

Engagement Report by the City of Charles Sturt
***City of Charles Sturt Kidman Park Residential and
Mixed Use Code Amendment (Part-Privately Funded)***
August 2022

Project lead

Name: Jim Gronthos, City of Charles Sturt

Position: Senior Policy Planner

Email: jgronthos@charlessturt.sa.gov.au

Phone: 84081265

1. Purpose

This report has been prepared by Ekistics Planning and Design on behalf of the City of Charles Sturt (the Designated Entity) for consideration by the Minister for Planning (the Minister) in adopting the Kidman Park Residential and Mixed Use Code Amendment (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 approximately 12.6 ha of land bound by Findon Road, Valetta Road, the River Torrens (*Karrawirra Parri*) to the south and housing to the west (**see Figure 1**).

The Code Amendment proposes rezoning the Affected Area from its current Strategic Employment Zone to the Urban Renewal Neighbourhood Zone that will facilitate mixed use development in the form of medium density residential and/or commercial development.



Figure 1: Affected Area

The Kidman Park Residential and Mixed Use Draft Code Amendment (Privately Funded) was released for public and agency consultation between 12 April 2022 to 14 June 2022 (eight (8) weeks), 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 enable future medium density¹ 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 *Planning Development and Infrastructure Act, 2016* (PDI Act 2016).

4. Engagement activities

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

- A copy of the draft Code Amendment, investigations, Engagement Plan and information brochure included in 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.
- 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.

¹ Part 8 of the Planning and Design Code defines '*medium net residential density*' as meaning less than 35 to 70 dwellings unit per hectare.

- Invitation to prepare submissions online or via post.
- A written notice (approximately 678 letters) to all 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 policy.
- Letters to relevant Government agencies/departments, adjoining Councils, and Members of Parliament.
- Information brochure prepared outlining what is proposed in the draft Code Amendment, the proposed policy amendments, how interested persons can comment.
- The draft Code Amendment published through the City of Charles Sturt social media platforms.
- Two public information 'drop in' information sessions held on Thursday the 5 May 2022 between 4pm to 6pm and Saturday 14 May 2022 between 10am and 12 noon during the consultation process (refer to **Figure 2**).
- A Public Meeting held on the 20 June 2022 at the culmination of the consultation process to hear any verbal submissions.
- Attendance by Council staff to a public meeting held by Matt Cowdrey OAM MP on 10 June 2022 to discuss the proposed Code Amendment with his constituents.
- A survey emailed to all persons that provided a written submission to seek feedback on the consultation process.

To assist interested parties in obtaining further information on the draft Code Amendment, all documentation and correspondence (including the name and direct contact details for the appointed Council representative and links to the Code Amendment Page on the PlanSA Website) was provided.

A copy of the engagement material is contained within **Attachment 1**.





Figure 2 – Public Information Sessions

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. The engagement approach and outcomes are summarised below.

- A pre-formal Code Amendment engagement mail out to land owners and occupiers within the Affected Area and adjacent to the Affected Area including properties in the City of West Torrens (adjacent to the Affected Area on the south side of the river) was undertaken in late October 2021 to outline Council's intention to initiate the Code Amendment investigations, and the opportunity to review and make comment on a draft Code Amendment when prepared and endorsed by Council for the purposes of statutory consultation.
- A dedicated Charles Sturt YourSay project page for the Code Amendment process prepared with information.
- A two-month consultation process.
- Approximately 678 letters mailed out to all 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 policy.
- The following statistics were obtained from Council's dedicated YourSay page for the Code Amendment during the consultation process:
 - 1,408 views;
 - 796 visits;
 - 603 unique visitors;
 - 29 online submissions;
 - 35 followers (following the project);
 - 43% of visits lasted at least 1 active minute;
 - 20% of visits performed at least 2 actions;
 - Visitors spent a total of 1 day, 2 hours and 7 minutes on the project page.

- In the lead up to, and during the consultation period the City of Charles Sturt sent four (4) campaigns to 'YourSay' Charles Sturt recipients which in total went to 2,514 recipients with a click-through rate of 16%:
- There were 2,136 downloads of documents from the 'YourSay' page including 184 downloads of the Concept Plan, 180 of the area Affected Area map, 174 of the code amendment process flowchart, and 157 downloads of the information brochure.
- SA Planning Portal Information:
 - URL: https://plan.sa.gov.au/have_your_say/code_amendments/public_feedback_on_initiated_code_amendment?aid=Kidman_Park_Residential_and_Mixed_Use_Code_Amendment
 - 127 Page views between 12 April 2022 until 14 June 2022;
 - 66 unique page views;
 - Average time spent on page 5 minutes, 24 seconds;
 - Bounce rate: 52.38%;
 - 53 submissions received via the PlanSA portal during the consultation period;
- Public information ; drop in' session held on Thursday 5 May 2022 and attended by 10 persons.
- Public information 'drop in' session held on Saturday 14 May 2022 and attended by 9 persons.
- Attendance by Council staff to a public meeting held by Matt Cowdrey OAM MP on 10 June 2022 to discuss the proposed Code Amendment with his constituents attended by over 60 persons.
- A Public Meeting held on the 20 June 2022 at the culmination of the consultation process to hear any verbal submissions. Eight (8) verbal submissions made to Council's City Services Committee.
- 12 telephone / email enquiries.
- 100 written submissions received (99 submissions via on line and one (1) letter).
- All written submissions made publicly available for viewing on Council's 'YourSay' website and a hard copy at Council's Civic Centre.

Community Information Sessions

There were two (2) Community Information 'drop in' sessions undertaken during the consultation period. These were conducted in Kidman Park on the land affected by the proposed rezoning and were held on Thursday 5 May 2022 between 4pm to 6pm and on Saturday 14 May 2022 between 10am and 12pm. The session on the 5 May 2022 was attended by ten (10) people while the session on 14 May 2022 was also attended by a further nine (9) people.

Many participants at the Community Information Sessions spoke about the following topics:

- *Concern about overall traffic management, including Findon Road/Valetta Road network capacities and required upgrades;*
- *Existing vegetation on site, expressing a preference that existing trees located along the western boundary of the Affected Area be retained;*
- *Proposed building heights. General sentiment that up to two (2) storeys would be preferable and raised concern with 3-5 storey elements of the Concept Plan.*
- *Stormwater management- raised concerns that Valetta Road stormwater network was nearing capacity and how this would be addressed with future development over the Affected Area.*
- *Off-street and on-street car parking. Concern raised that medium density form of development envisaged by the Code Amendment would result in overflow of on-street carparking into surrounding street networks due to a lack of on-site car parking provision.*

6. Submissions Received

The City of Charles Sturt sent letters to all property owners/occupiers adjacent to and immediately surrounding the Affected Area (approximately 678 letters). Of those who received a direct mailout (letter) approximately 3% lodged a written submission* (refer to **Figure 4**) below.



*41 submissions did not include their address details

Figure 4 – Submissions received from direct mailout

As visually depicted in **Figure 6** on the following page, six (6) submissions were supportive, 40 were supportive with concerns, 46 were opposed and eight (8) were neutral.

A copy of the map depicting the spatial location of the mail out for the consultation process is shown in **Figure 5** on the following page:



Figure 5: Spatial location of consultation mail-out

Overall, 100 written submissions were received (one received one day after the formal public consultation period closed) via the PlanSA Portal, City of Charles Sturt 'YourSay' website and by mail and e-mail. The online submission forms are in a 'free form' format, allowing respondents to provide feedback in their own words.

The submissions have been sorted into general sentiment as follows:

- In opposition;
- In support;
- Support with concerns; or
- Neutral.

