="list-style-type: none"> • A maximum of 2 storeys within the proposed Housing Diversity Neighbourhood Zone. <p>It should be noted that a maximum of two storeys can also be achieved in the adjacent General Neighbourhood Zone.</p> <ul style="list-style-type: none"> • A maximum of three storey-built form proposed within the Suburban Business Zone reduced to a maximum of two storeys west of Murray Street. <p>The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area.</p>	
Questions raised by the City Services Committee Members				
Cr McGrath statement: <i>wants the issues raised about the dealership brought to the attention of the planning assessment staff eg. car parking, light pollution access</i>				

Engagement Report by the City of Charles Sturt

City of Charles Sturt Albert Park Mixed Use Code Amendment (Part-Privately Funded)

August 2022

7 Post Engagement Proposed Changes to the Draft Code Amendment

In response to the matters raised in the submissions and as outlined in the Response and Recommendations Table 3 and 4 above, the following changes to the draft Code Amendment have been made:

- Revised Albert Park Concept Plan (refer to **Figure 9**) below. Changes include:
 - A maximum of 2 storeys (9m) within the proposed Housing Diversity Neighbourhood Zone.
 - A maximum of 3 storeys (12m) within the proposed Suburban Business Zone reduced to a maximum of two storeys (9m) west of Murray Street.
- Amended the proposed Suburban Business Zone boundary to maintain 1 Glyde Street, Albert Park within its current General Neighbourhood Zone.

It is important to note that any future development of the land will require additional investigations and careful design, and that a subsequent development application will be subject to a detailed assessment against the relevant provisions of the Planning and Design Code. The Engagement Report and Code Amendment Report are finalised for consideration by the Minister.

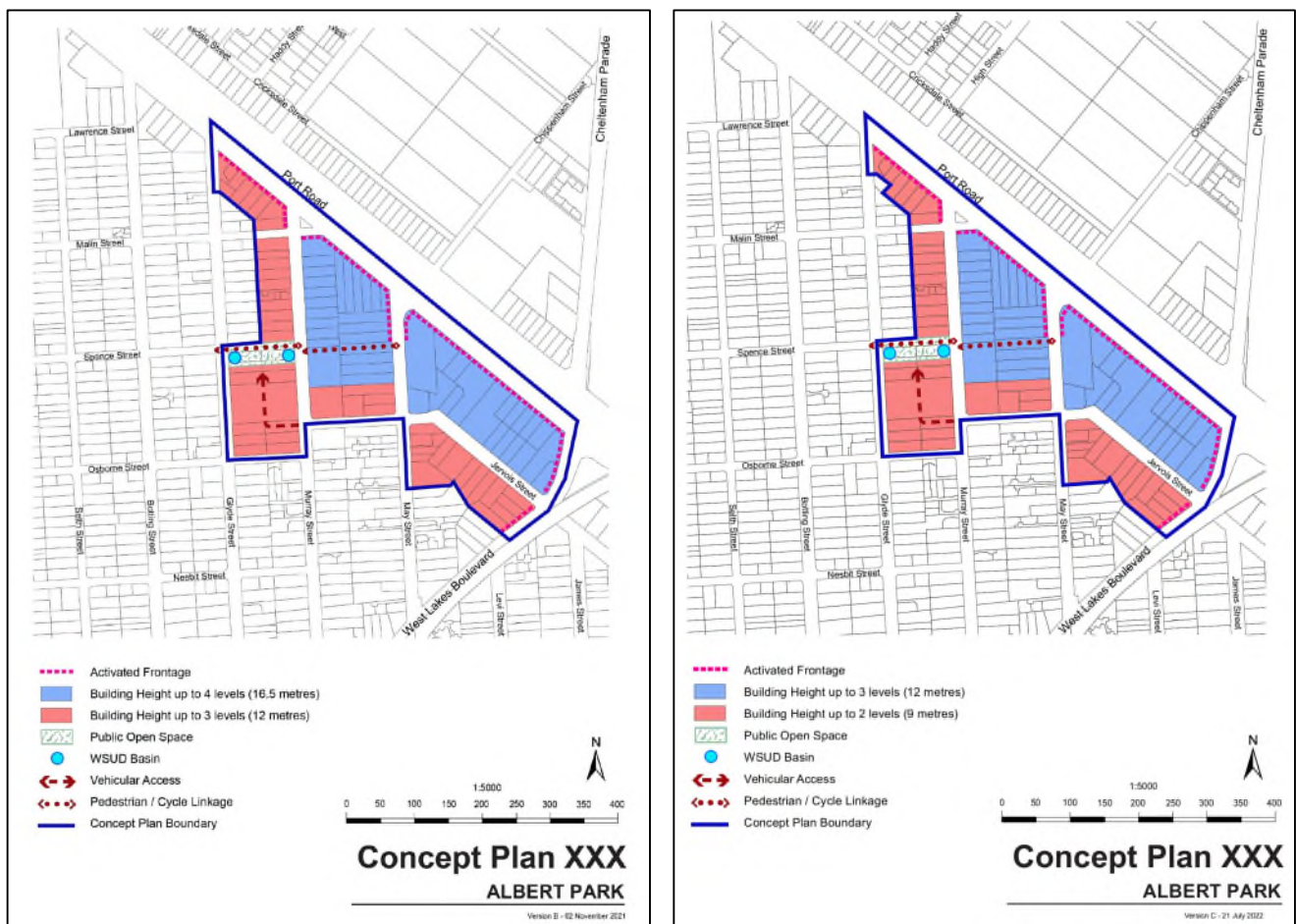


Figure 9- Previous and Revised Albert Park Concept Plan

8 Engagement evaluation

8.1 Engagement reach

Stage of engagement	Engagement or promotion activity	Number reached e.g. sent to, invited, distribution extent, webpage hits.	Number participating e.g. number participants, submissions (breakdown public versus professional organisations) and surveys completed.
<p>Consultation on the draft Code Amendment commenced 12 March to 23 May 2022</p>	<ul style="list-style-type: none"> • A notice published in the Advertiser Newspaper on 21 March 2022, to announce the commencement of the consultation process. • A copy of the draft Code Amendment and associated information included on the SA Planning Portal and Council's 'Your Say Charles Sturt' website • Letters and information brochure mailed to land owners/occupiers to all properties within the Affected Area and surrounding the Affected Area. • Hard copies of draft Code Amendment, information brochure and Engagement Plan made available at Council's Civic Centre and each of its five (5) libraries. • Invitation to prepare submissions online or via post or by e-mail. • A Public Meeting held on the 20 June 2022 at the end of the consultation process to hear any verbal submissions. A total of ten (10) persons 	<ul style="list-style-type: none"> • State-wide circulated newspaper. • SA Planning Portal <ul style="list-style-type: none"> ○ 42 views ○ 26 unique visitors • Average time on the portal page 2:10 • Charles Sturt YourSay website <ul style="list-style-type: none"> ○ 719 views on the site ○ 433 'visitors' on the 'yoursay' web page during the course of the consultation period ○ Nine (9) submissions were lodged directly on the site ○ 385 'unique visitors' on the 'yoursay' web page during the course of the consultation period ○ Visitors spent a total of 11 hours and 10 minutes on the project page ○ During the consultation period Charles Sturt sent 2 campaigns to Your Say Charles Sturt recipients which in total went to 549 recipients with a click-through rate of 53.74%. 	<ul style="list-style-type: none"> • Over 950 letters were mailed. • 33 written submissions received by Council.

Stage of engagement	Engagement or promotion activity	Number reached e.g. sent to, invited, distribution extent, webpage hits.	Number participating e.g. number participants, submissions (breakdown public versus professional organisations) and surveys completed.
	<p>provided verbal submissions.</p> <ul style="list-style-type: none"> A survey forwarded to all persons that provided a written submission and verbal submission to seek feedback on the consultation process. 		
Public Meeting	<ul style="list-style-type: none"> Public Meeting held by Council's City Services Committee on 20 June 2022. 	<ul style="list-style-type: none"> Invitation open to all the community at the commencement of the consultation process and advertised through direct letters, Council's YourSaty website, Information Brichire and in the Advertiser's published notice. 	<ul style="list-style-type: none"> 10 verbal submissions received by Council.
Post consultation	<ul style="list-style-type: none"> Evaluation Survey undertaken. 	<ul style="list-style-type: none"> Survey sent to all persons who submitted a written and or verbal submission to Council during the consultation process. 	<ul style="list-style-type: none"> 10 survey forms submitted to Council within the timeframe and 1 further response submitted beyond the timeframe in letter form.