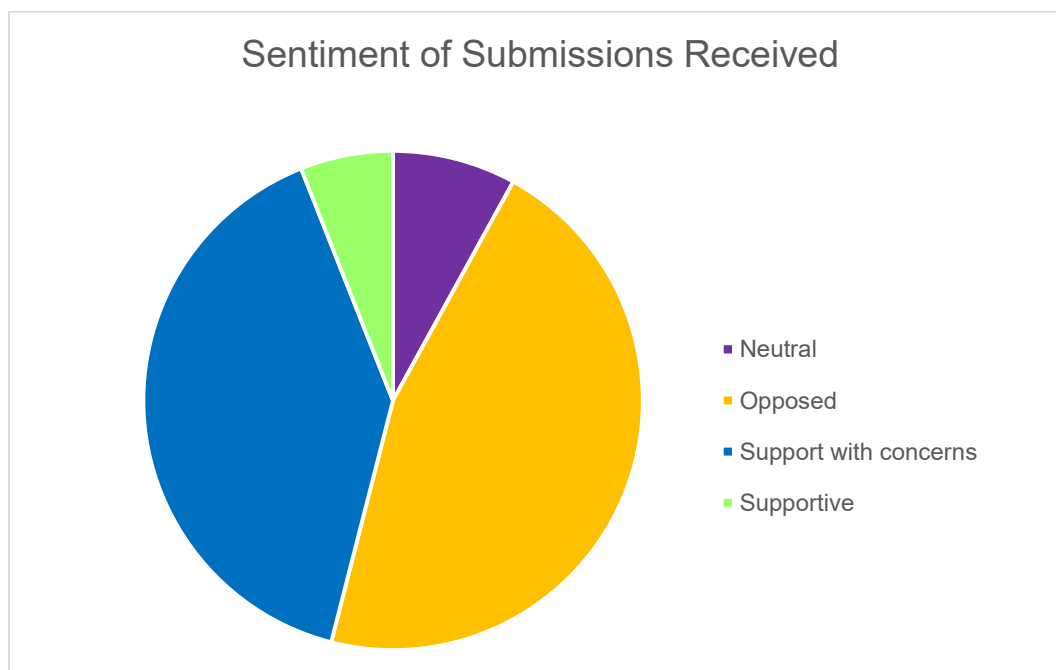


Figure 6 – Sentiment of submissions received.

Figure 7 below depicts the stakeholder categories who made submissions during the consultation period. The most amount of submissions were from members of public (88) followed by Agencies (4). Three (3) submissions were made by adjoining Council's and service providers respectively with one (1) submission received from the land owner (Fairland Pty Ltd) and one (1) submission received from a Member of Parliament, Matt Cowdrey OAM MP – Member for Colton.

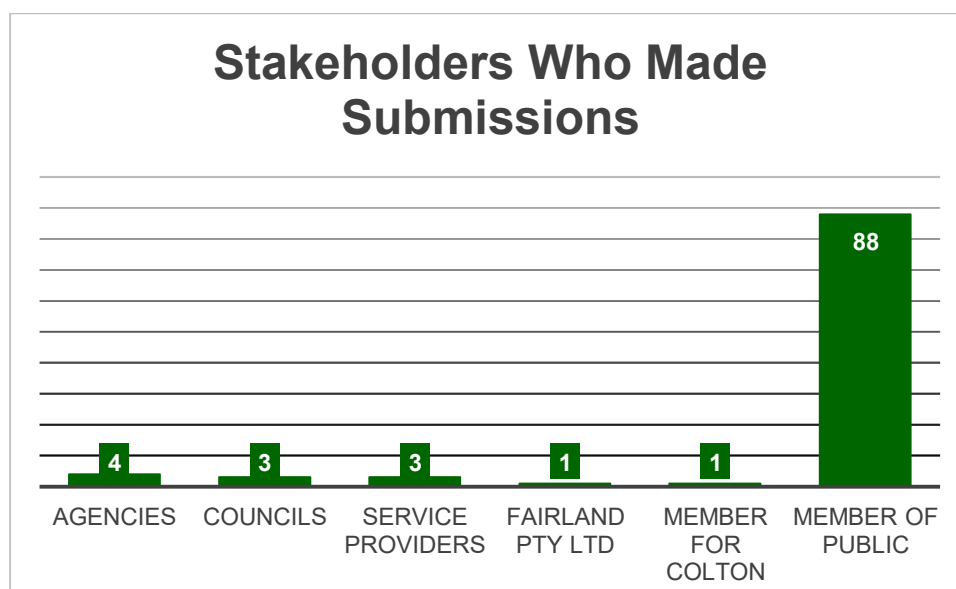


Figure 7 – Stakeholders that provided submissions

Figure 8 on the following page depicts the location of submissions received². It should be noted that not all submissions from members of the public provided their address, with the figure below therefore showing only those submissions who provided their address details. Where submissions provided only a road name and not a street number, their location has been indicated by the mid-section of the street.

² Noting there were 41 submissions that did not include their address details

This figure shows that the closest submissions from members of the public to the Affected Area were located in Artarki Avenue immediate to the west. Submissions were also made from members of the public residing opposite the Affected Area on Findon Road and Valetta Road. Most submissions however were located from the broader locality including clusters from Camino Drive and Margaret Street in Kidman Park, Michael Street in Lockleys and Mercurio Drive and Kanbara Street in Flinders Park.

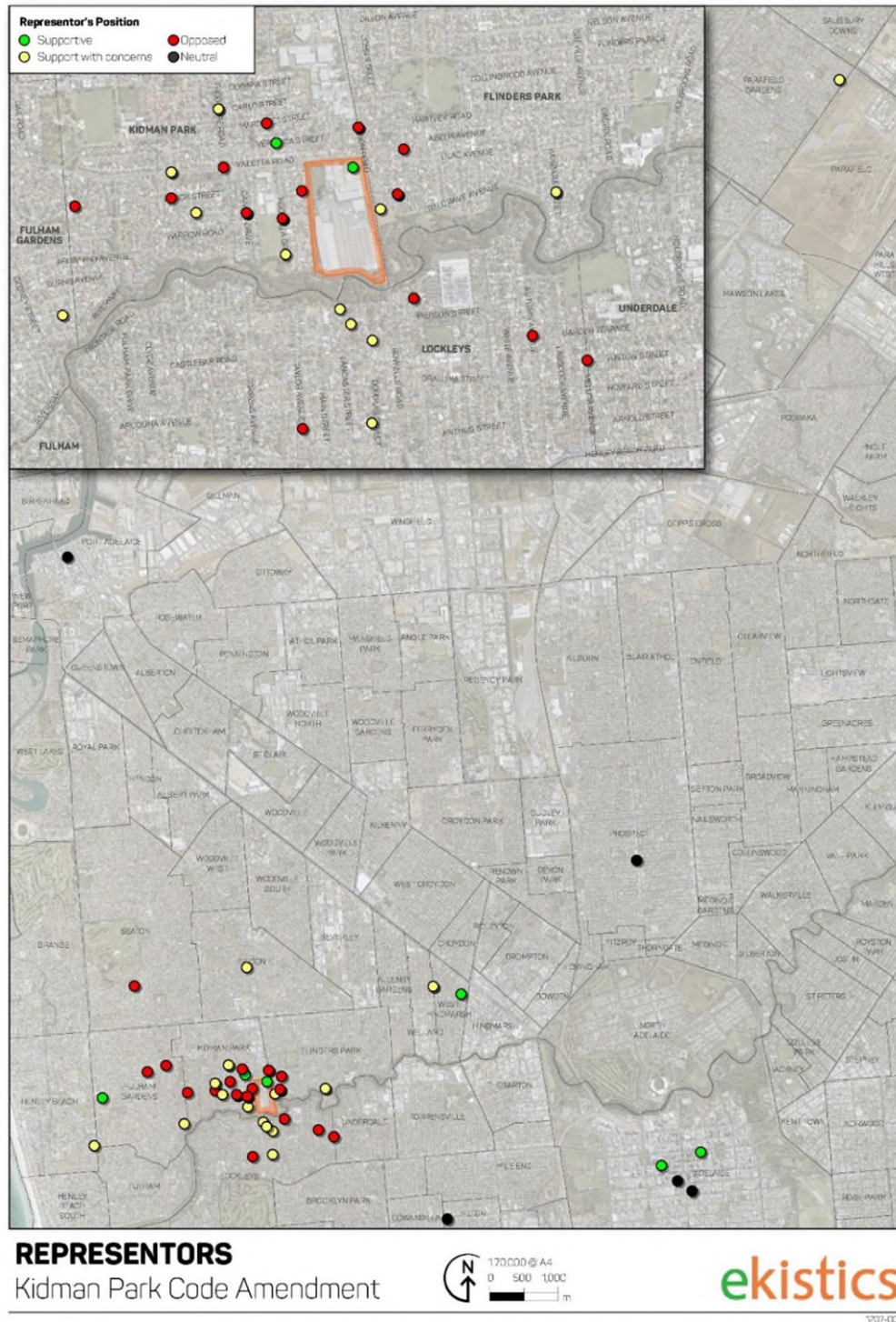


Figure 8 – Spatial Location of Submissions Received

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 submissions received (written submissions during the consultation timeframe and verbal submissions received at the Public Meeting on 20 June 2022) are provided in **Attachment 3**.

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

- Increase in local traffic (specifically Valetta Road and Findon Road);
- Concern with visual appearance of higher built form of 3, 4 and 5 storeys;
- Concern over density and total number of anticipated dwellings- however most were generally supportive of changing the policy framework to enable residential land uses; and
- Loss of existing vegetation including potentially Regulated trees.

Each of these themes are discussed under the relevant headings below.