8.2 Consistency with the agreed engagement plan

The engagement occurred in accordance with the Engagement Plan endorsed by the Charles Sturt Council on 22 November 2021 (Engagement Plan attached-see Attachment 2). There were only minor variances made during the consultation process.

Variances were made to the Engagement Plan as follows (if relevant):

Variance	Justification
Direct notification expanded to Candidates for State Electorates	To ensure all candidates for State Electorates were given an opportunity to be informed of the consultation process for the draft Code Amendment as the consultation process commenced prior to the State Elections.

8.3 Engagement evaluation results

The evaluation survey involved a series of questions that are linked to the following Principles of the Community Engagement Charter.

Charter principles	How to achieve the principle in action?
Engagement is genuine	<p>Provide clear and concise information on the draft Code Amendment to ensure community understanding of the Code Amendment process and the planning policy proposed in the draft Code Amendment.</p> <p>Provide opportunity for stakeholders and the community to identify their issues through a submission which will be reviewed and considered before finalising the Code Amendment.</p>
Engagement is inclusive and respectful	Provide people the opportunity to participate via website, direct letters and social media and have the opportunity to be heard via written and verbal submission
Engagement is fit for purpose	Provide clear and concise information that is publicly available to ensure people understand what is proposed and how to participate in the Code Amendment engagement process.
Engagement is informed and transparent	<p>Provide information (online and hard copy) in basic language clearly articulates the proposal, potential impacts, engagement process and invites feedback/participation.</p> <p>Prepare at the end of the engagement process an engagement report to summarise the feedback received and how it has been used to inform any amendments to the draft the Code Amendment for a decision of Council and then to the Minister.</p>

8.3.1 Engagement is genuine

This charter principle seeks to measure to what extent people had faith and confidence in the engagement process.

Question: 'I feel the engagement genuinely sought my input to help shape the proposal.'

Survey responses - 30% felt the engagement was genuine, 40% did not, 30% were undecided.

A mix of responses were received to this question. In response, engagement occurred when there was opportunity for input into the draft Code Amendment. A two-month process was allocated to enable interested person sufficient time to review the draft Code Amendment and formulate their thoughts and provide a submission. Interested persons were invited to view the draft Code Amendment material at Council's Civic Centre, libraries or on-line on Council's YourSay website and the South Australian Planning Portal. The consultation process encouraged persons to contact Council staff either by phone, email or could meet face to face to discuss the draft Code Amendment.

Question: 'I am confident that the issues I raised were heard and will be considered before a final decision is made by Council.'

Survey responses - There were mixed views as to whether people felt confident that the issues they raised were heard and will be considered before a final decision is made by Council (30% said they were confident, 40% were undecided, 30% said they were not confident).

It is acknowledged that this question can be difficult to respond to before the Code Amendment process is finalised (ie. consideration of the Code Amendment by Council after the consultation process and then the Minister's consideration).

8.3.2 Engagement is inclusive and respectful

This charter principle seeks views on whether affected and interested people had the opportunity to participate and be heard

Question: 'I was given sufficient information so that I could make an informed view.'

Survey responses - 70% felt they were not given sufficient information to make an informed view, 30% said they were.

The survey result was surprising given that the draft Code Amendment including all the investigations, the preparation of an information brochure and summarised information presented in a mail-out was provided for public consumption.

8.3.3 Engagement is fit for purpose

This charter principle seeks to measure to what extent people were effectively engaged and satisfied with the process as well as to what extent people were clear about the proposed change and how it would affect them.

Question: 'I found the information easy to understand.'

Survey responses - 50% felt they did not find the information easy to understand, 30% did, 20% were undecided

The mix responses are acknowledged as the planning system can be difficult to understand if a person has not had any previous involvement in planning matters. To assist the public an information brochure was prepared and outlined what the Code Amendment process is about, the State's Planning and Design Code, what is a Code Amendment, what is meant by 'privately funded', the location of the proposed Affected Area, summarised findings of the Code Amendments investigations, the proposed new zones and building heights, where full details of the Code Amendment can be viewed, Public Meeting details, next steps in the Code Amendment process and importantly staff contact details for further information including telephone number, email.