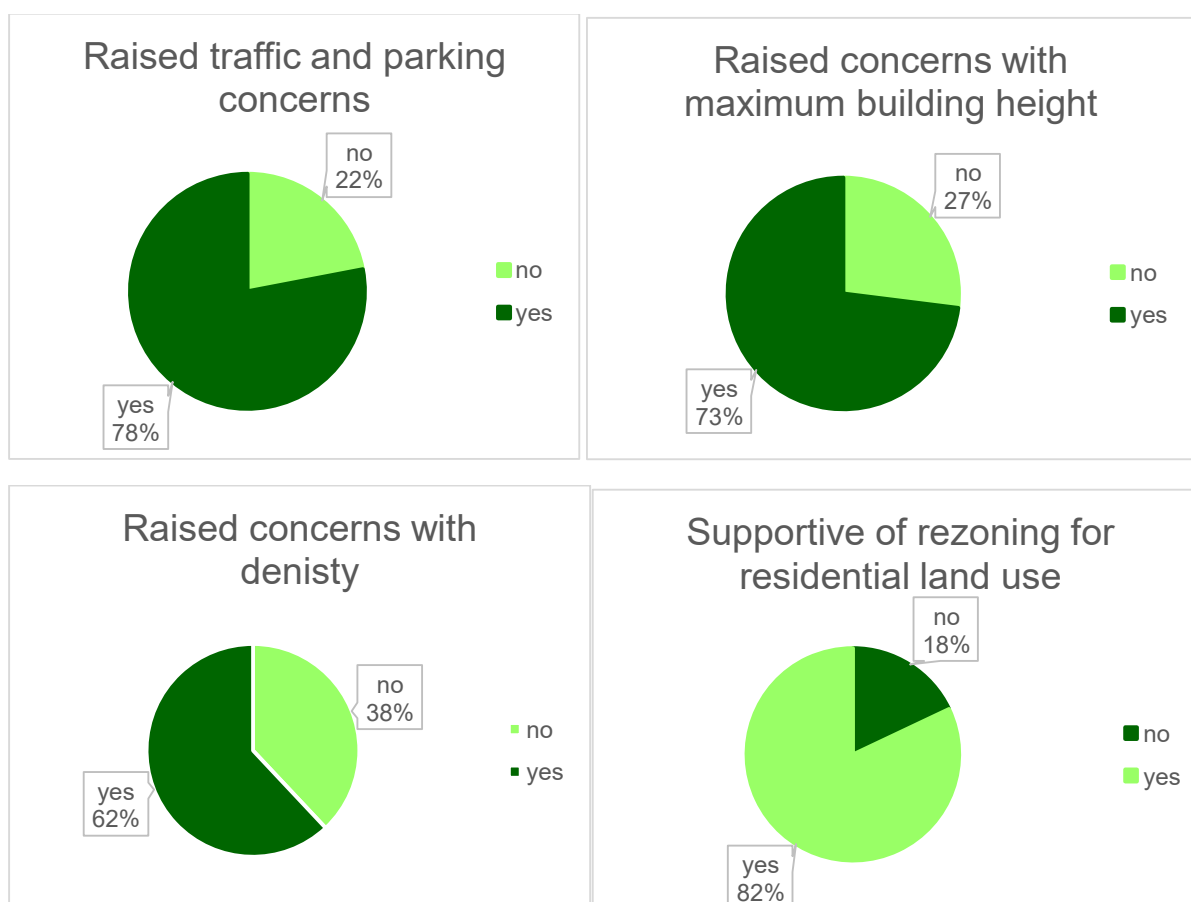


Figure 9 – Key Submission Themes

6.1.1 Traffic

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 east of Findon Road and this will be exacerbated by development over the Affected Area.

Submissions also 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 sought that new streets should be wide enough for parking on both sides and cater for emergency vehicles to access. Other submissions

sought that garages should be wide enough for the parking of vehicles and storage of household items instead of parking on the street.

A large proportion of submissions raised concerns that development of the new Nazareth Senior School on Findon Road to the north had not been taken into consideration in the traffic analysis. Concern was also raised that the traffic analysis did not take into consideration the development of the separate Lockleys (Westpac Mortgage Centre) Code Amendment area, Adele Street development nor future development of the South Australian Institute of Sports complex on Valetta Road.

Some submissions considered that Valetta, Hartley, Findon, Grange and Henley Beach Roads are already congested and at capacity.

Similarly, concern was raised that turning right out of the Kooralla Grove/Valetta Road intersection is already problematic and would be exacerbated by development over the Affected Area and on this basis did not support the location of a new vehicle access to Valetta Road. Some suggested new roundabouts to Valetta Road to address access concerns.

Further, concern was also raised in some submissions indicating current difficulties to turn right out of Beltana Street onto Findon Road. The proposed northern-most left-in left-out access point to the Affected Area was raised as a concern due to its proximity to the Beltana Street/Findon Road intersection.

Most submissions supported the proposed upgrading of the intersection of Valetta Road and Findon Road, however several submissions recommend that Harley Road and Findon Road intersection should be upgraded at the same time.

Other submissions suggested that Findon Road/Rowells Road should be upgraded to two (2) lanes in each direction.

One (1) submission sought that Artarki Avenue be made a local through road to the Affected Area, rather than just a pedestrian link. Another submission supported the connectivity of the street network, in particular accessibility through the Affected Area to bus stop 209 on Findon Road. Alternatively other submissions raised concerns about the pedestrian access to Artarki Avenue due to the potential for new residents to use Artarki Avenue to park their vehicles and utilise the link to walk to their homes.

In relation to pedestrian access, some submissions raised concerns that the pedestrian refuge on Findon Road was not safe and they would prefer the stairs to access the underpass be amended to a ramp to better cater for cyclists. Similarly, concern was raised that the single lane bridge on Findon Road is antiquated and will not cope with increased traffic flows.

One (1) submission raised concerns that increased traffic movements will result in greater traffic congestion along Henley Beach Road, (especially at Holbrooks, Marion and the South Road intersections).

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) to five (5) levels and the visual appearance of higher built form in this location. One (1) submission sought that maximum building height be limited to single storey along the western boundary of the Affected Area. Other submissions were of the view that up to three (3) storey built form would be appropriate over the Affected Area.

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. Concerns were raised that if higher built form is approved it will become a precedent for this form of development in the balance of Kidman Park.

One (1) submission sought that the 'Mixed-Use Transition Subzone' be a maximum of two (2) building levels on the perimeter of Valetta Road, with higher structures being sleeved behind two storey built form.

Alternatively, 27 percent of submissions raised no issue with the transition in building heights across the Affected Area and viewed the concept plan and associated Technical Numeric Variations (TNV's) as an appropriate step to reassure existing residents development will not be overbearing in their back yards. Some submissions also supported higher development being internal to the Affected Area and to the south overlooking the River Torrens.

Other submissions supported 3-4 storey built form on the southern corner opposite Pooch Park.

6.1.3 Densities

Of those submissions that raised concerns regarding densities, common themes were as follows:

- Would prefer that the Affected Area be located within the 'General Neighbourhood Zone' similar to the remainder of Kidman Park.
- Concern medium to higher density dwelling typologies will assist with the spread of diseases such as the COVID-19 pandemic.
- Concern higher density forms of development leading to greater social problems.
- Would prefer an anticipated yield in the order of 240 dwellings not 400 dwellings.
- Concern that high density living is usually complimented by strong public transport infrastructure (e.g. rail/tram/bus/road). Findon Road only supports one bus line which will result in a reliance on car transportation.

6.1.4 Biodiversity, Vegetation and Regulated and Significant Trees

Of those submissions that related to the natural environment, key comments included:

- Preference for water/creek features along with parklands integrated into the future development over the Affected Area.
- Retention of existing trees along the western boundary of the Affected Area which currently contain birdlife.
- Protection of the linear park from domestic animals, noise and pollution.

6.2. Agency & Service Providers Submissions Received

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

6.2.1 APA Group

APA Group (gas energy providers) did not have any objection to the proposed rezoning. APA Group advised that their records indicated minimal gas infrastructure adjoining the Affected Area that would be impacted by future development.

6.2.2 Epic Energy

Epic energy (electricity energy providers) advised that they do not have any infrastructure within close proximity to the Affected Area and therefore had no objection.

6.2.3 City of Prospect

The City of Prospect advised that they considered the proposal and had no comment to make.

6.2.4 City of Port Adelaide Enfield

The City of Port Adelaide Enfield advised that given the Affected Area's distance from their Council area they had no objection to the Code Amendment.

6.2.5 Civil Aviation Safety Authority (CASA)

The Civil Aviation Safety Authority (CASA) advised that they were not aware of any regulated or certified civil aerodromes for which there would be an Obstacle Limitation Surface that would require protection in the vicinity of the Affected Area. CASA is also not aware of an unregulated aerodrome such as an aeroplane landing area (ALA) being within 2.5 km of the Affected Area.