Question: 'I felt I had sufficient time to provide my feedback (21 March to 23 May 2022).'

Survey responses - 60% felt they had sufficient time to provide feedback, 10% felt they did not have sufficient time, 30% were undecided

Question: 'I was given adequate opportunity to be heard.'

Survey responses - 60% said they were given adequate opportunity to be heard, 20% were undecided, 20% said they were not given adequate opportunity

The above survey responses were overall positive. The engagement process involved a two-month process, including a letter mail-out to approximately 959 letters to adjacent properties and beyond with information on the draft Code Amendment, how to access full document and inviting comments. The community were also invited to attend a Public Meeting at the end of the consultation process to provide a verbal submission in front of Council's City services Committee.

8.3.4 Engagement is informed and transparent

This charter principle seeks views on whether engagement included 'closing the loop'. It also seeks whether engagement included activities that 'closed the loop' by providing feedback to participants/ community about outcomes of engagement.

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

Survey responses - 40% felt informed about why they were being asked for their view and the way it would be considered, 30% felt they were not well informed, 30% were undecided

A higher percentage indicated that they felt informed although the responses were mixed. While the information brochure prepared for the engagement process was developed to simplify what the Code Amendment process was about and how interested persons could provide their feedback, further methods will need to be explored in future Code Amendment consultation process to improve Council's messages on the process.

8.4 Summary of the Evaluation

The survey response sample was unfortunately low, with 75% choosing to not respond to the evaluation survey. There was a mix of responses received which can be contributed to significant issues raised through the engagement of the draft Code Amendment. The community found it difficult to understand the concept of a privately funded Code Amendment process, which Council sought to explain within the information brochure and is addressed in the draft Code Amendment itself. Some issues raised including alleged breaches of existing land use approvals/conditions of neighbouring properties, seeking greater car parking provisions on sites or greater percentage of public open space could not be addressed in the scope of this draft Code Amendment and commentary in Council's responses has been provided to these matters raised. A copy of the Survey that was used to evaluate the engagement process is located in **Attachment 3**.

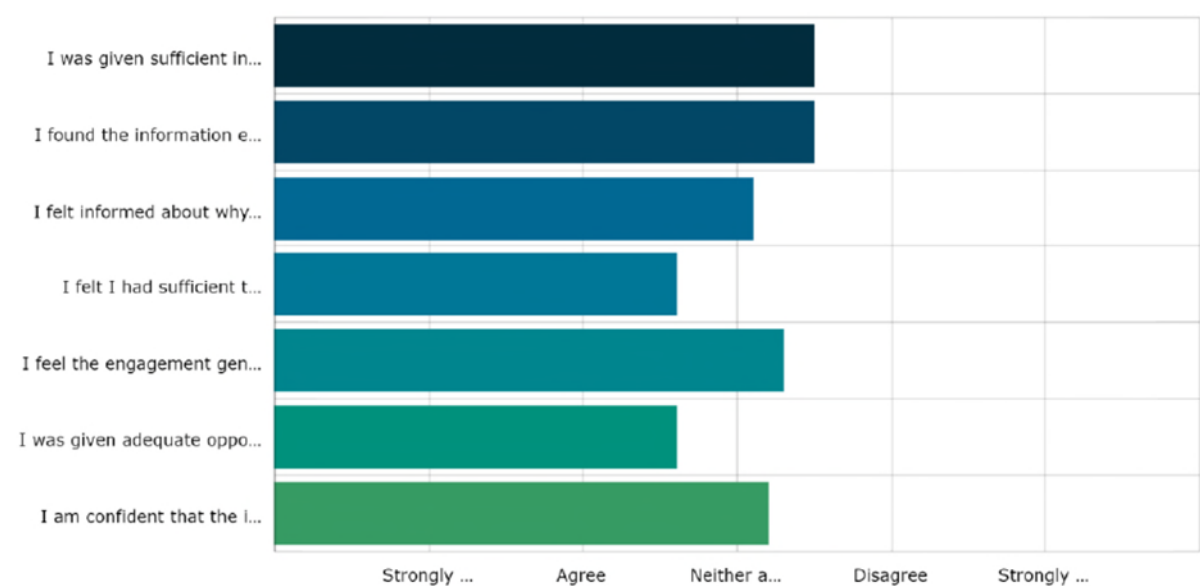
8.5 How evaluation was collected

Evaluation data for the minimum performance indicators required by the Charter were collected. For the 'community' indicators, the data was collected through an evaluation survey provided to participants (via e-mail or mail with a reply paid envelope enclosed) (all persons who submitted a written and/or verbal submission) at the end of the engagement process. Participants were provided three (3) weeks to forward their completed survey forms back to Council. The engagement indicator evaluation was completed by Council's Senior Policy Planner and Community Engagement Coordinator.