6.2.6 SA Water

SA Water currently provides water and sewerage services to the Affected Area.

Water and sewer 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.

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.

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.

6.2.7 – Environment Protection Authority (EPA)

The site contamination report identifies multiple potentially contaminating activities ('PCAs') have occurred onsite including:

- Storage of more than 500 litres or more of a liquid listed substance, associated with seven underground fuel tanks;
- Importation of fill materials;
- Motor vehicle repair or maintenance, and
- Use of the site as a laboratory.

Area 1 is subject to a Section 83A notification to the EPA due to the presence of petroleum hydrocarbons and chlorinated hydrocarbons in groundwater at the site. The site contamination report details intrusive assessments of soil, soil vapour and groundwater undertaken at the site. The report further identifies site contamination or indications of site contamination within Area 1, including:

- Chlorinated hydrocarbons in soil vapour above screening criteria for both a residential and commercial / industrial land use;
- Asbestos fragments in soil, and
- Variable fill inclusions such as glass, ash and brick.

The EPA noted that a site contamination audit for Area 1 was commenced on 30 November 2021. The purpose of the audit is to:

- Determine the nature and extent of any site contamination present or remaining on or below the surface of the site;
- Determine the suitability of the site for a sensitive use or another use or range of uses, and
- Determine what remediation is or remains necessary for a specified use or range of uses.

The completion of the audit will provide certainty that the site can be made suitable for the proposed sensitive land uses.

If the audit has not been completed prior to development application ('DA') being lodged for land division and/or more sensitive land uses, the site contamination assessment scheme (enacted via the *Planning Development and Infrastructure Act 2016*, *Planning Development and Infrastructure (General) Regulations 2017*, the Planning and Design Code and *Practice Direction 14: Site Contamination Assessment 2021*) will apply.

Site contamination investigations undertaken for Areas 2 and 3 are currently limited to desktop investigations. Areas 2 and 3 are not included in the site contamination audit that commenced on 30 November 2021.

Additional site contamination investigations (likely detailed site investigations) will need to be undertaken to understand whether site contamination exists, and if so to determine the nature and extent of site contamination and to inform decisions regarding the need for remediation, to give certainty that the site can be made suitable for the proposed residential land uses.

The required additional investigations can be submitted with future land division or change of land use DAs and considered according to the site contamination assessment scheme.

Any intensification of urban development should include stormwater drainage systems that are designed to maximise the interception, retention and removal of waterborne physical, chemical and biological pollutants prior to their discharge to stormwater systems or receiving waters and including culverts and creeks. This Code Amendment proposes to apply the 'Stormwater Management Overlay' to the entire Affected Area. The intent of the 'Stormwater Management Overlay' is to achieve development that incorporates Water Sensitive Urban Design (WSUD) techniques to capture and re-use stormwater. The EPA supports the application of this Overlay.

6.2.8 – City of West Torrens

Traffic

The City of West Torrens requested that further investigation be undertaken to identify if there will be any capacity related issues arising in the future with the projected increased traffic on Rowells Road. It was suggested that this will help the Department for Infrastructure & Transport (DIT) with considering and planning for future road upgrades on Rowells Road (if necessary). This should be similar to the assessment approach CIRQA has taken for the other critical intersections adjacent to and north of the Affected Area.

It is requested that a footbridge across to Michael Reserve be investigated to improve walking and cycling connectivity and safety. Residents have highlighted the vulnerability of cyclists and pedestrians when using the pedestrian refuge on Findon Road, north of the River Torrens.

Concept Plan

The inclusion of a building height Technical and Numeric Variation shown on the concept plan is welcomed. The heights proposed enable the reader to understand how there may be increased heights to help attain the goals of the 30-Year Plan in strategic locations.

Interface with River Torrens Linear Park

Future Code Amendments adjacent the River Torrens and/or the 'Open Space Zone' would benefit from providing imagery as viewed from the 'Open Space Zone' and across from West Torrens linear track to demonstrate potential visual impact.

The site's desirable location is acknowledged, which is in part due to the proximity of the River Torrens Linear Park and shared path. Future use of the Affected Area should not detrimentally impact this important

open space but complement the pathway, the natural environment and maximise its value as open space. The open space and interface with the development should show high regard for both biodiversity and the greater community, including commuters to and from the City who use the path.

6.2.9 – Department for Environment and Water (DEW)

DEW Support the Code Amendment approach, particularly the opportunities to strengthen connections and linkages between the site and the River Torrens Linear Park, increase accessible public open space in areas where there is low provision and reduce the urban heat island effect through increased tree canopy.

DEW support the application of the 'Urban Tree Canopy Overlay' over the Affected Area. The Code Amendment indicates that most existing trees 'could possibly be integrated with future development if desired (and dependent on the detailed design of the future development)' and Green Adelaide would welcome the opportunity to provide further comment at the development application stage of the process.

DEW Consider that the Code Amendment and existing Code policies should adequately cover stormwater management from a quantity and quality perspective. DEW acknowledge that proposal includes adequate detention to mitigate the risk of negatively impacting the public drainage network. We support that future detention basins are shown on the Kidman Park Concept Plan. DEW don't support the ongoing direct discharge of stormwater into the River Torrens but recognise that future development at this site will consider the integration of on-site stormwater detention and water quality improvement through the implementation of water sensitive urban design (WSUD) principles, such as raingardens and landscaping, so as to ensure the quality of water prior to discharge.

DEW also support the application of the 'Stormwater Management Overlay' which WSUD techniques to capture and re-use stormwater.

DEW Consider that this Code Amendment presents an opportunity to increase biodiversity along the River Torrens, with this come multiple benefits including enhancing the liveability of our city and restoring native flora and fauna.

6.2.10 – Department for Infrastructure and Transport

The Department for Infrastructure and Transport (DIT) supports the proposed Code Amendment and made the following comments:

- The potential upgrade to the Findon Road/Valetta Road intersection and other access treatments recommended by CIRQA are supported. Allowance should be made in the final site design to enable the provision of a left turn lane from Findon Road into Valetta Road. The introduction of a 'Future Road Widening Overlay' over a portion of the site to achieve this is supported. It will be necessary to consider how this Overlay will be applied as the trigger for referral relates to requirements under the Metropolitan Adelaide Road Widening Plan (MARWP). As the subject location is not currently affected by MARWP, it may be necessary for this widening to be contained within the 'Future Local Road Widening Overlay'.
- With respect to the future upgrading of the Findon Road/Valetta Road intersection as part of the future development, there will need to be appropriate agreements in place prior to authorisation of the Code Amendment to ensure that the developer will fund these works and to identify the required timing for these works.
- It is advised that any final access arrangements or potential infrastructure upgrades will require further traffic assessment and acceptance at the Land Division/Land Use application stage(s). Notwithstanding this, it is recommended that a minor adjustment be made to the Concept Plan identifying the proposed northern and southern intersections on Findon Road being limited to left turn in and left turn out only as per the CIRQA report.
- The implementation of further access treatments or infrastructure upgrades may be further considered in the future, as this development progresses (together with other operational considerations relevant at that time).
- Developments should be situated and designed to encourage the use of public transport through providing a safe and walkable streetscape environment through natural surveillance, and pedestrian linkages. Road reserves should be of a width, design and alignment that can accommodate bus routes where required. The proposed street and pedestrian network should be designed to integrate

with the existing public transport network with consideration given to road width and roundabout design which are appropriate to support the safe movement of public transport vehicles.

- Pedestrian linkages should be designed to create an efficient pedestrian network which integrates with the existing public transport network. Pedestrian linkages should also consider the provision of potential future services within the development area.

Whilst it is acknowledged that DIT seeks that an appropriate agreement be in place prior to authorisation of the Code Amendment to ensure that the developer will fund intersection upgrade works at the Valetta Road/Findon Road intersection, it is anticipated these works will form part of a future bonding agreement as part of a land division application over Lot 301 Findon Road.

Engagement Report by the City of Charles Sturt

City of Charles Sturt Kidman Park Residential and Mixed Use Code Amendment (Part-Privately Funded)

August 2022

6.3. Response and recommendations

The following table 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 Code Amendment resulting from the feedback received.

Submission No.	Theme	Summary of Comments Received through written submissions during the consultation timeframe	Response by the City of Charles Sturt	Proposed Change(s) to the Code Amendment
3, 4, 7, 9, 12, 13, 14, 18, 22, 24, 25, 28, 31, 32, 33, 34, 35, 39, 42, 43, 44, 45, 46, 47, 49, 50, 51, 52, 53, 55, 56, 57, 58, 59, 60, 61, 63, 68, 69, 70, 71, 72, 75, 76, 77, 79, 80, 81, 83, 84, 85, 86, 87, 88, 90, 91, 92, 93, 94, 95, 96, 97, 99	Maximum Building Height	<p>6.3.1 Do not support up to five (5) storey and 22m built form, particularly at the southern end adjacent Linear Park.</p> <p>6.3.2 Consider proposed height would be similar to that of the 'West' development and not supportive of this.</p> <p>6.3.3 Would prefer building heights of 1-2 storey not above three (3) storey.</p> <p>6.3.4 Would only support a maximum of 2 storey built form.</p> <p>6.3.5 Consider that the amount of area designated as 3 storey maximum building height should be reduced.</p> <p>6.3.6 Would like single storey building height along western boundary adjoining Kooralla Grove.</p> <p>6.3.7 Transition in heights across the Affected Area seem appropriate to reassure existing residents the development will not be overbearing.</p> <p>6.3.8 Support range of building heights and dwelling mix so good mix of apartments and detached dwellings.</p> <p>6.3.9 Concept Plan provides potential to provide suitable locations for increased densities and vibrant mixed use precincts such as ground level cafes.</p> <p>6.3.10 Would only support one (1) taller building for aged care, the rest should be maximum two (2) storey built form.</p> <p>6.3.11 Would support 3-4 storey built form on corner opposite Pooch Park and remainder two (2) storey built form.</p> <p>6.3.12 Concern if higher built form approved it will become a precedent for this form of development in Kidman Park.</p> <p>6.3.13 Would prefer that the Mixed-Use Transition Subzone be a maximum of two (2) building levels to the perimeter of Valetta Road.</p> <p>6.3.14 Along the Mixed-Use Transition Subzone any higher structures over two (2) building level should be inwards sleeved behind two storey built form.</p>	<p>6.3.1 The Kidman Park Concept Plan has been revised (refer to Figure 10) in Section 7 to remove the 5 storey maximum building height and locate three (3) storey built form adjoining Findon Road and the indicative area of public open space adjoining the River Torrens, transitioning up to four (4) storey built form more centrally within the Affected Area.</p> <p>6.3.2 Noted.</p> <p>6.3.3 Noted. Revised Kidman Park Concept Plan designates a greater portion of the Affected Area along the western edge to maximum building height of two (2) level (9m) building height, which is also envisaged within the adjacent General Neighbourhood Zone to the west.</p> <p>6.3.4 Refer to comments for 6.3.3 above.</p> <p>6.3.5 Noted. Amount of Affected Area designated as 3 level (12.5m) building height has been reduced with amount of 2 level (9m) building height increased.</p> <p>6.3.6 Noted. Two storey-built form is permissible within the adjacent General Neighbourhood Zone to the west.</p> <p>6.3.7 Agreed and noted.</p> <p>6.3.8 Noted, mix of building heights retained in revised Kidman Park Concept Plan.</p> <p>6.3.9 Agreed and noted.</p> <p>6.3.10 Noted.</p> <p>6.3.11 Refer to comments for 6.3.3 above</p> <p>6.3.12 Noted.</p> <p>6.3.13 Noted.</p> <p>6.3.14 Noted.</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.
3, 4, 7, 10, 12, 18, 23, 32, 44, 48, 50, 53, 55, 56, 57, 58, 59, 60, 61,	Visual Appearance of Built Form	<p>6.3.15 Consider higher built form will be an 'eye sore' similar to the 'West' development.</p> <p>6.3.16 Consider higher built form out of character with the area.</p>	<p>6.3.15 The visual appearance of built form will be considered during detailed design as part of future development applications. The Planning and Design Code contains numerous provisions in the General Development Section – Design in Urban Areas, with the Desired Outcome (DO1) seeking that</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.

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63, 66, 69, 75, 78, 79, 86, 99		<p>6.3.17 <i>Consider higher built form encroaches and intrudes onto established residential properties.</i></p> <p>6.3.18 <i>Would prefer traditional single storey dwellings.</i></p> <p>6.3.19 <i>Consider that higher built form will be out of place and disrupt the aesthetic of the area, in particular the Linear Park nature/walking and bike track.</i></p> <p>6.3.20 <i>Consider that apartment blocks soon become outdated and tired looking.</i></p> <p>6.3.21 <i>Consider that these style of developments belong in suburbs like Mawson Lakes, not Kidman Park.</i></p>	<p>development is <i>contextual, durable, inclusive and sustainable</i>.</p> <p>6.3.16 Whilst development above two (2) storey building height will not be the same as development located within the General Neighbourhood Zone which surrounds the Affected Area it does not necessarily follow that higher built form will be out of character with the General Neighbourhood Zone. Performance Outcome PO 2.2 of the Urban Renewal Neighbourhood Zone seeks that “<i>Buildings on an allotment at the interface with a different neighbourhood-type zone are sited and designed to provide an orderly transition to the built form scale envisaged in that zone to mitigate impacts on adjacent residential uses.</i>” Similarly, General Development Policies, Design in Urban Areas PO 12.1 for Medium Rise development seeks that “<i>Buildings positively contribute to the character of the local area by responding to local context.</i>”</p> <p>6.3.17 The Concept Plan has been revised to locate the maximum four (4) level (16.5m) building height centrally within the Affected Area. The Urban Renewal Neighbourhood Zone PO 6.1 and PO 7.1 provide side and rear setback provisions that seek to provide separation between buildings to minimise visual impact, provide access to natural light and ventilation and provide open space recreational opportunities.</p> <p>6.3.18 Acknowledged. It should be noted that two storey-built form is permissible within the adjacent General Neighbourhood Zone to the west.</p> <p>6.3.19 Refer to response 6.3.1, 6.3.16 and 6.3.17 above.</p> <p>6.3.20 Refer to response 6.3.15</p> <p>6.3.21 Noted.</p>	
3, 14, 61, 69, 95, 97	Public Transport	<p>6.3.22 <i>Do not consider there is sufficient public transport within the locality to cater for density proposed.</i></p> <p>6.3.23 <i>Consider lack of public transport along Findon Road, particulalry the southern end of the Affected Area.</i></p> <p>6.3.24 <i>Consider that Henley Beach Road and Grange Road,are the closest high frequency public transport corridors (approximately one kilometre away).</i></p>	<p>6.3.22 The Traffic Investigations undertaken by CIRQA as part of the draft Code Amendment identified that “<i>bus services operate along Findon Road, Valetta Road and Hartley Road. Bus routes operating within immediate proximity to the Affected Area include:</i></p> <ul style="list-style-type: none"> • <i>Route 110, 112 – West Lakes to City;</i> • <i>Route 286, 287 – Henley Beach to City;</i> • <i>Route 288 – West Lakes Centre Interchange to City;</i> • <i>Route 652,– Alberton to St Michael's College Primary Campus; and</i> • <i>Route J7, J8 – West Lakes Centre Interchange to Marion Centre Interchange.</i> <p><i>The above bus routes provide easily accessible and convenient access between the Affected Area and the Adelaide CBD as well as key retail centres (i.e. Henley Beach, Westfield West Lakes, Westfield Marion). It is also noted that the above routes provide access to other bus</i></p>	No Change to the Code Amendment.