8.6 Results of the community mandatory evaluation indicators

Ten (10) evaluation surveys were received. The results of the survey are provided in the following Table 5. A further survey response was submitted beyond the timeframe in letter format. A copy of the surveys received, and the letter response is located in Attachment 4. The letter response in summary outlined the following:

- *Preferred to provide feedback in a different format than the survey provided.*
- *Issues raised with the terminology including 'infill'.*
- *Issues on the limitations on the scope of influence community could have on the draft Code Amendment.*
- *Considers the draft Code Amendment does not align with Council's Community Plan Objectives.*
- *No knowledge of the Code Amendment process until the consultation process commenced.*
- *Consultation letter did not provide clarity.*
- *Issue with the process being part-privately funded.*
- *Lack of transparency.*
- *Maps difficult to read.*
- *Difficulties accessing a hard copy of the draft Code Amendment to view.*
- *Does not agree with the rationale for the Amendment.*
- *Issues with the Public Meeting held, formal, lack of detail, time to speak.*
- *Concerns with the notification of the draft Code Amendment.*
- *Concerns over potential structural damage, flooding.*
- *Issues for increased crime.*
- *Issues raised over the Government's 30-Year Plan.*



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Count	Score
I was given sufficient information so that I could make an informed view	0% 0	30.00% 3	0% 0	60.00% 6	10.00% 1	10	3.50
I found the information easy to understand	0% 0	30.00% 3	20.00% 2	20.00% 2	30.00% 3	10	3.50
I felt informed about why I was being asked for my view, and the way it would be considered	0% 0	40.00% 4	30.00% 3	10.00% 1	20.00% 2	10	3.10
I felt I had sufficient time to provide my feedback (21 March to 23 May 2022)	0% 0	60.00% 6	30.00% 3	0% 0	10.00% 1	10	2.60
I feel the engagement genuinely sought my input to help	0% 0	30.00% 3	30.00% 3	20.00% 2	20.00% 2	10	3.30

Table 5

8.7 Results of the Engagement Entity's ('project manager') evaluation

The engagement was evaluated by Council's Senior Policy Planner and Community Engagement Coordinator. The results of this evaluation are shown in Table 6 below.

	Evaluation statement	Response options (<i>Select answer</i>)
1	The engagement reached those identified as the community of interest (Principle 2)	<ul style="list-style-type: none"> Approximately 959 letters were mailed out to adjacent properties and beyond with information on the draft Code Amendment, how to access full document and inviting comments. A total of thirty-three (33) written submissions were received via the Plan SA Portal, City of Charles Sturt YourSay website and by mail and e-mail. A further ten (10) verbal submissions were made to Council's City Services Committee at the scheduled Public Meeting held on 20 June 2022 which represents 4% of the properties provided with direct letters. Out of the 33 written submissions received it was pleasing that 27 of those submissions were from members of the public and generally within the scope of mail-out area.
2	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement (Principle 5)	<ul style="list-style-type: none"> A review of the engagement process was undertaken at the completion of the consultation process in accordance with the endorsed Engagement Plan to gauge the views of persons who provided submissions on the process to assist in future Code Amendment engagement improvements.
3	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	<ul style="list-style-type: none"> Engaged was undertaken at the draft Code Amendment stage when there was opportunity for input into the proposed policy approach.
4	Engagement contributed to the substance of the final plan	<ul style="list-style-type: none"> In a significant way with a proposed amendment to the maximum building heights and zone boundary amendment.
5	Engagement included the provision of feedback to community about outcomes of their participation	<ul style="list-style-type: none"> All written submission received through the engagement process were acknowledged and provided with links to Council's YourSay website and the SA Planning Portal to keep up to date on the draft Code Amendment process. In accordance with Council's endorsed Engagement Plan advise persons who provided submissions when Council is to consider the draft Code Amendment following a review of submissions and how to access the report when made publicly available (which will detail any proposed amendments) following the consultation process. Further advise persons who provided submissions on the decision of Council and the next steps. Updates on the draft Code Amendment process included on Council's YourSay website.