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			<p><i>stops and interchanges that increases the connectivity of the Affected Area beyond the destinations listed above."</i></p> <p>CIRQA considered that the accessibility to/from various 'alternative' transport modes (to private motor vehicle) will appropriately support the proposed density.</p> <p>6.3.23 Refer to response 6.3.22 above</p> <p>6.3.24 Refer to response 6.3.22 above</p>	
3, 4, 7, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 31, 33, 34, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 66, 68, 69, 70, 71, 72, 73, 74, 75, 76, 78, 79, 80, 81, 83, 84, 85, 86, 87, 88, 90, 91, 93, 95, 96, 97, 98	Traffic and access	<p>6.3.25 <i>Concern with local road networks being used as a 'cut through' to avoid major arterial/collector roads – for example using Mercurio Drive.</i></p> <p>6.3.26 <i>Concern that traffic analysis does not consider Nazareth Senior College development to the north on Findon Road.</i></p> <p>6.3.27 <i>Concern that existing traffic can be very heavy, particularly during school drop off with Lockleys North Primary School and Underdale High School close by.</i></p> <p>6.3.28 <i>Concern that traffic analysis does not take into consideration development of Lockleys Code Amendment area, Adele Street development nor future development of Sports Institute on Valetta Road. Would like to see an independent traffic survey undertaken.</i></p> <p>6.3.29 <i>Congestion already evident along Valetta, Hartley, Findon, Grange and Henley Beach Roads.</i></p> <p>6.3.30 <i>It can be difficult to enter Valetta road during peak hour from any surrounding side streets.</i></p> <p>6.3.31 <i>Concern traffic congestion within the locality will become like the corner of Holbrooks and Hartley Roads where two schools are opposite each other and at times the traffic banks back to the football oval on Hartley Road.</i></p> <p>6.3.32 <i>Concern development over the Affected Area at density proposed will exacerbate existing congestion issues in road network.</i></p> <p>6.3.33 <i>Turning right out of the Kooralla Grove/Valetta Road intersection is already problematic and would be exacerbated by development over the Affected Area.</i></p> <p>6.3.34 <i>Do not support location of new vehicle access to Valetta Road.</i></p> <p>6.3.35 <i>Suggestion for new roundabouts to Valetta Road to address access concerns.</i></p> <p>6.3.36 <i>Support the upgrading of the intersection of Valetta Road and Findon Road.</i></p> <p>6.3.37 <i>Recommend that Hartley Road and Findon Road intersection be upgraded at the same time. Concern almost impossible to turn right out of Hartley Road to Findon Road currently during peak times.</i></p> <p>6.3.38 <i>Concern that the southern access point proposed will create further congestion with the Pierson St intersection and further cluster development proposed close to that intersection.</i></p> <p>6.3.39 <i>Would prefer that pedestrian access only at the northern end of the area be 'swapped' with the final street at the end to clear further congesting heading towards Valetta Road/Findon Road intersection.</i></p>	<p>6.3.25 The Traffic Investigations undertaken by CIRQA as part of the draft Code Amendment considered the potential for 'cut-through' movements (refer to section 5.7 of the CIRQA investigation). The investigations found that: <i>"There will likely be a proportion of movements associated with the site that are distributed via Beltana Street and Gerard Road. This has been considered in the above modelling and it is considered that the potential distribution of movements to these roads would result in daily traffic volumes still within their respective capacities (noting that the current volumes on these roads are in the order of 570 vpd for Beltana Road and 430 vpd for Gerard Road).</i></p> <p><i>Notably, even if all movements distributed to Hartley Road from the development of the Affected Area utilised Beltana Road and Gerard Road, the increase would only be in the order of 150 vpd and total volumes would remain well within the typical level associated with local roads. In reality, the distribution to these roads would be less than this. Furthermore, the assessment does not consider the potential for previous Metcash staff (from the site's southern car park) to utilise such a cut-through and, therefore, the increase would be even less."</i></p> <p>6.3.26 CIRQA has confirmed that their original modelling of a 'base scenario' included a 0.71% per annum growth rate (refer to Section 5 of the CIRQA traffic investigations) and extrapolated to a 2036 future scenario. CIRQA have advised that this growth rate is sufficient to factor in both the Nazareth Senior College development and the Adele Avenue development.</p> <p>CIRQA also undertook traffic investigation modelling for the Lockleys (Westpac Mortgage Centre) Code Amendment. These investigations found that <i>"the redevelopment of the site for residential use would therefore result in a reduction in the level of traffic generated to and from the site (and an overall positive impact). Volumes are forecast to reduce on both sections of Pierson Street (as well as the broader road network)."</i></p> <p>CIRQA also reiterated the positive benefit of removing semi-trailer and B-Double movements from the Affected Area. Semi-trailer and B-Double vehicles have a significant impact on the capacity of the road network given their overall length</p>	<p>No change to the Code Amendment.</p> <p>In response to submissions received in relation to concerns raised with respect to traffic and access, Stantec has been engaged to undertake a peer review of Cirqa's original investigations and findings (refer to Attachment 7). These independent investigations have generally concurred with the original findings and recommendations provided by Cirqa. Whilst the Stantec traffic modelling and forecast traffic volumes were slightly different to the CIRQA investigations, Stantec advised that this was not a critical difference. Stantec concurred with CIRQA's analysis of the capacity of the existing road network to accommodate projected future traffic movements.</p>

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		<p>6.3.40 Concern that increased traffic movements will result in Henley Beach Rd, especially at Holbrooks and Marion and also South Rd intersection will create a greater bottleneck than they are now.</p> <p>6.3.41 Would prefer that Artarki Avenue be made a local through road to Affected Area not pedestrian link.</p> <p>6.3.42 Support the added connectivity of the street network and bus stop 209 on Findon Road will be more accessible for residents to the west of the Affected Area.</p> <p>6.3.43 Suggestion that Findon Road/Rowells Road be two (2) lanes in each direction.</p> <p>6.3.44 Concern raised over the difficulty cyclists have crossing Findon Road to access Linear Park. Existing pedestrian refuge on Findon Road not considered safe and very difficult to get down the stairs to the underpass on the western side of Findon Road.</p> <p>6.3.45 Concern raised over the proposed northern most vehicle access point from Findon Road due to its proximity to the Beltana Street intersection.</p> <p>6.3.46 Concern raised over difficulty turning right from Beltana Street to Findon Road.</p> <p>6.3.47 Would like to see street widths in the Affected Area being able to accommodate the parking of vehicles on either side and sufficient size to allow for emergency vehicles to access.</p> <p>6.3.48 Consider that residents don't want the same issues that the residents of 'West' - stage 1 development have...parked cars being swiped because of narrowness of the streets.</p> <p>6.3.49 Concern that traffic impacts will be further exacerbated with South Australian Institute of Sports (SASI) relocates and is ultimately developed.</p> <p>6.3.50 Concerned that additional traffic and residences will add to existing parking problems at the Findon and Fulham Gardens Shopping Centres.</p> <p>6.3.51 Do not support proposed all movement access location on Findon Road opposite 331 Findon Road due to concern about ability to turn right from their property. Currently experience issues exiting their property in peak hour. Would prefer this is a dead-end street like Mercuro Drive.</p> <p>6.3.52 Do not support the concept plan that shows pedestrian access to Artarki Avenue. Concern that new residents would use Artarki Avenue to park their vehicles and then use the link to walk to their homes.</p> <p>6.3.53 Current trend of dividing one allotment into two has created inadequate on-site parking with more cars parking on the street. Do not support further density which exacerbates parking issues.</p> <p>6.3.54 Garages should be wide enough to allow vehicles to park in them instead of on the street.</p> <p>6.3.55 Concern the single lane bridge on Findon Road is antiquated and will not cope with increased traffic flows.</p> <p>6.3.56 A second pedestrian underpass at the Findon Road bridge over Karrawirra Parri should be considered. There is currently no safe crossing on the south side of the Findon Road bridge.</p> <p>6.3.57 Would like to see all internal roads 40km/hr.</p>	<p>(equivalent to approximately 4 passenger vehicles) as well as their slower acceleration and stopping times.</p> <p>When the above factors are combined, CIRQA has confirmed their original modelling for development over the Affected Area is correct. The CIRQA report has been peer reviewed by Stantec (refer to Attachment 7) who advise that: "The output of the SIDRA Intersection Models indicated that all three intersections (Findon/Valetta, Findon/Hartley and Findon/Grange) will operate above capacity during both the AM and PM peak hours in both the base and future scenarios. However, the report prepared by CIRQA indicates that this was largely contributed to by general traffic at the intersection, rather than the traffic associated with the change in land use. Stantec generally agrees with this conclusion."</p> <p>It is noted the SIDRA intersection models could produce more accuracy if a base scenario had been prepared and calibrated and validated to reflect what was observed on-site. Notwithstanding, in acknowledging the difficulty in model calibration / validation and that DIT is supportive of the rezoning, the <u>proposal is still considered appropriate</u>.</p> <p>The proposed site access road onto Findon Road has been assessed and the results generally indicating that the local access will operate at a Level of Service of D or better during the AM and PM peak hours, <u>which appears reasonable</u>."</p> <p>6.3.27 Refer to response for 6.3.26</p> <p>6.3.28 Refer to response for 6.3.26</p> <p>6.3.29 Refer to response for 6.3.26</p> <p>6.3.30 The Traffic Investigations undertaken by CIRQA as part of the draft Code Amendment (refer to Section 5.5 of CIRQA Investigations) modelled the impact of anticipated future development over the Affected Area and any impact to Valetta Road. The CIRQA report outlined that "forecast that the redevelopment of the Affected Area would be associated with approximately 450 daily traffic movements on Valetta Road to/from the west of the site. Such an increase would have minimal impact on conditions associated with Valetta Road. Furthermore, this forecast doesn't take into account the previous distribution of traffic associated with the Metcash site and the actual increase would be lower."</p> <p>6.3.31 Refer to response for 6.3.26</p> <p>6.3.32 Refer to response for 6.3.26</p> <p>6.3.33 Noted. Refer to response for 6.3.30</p>	

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			<p>6.3.34 Noted. Refer to response for 6.3.30</p> <p>6.3.35 Noted. Refer to response for 6.3.26 and 6.3.30</p> <p>6.3.36 Agreed and noted.</p> <p>6.3.37 Refer to response for 6.3.26 and 6.3.30. CIRQA SIDRA intersection modelling software identified that the proposal would slightly improve conditions in respect to the Findon Road/Hartley Road intersection. The Stantec peer review concurred with this modelling. While the intersection is over capacity and an upgrade would be desirable, it is considered that this is associated with existing volumes and not the specifically the proposal. This modelling has been peer reviewed by DIT and Stantec who both support these findings.</p> <p>DIT has further advised that the implementation of further access treatments or infrastructure upgrades may be further considered in the future, as this development progresses (together with other operational considerations relevant at that time).</p> <p>6.3.38 Refer to response for 6.3.26. The CIRQA traffic investigations report prepared for the draft Code Amendment also considered the southern access point in Section 3.2. CIRQA found that: <i>“The southern access point has also been identified as left-in/left-out (given its proximity to the bridge over the River Torrens restricts available cross section for a right turn lane on Findon Road). If the southern access was located further north, there may be potential for right-in and/or right-out movements to be accommodated.”</i></p> <p>6.3.39 Noted. CIRQA has recommended the pedestrian link on Findon Road in order to accommodate an additional pedestrian refuge in the vicinity of the existing bus stops and opposite dog park/reserve,</p> <p>6.3.40 Refer to response for 6.3.26</p> <p>6.3.41 Noted. A traffic connecting through the Affected Area to Artarki Avenue has not been proposed in order to discourage through traffic into the local road network. The pedestrian/cycling linkage is proposed to encourage permeability.</p> <p>6.3.42 Agreed and noted.</p> <p>6.3.43 Refer to response for 6.3.26</p> <p>6.3.44 Noted. Findon Road is under the care and control of the Commissioner of Highways via the Department of Infrastructure (DIT) and Transport. DIT’s submission does not mention cyclists access crossing Findon Road to access Linear Park.</p>	

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			<p>6.3.45 Refer to response for 6.3.26. Council will review access point locations during the land division application stage to minimise the impact on the existing road network and to also maximise the development opportunity of land on the east side of Findon Road. Council's traffic officers concur with the CIRQA report that the traffic projections the northern access point are unlikely to make a notable impact on the ability to make right turns out of Beltana Street.</p> <p>6.3.46 Refer to response for 6.3.26</p> <p>6.3.47 Noted. This will be assessed in future land division applications. The Planning and Design Code in General Development Policies, Land Division PO 3.4 seeks that <i>“road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.”</i></p> <p>6.3.48 Noted. The width of street and on-street parking provisions will form part of a future land division application.</p> <p>6.3.49 The future redevelopment of the South Australian Sports Institute (SASI) located to the west of the Affected Area at 27 Valetta Road is not currently proposed. Any such future development of this land parcel would require its own traffic impact assessment (as part of a future development application) at the time of such a redevelopment.</p> <p>6.3.50 The rezoning is to include a Mixed Use Subzone to encourage small scale supportive shops and services to facilitate a walkable neighbourhood.</p> <p>The Planning and Design Code specifies car parking rates based on the gross leasable floor area (GLFA) of any commercial land use (depending on the type of land use) as outlined in Table 1 and Table 2 of the Transport, Access and Parking General Development Policies. It is assumed that the Findon and Fulham Gardens Shopping Centres have provided sufficient carparking to cater for the respective centre's GLFA. Any future development over the Affected Area will also applied the parking rate specified by the Code and will be assessed by the relevant authority via future development application(s).</p> <p>6.3.51 Refer to response for 6.3.26</p> <p>6.3.52 The Planning and Design Code in General Development Policies, Transport and Access, Table 1 specifies on-site parking requirements for residential development. These policies have been formulated by PlanSA to ensure sufficient on-site parking for the type of development proposed. On-site parking provision will be assessed by the relevant authority during future development applications. The Minister's agreement on the Code Amendment initiation made it clear that the scope of the Code cannot amend existing Code policies such as off-street car parking ratios.</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>6.3.53 Refer to response for 6.3.52</p> <p>6.3.54 The Planning and Design Code in General Development Policies, Design in Urban Areas outlines a minimum width for residential car parking spaces (DTS/DPF 23.1 and DTS/DPF 23.2) this is in addition to <i>Australian Standard AS/NZS 2890.1:2004</i> and will be assessed by the relevant authority during future development application(s). Council has in the past advocated for improved garage widths to the Minister and will continue to advocate for improved provision in the Government's Code.</p> <p>6.3.55 Refer to response for 6.3.26</p> <p>6.3.56 Noted. Advice from Council's traffic engineers is that given the proximity to the existing Findon Road river crossing (located immediately adjacent the south-east corner of the site) and the Canino Drive footbridge (approximately 350m west) an additional crossing to Michael Reserve is difficult to justify. There is no allowance in Council's current Asset Management Plan/LTFP for additional footbridges in this location. Through the detailed design process of any future redevelopment of the Affected Area, Council can investigate to strengthen connections to the existing facilities rather than add additional infrastructure.</p> <p>6.3.57 Noted. The allocated 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 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 over time.</p>	
3, 4, 10, 12, 14, 16, 18, 19, 24, 29, 34, 39, 40, 41, 43, 44, 47, 48, 50, 52, 54, 55, 56, 58, 59, 60, 62, 63, 65, 66, 69, 70, 71, 73, 74, 75, 77, 78, 79, 85, 86, 87, 88,	Density	<p>6.3.58 <i>Do not support the density proposed</i></p> <p>6.3.59 <i>Would prefer density similar to the rest of Kidman Park or of courtyard blocks like other infill developments.</i></p> <p>6.3.60 <i>Concern that density proposed will create social problems in locality as where large numbers of people congregate-trouble sooner or later follows.</i></p> <p>6.3.61 <i>Concern that COVID-19 pandemic highlightd problems associated with medium to high density living and ease with which diseases can spread.</i></p> <p>6.3.62 <i>Would prefer density in the order of 250 dwellings rather than 400 dwellings over the Affected Area.</i></p> <p>6.3.63 <i>Concern will impact quality of living of existing residents.</i></p>	<p>6.3.58 Noted. Part 8 of the Planning and Design Code – <i>Administrative Terms and Definitions</i> outlines that <i>Net residential density is calculated by dividing the total number of dwellings by the area of residential land that they occupy (excluding other land uses, roads, public open space and services) and expressed as dwelling units per hectare (du/ha).</i></p> <p><i>Medium net residential density means 35 to 70 dwelling units per hectare. High net residential density means greater than 70 dwelling units per hectare. The revised concept has a net residential density of aprox. 38 dwelling units per hectare</i></p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report., which has amended the proposed built form and thereby reducing the originally proposed yield slightly.

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89, 90, 94, 95, 97, 99		<p>6.3.64 <i>Concerned that high density development will become the 'slums of tomorrow.'</i></p> <p>6.3.65 <i>Concern that high density forms of development 'doesn't look like Australian living anymore, no backyards, no open spaces within the homes.'</i></p> <p>6.3.66 <i>This type of density would not be supported in the eastern suburbs.</i></p> <p>6.3.67 <i>High density living is usually complimented by strong public transport infrastructure eg rail/tram/bus/road (for example West Lakes, St Cair or Parradise Interchange). Findon Road only supports one bus line so the reliance of car transportation.</i></p> <p>6.3.68 <i>Consider that high density living should be located adjoining a significant place of interest such as a shopping centre e.g. West Lakes or Tea Tree Plaza.</i></p> <p>6.3.69 <i>Consider that density of living in the western suburbs is nearing capacity.</i></p> <p>6.3.70 <i>Consider that Adelaide has one of the highest standards of living not just in Australia but in the world. We achieve this by finding the balance between the big city and the big town feel. We have a city that is under populated and houses issues already. We don't need high density living in the suburbs.</i></p> <p>6.3.71 <i>Consider that the minimum allotment size should be 600m² over the Affected Area.</i></p> <p>6.3.72 <i>Concern that commuting from the site to town is not widely feasible (minimum 1.5-hour walk or 35-minute cycle). Unlike density uplift on Henley Beach Road closer to town or in Brompton, increased density on the site based on non-use of vehicles is illogical.</i></p> <p>6.3.73 <i>Would like to see a reduction in the overall number of homes proposed.</i></p>	<p>which put it at the lower end on medium net residential density.</p> <p>6.3.59 Noted. The Code Amendment which was initiated by Council and endorsed by the Minister was to <i>"investigate policy amendments to encourage low to medium density residential, mixed use and commercial development to make better use of the site's proximity to public transport, the River Torrens (Karrawirra Parri) Linear Park, the Adelaide CBD and western beaches."</i></p> <p>6.3.60 The Design in Urban Areas General Development Policies of the Planning and Design Code encourages passive surveillance of the public realm and crime prevention through environmental design (CPTED) techniques. The South Australian Police recognise that <i>"proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life"</i>³</p> <p>6.3.61 Noted.</p> <p>6.3.62 The Urban Renewal Neighbourhood Zone in Performance Outcome PO 8.1 seeks that <i>"Allotments/sites created for residential purposes accommodate a diverse range of medium density housing."</i> Part 8 of the Code defines <i>'medium net residential density'</i> as <i>'35 to 70 dwellings per hectare'</i>. Net residential densities will be assessed by the relevant authority during future land division applications, however it is anticipated that the Affected Area will accommodate in the order of 390 dwelling units which achieves approx. 38 dwelling units per hectare. This is at the lower end of medium net residential density.</p> <p>6.3.63 The Urban Renewal Neighbourhood Zone contains a number of Performance Outcomes to ensure taller built form is sited away from adjoining neighbourhood-type zones.</p> <p><i>PO 2.1 Buildings generally 2-3 levels with taller buildings located on sites that are a suitable size and dimension to manage massing and impacts on adjoining residential development.</i></p> <p><i>PO 2.2 Buildings on an allotment at the interface with a different neighbourhood-type zone are sited and designed to provide an orderly transition to the built form scale envisaged in that zone to mitigate impacts on adjacent residential uses.</i></p> <p><i>PO 8.2 High density residential development located on sites of a suitable size and dimension to achieve a high standard of amenity for occupants and neighbours.</i></p>	