Table 6

8.8 Applying the Charter Principles in practice

The Charter Principles were applied to the engagement as outlined in **Table 7**.

Charter Principle	How the engagement approach/ activities met the principle
Engagement is genuine	<p>Clear and concise information on the draft Code Amendment was provided through letters, information brochure as well as the full copy of the draft Code Amendment and its investigations made available on-line and in hard copy at Council's libraries and Civic Centre to ensure community understanding of the Code Amendment process and the planning policy proposed in the draft Code Amendment.</p> <p>The engagement process provided an opportunity for any person to identify their issues through a submission (via letter, e-mail or on-line submission through the SA Planning Portal and Council's YourSay website, which will be reviewed and considered before finalising the Code Amendment.</p> <p>Council staff contact details were provided on the consultation information to allow interested persons to contact Council and seek further information on the draft Code Amendment.</p>
Engagement is inclusive and respectful	<p>People were provided the opportunity to participate via website, direct letters, e-mails, contact Council staff by telephone and the opportunity to be heard via written and/or verbal submissions</p>
Engagement is fit for purpose	<p>Council provided clear and concise information that was publicly available to ensure people understood what was proposed and how to participate in the draft Code Amendment engagement process.</p>
Engagement is informed and transparent	<p>Council provided information (online and hard copy) in basic language clearly articulating the policy proposed in the draft Code Amendment, potential impacts, the engagement process and how interested persons could provide their feedback/participation.</p> <p>Following the conclusion of the engagement process an engagement report has been prepared summarising the feedback received and how it has been used to inform any amendments to the draft the Code Amendment for a decision of Council and then to the Minister.</p>
Engagement is reviewed and improved	<p>The draft Code Amendment Engagement process has included an evaluation process and at the conclusion of the engagement process and reported on in the Engagement Report.</p>

Table 7.

9 Conclusion

The engagement process for the proposed Albert Park Mixed Use Draft Code Amendment (Part-Privately Funded) involved a two-month timeframe (21 March to 23 May 2022), followed by a Public Meeting for persons to provide a verbal submission to Council's City Services Committee on 20 June 2022.

While a range of approaches ensured that information was easy to access, and that there were multiple, convenient ways that feedback could be provided, the survey results (although small in sample) indicate a polarisation of responses. The results are not surprising given there were general concerns raised through the submissions received on issues including but not limited to traffic impacts, car parking and building heights.

Evaluation data indicates that evaluation survey respondents (60%) generally felt that they were given adequate opportunity to be heard and sufficient time to provide feedback, which verifies the continuation of a two-moth process for future Code Amendment engagement processes and the use of a Public Meeting at the end of the process to provide a further avenue for the community to be heard.

However, the evaluation survey results also showed 50% felt they did not find the information easy to understand with 70% also indicating they were not given sufficient information to make an informed view. The planning system and specifically the Code Amendment process can be alien to many who have not been involved with this process in the past. The feedback provides Council with an opportunity to review the ability to access information for future Code Amendment processes as well as improve on simplifying the key aspects of the proposed policy.

Following the consultation process and a review of the feedback received proposed amendments have been recommended to the draft Code Amendment to reduce the proposed building heights. The proposed reduction in built form is considered appropriate to further improve the transition between the draft Code Amendment Affected Area and the adjacent residential area. A further amendment is proposed to re-align the Suburban Business Zone to retain an allotment within the existing General Neighbourhood Zone following a review of the feedback received.

10 Attachments

Attachment 1 Scope of engagement mail-out

Attachment 2 – Engagement Material

Attachment 3 – Copy of Council Endorsed Engagement Plan

Attachment 4 Copy of Written Submissions Received

Attachment 5 Evaluation Survey Responses

Attachment 6 Amended Concept Plan

Attachment 6 – Amended Overlays

Attachment 7 – Amendment instructions