³ South Australian Police, 2022, Preventing Crime brochure

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			<p>6.3.64 Refer to response for 6.3.15</p> <p>6.3.65 General Development Policies, Design in Urban Areas of the Code in Performance Outcomes PO 21.1 and 21.2 seek that dwellings are provided with suitable sized areas of usable private open space in accordance with Table 1 which sets out the minimum provision of private open space for differing forms of residential development (to be assessed as part of future development applications).</p> <p>6.3.66 Noted.</p> <p>6.3.67 The Affected Area is serviced by public transport and located on a 'Go Zone' high frequency bus stop. Refer to response for 6.3.22.</p> <p>6.3.68 The Code Amendment seeks to introduce the Mixed Use Transition Subzone in order to facilitate local shops and supportive commercial business to create services within walkable neighbourhood for future residents.</p> <p>6.3.69 The <i>June 2021 Attorney- General's Department Land Supply Report for Greater Adelaide – Part 2: Urban Infill</i> identified that the projected population growth from 2020 to 2030 in Adelaide's west at a medium growth scenario is 21,700 or high growth scenario if 33,700 which equates to a dwelling need requirement of 10,600 medium growth scenario or 15,700 in a high growth scenario.</p> <p>The investigations in the Code Amendment required the consideration of the capacity of existing infrastructure in the locality. The investigations found that there was sufficient capacity in existing infrastructure (with minor augmentation in some instances) to cater for the anticipated dwelling units over the Affected Area.</p> <p>6.3.70 Refer to response for 6.3.69</p> <p>6.3.71 The objective of the Code Amendment, as endorsed by the Minister was to investigate low to medium density residential development with complimentary supportive land uses.</p> <p>The existing General Neighbourhood Zone already enables the creation of allotments less than 600m² with Zone DTS/DPF2.1 envisaging detached, semi-detached and group dwellings having an allotment size of 300m² with a 9m frontage with and row dwellings have a minimum allotment size of 250m² with a 7m (average) frontage width.</p> <p>6.3.72 Refer to response for 6.3.22 and Deep End investigations report Section 2.4 that outlines the catchment area has a relatively high local workforce, therefore not all new residents would be commuting to the CBD for work/studies.</p> <p>6.3.73 Noted. Refer to response for 6.3.58 and 6.3.62</p>	
3, 4, 10, 12, 13, 14, 17, 27, 34, 40,	Residential land use	6.3.74 <i>Generally supportive of change in land use for residential</i>	6.3.74 Agreed and Noted.	No Change.

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41, 44, 45, 46, 57, 58, 59, 61, 66, 69, 70, 72, 77, 79, 80, 81, 83, 84, 85, 86, 92, 96				
83, 84, 91, 92	Housing Affordability	<p>6.3.75 <i>There are 16,000 people in SA waiting for social housing. If large developments such as the proposed one do not include social housing, where will it be located? As well as the required 15% of affordable housing, we urge the inclusion of a sizeable proportion of dwellings made available as social housing.</i></p> <p>6.3.76 <i>Acknowledge the importance and value of low cost/high density housing in the suburbs.</i></p> <p>6.3.77 <i>Consider the ability to increase building height will seek to provide an opportunity to cater for unique housing outcomes which address the critical issue of housing affordability within key infill development locations.</i></p>	<p>6.3.75 Agreed. The Code Amendment seeks to apply the Affordable Housing Overlay which has the following desired outcomes: <i>“DO1 Affordable housing is integrated with residential and mixed use development</i> <i>DO2 Affordable housing caters for a variety of household structures”</i></p> <p>6.3.76 Agreed and noted.</p> <p>6.3.77 Agreed and noted.</p>	No Change.
5, 63, 97	Land Uses	<p>6.3.78 <i>Would like to see a mix of retail and parklands along with a restaurant open later into the night rather than cafes which shut early.</i></p> <p>6.3.79 <i>Like to see a live music venue or modern pub-style venue.</i></p> <p>6.3.80 <i>Happy to see mixed use with some commercial café etc. included.</i></p> <p>6.3.81 <i>Do not want an urban hub with cafes etc.</i></p>	<p>6.3.78 Performance Outcome PO 1.1 of the Mixed Use Transition Subzone seeks “<i>redevelopment and transition of the area towards mixed development including, residential, supported by a mix of compatible uses including ...compatible businesses servicing the local community that do not produce objectionable emissions.</i>” The associated DTS/DPF1.1 envisages land uses such as entertainment venue, licenced premises, hotel, consulting room and shop within the Subzone.</p> <p>6.3.79 Refer to response for 6.3.78</p> <p>6.3.80 Refer to response for 6.3.78</p> <p>6.3.81 Noted. The objective of the initiation of the Code Amendment was to investigate mixed land use opportunities. All neighbourhood-type zones within the Code envisage a range of complementary land uses (such as small-scale shops, consulting rooms and offices) to support the residential land uses.</p>	No change.
3, 75, 85, 86	Zoning	<p>6.3.82 <i>Do not support the Urban Renewal Neighbourhood Zone would prefer the General Neighbourhood Zone which applies to the rest of Kidman Park.</i></p> <p>6.3.83 <i>Urban Renewal Neighbourhood Zone should be applied to housing trust homes in order to revitalised rundown and poor areas.</i></p>	<p>6.3.82 Noted. The objective of the Code Amendment, which as endorsed by the Minister was to investigate a policy framework to encourage low to medium density residential development and supportive facilities to encourage a walkable neighbourhood. As outlined in the investigations, the Urban Renewal Neighbourhood Zone was chosen because it could deliver on this objective and provided a more flexible array of supportive land uses, especially with the Mixed Use Transition Subzone which could accommodate the existing light industrial premises which are to remain at 5-7 Valetta Road.</p> <p>6.3.83 The September 2019 <i>State Planning Commission People and Neighbourhoods Policy Discussion Paper</i> outlines that the intent of the ‘Urban Renewal Neighbourhood Zone’ is to</p>	No Change

Submission No.	Theme	Summary of Comments Received through written submissions during the consultation timeframe	Response by the City of Charles Sturt	Proposed Change(s) to the Code Amendment
			<p>'cater for the renewal of sites with medium and high-density housing in precincts where the housing stock is being replaced as it no longer meets market and community needs. This Code Amendment seeks to remove a former industrial use (which no longer meets the needs of the community) and renew the Affected Area with more appropriate medium density residential housing and supportive land uses. The use of the Urban Renewal Neighbourhood Zone is therefore considered highly applicable in this context.</p> <p>The revitalisation of existing housing trust homes is outside of the scope of this Code Amendment.</p>	
5, 9, 10, 14, 40, 42, 43, 50, 63, 69, 70, 71, 72, 79, 80, 81, 83, 84, 85, 86, 91, 94, 96, 97	Natural Environment	<p>6.3.84 <i>Would like to see some water/creek feature along with parklands integrated into development over the Affected Area.</i></p> <p>6.3.85 <i>Would like to see trees retained along western boundary with Kooralla Grove as these are home to many birds.</i></p> <p>6.3.86 <i>Would like to see the strand of trees along the western boundary incorporated into a 'buffer zone.'</i></p> <p>6.3.87 <i>Removal of large established trees should be avoided.</i></p> <p>6.3.88 <i>We have seen disorientated koalas on Valetta Road that use the free land behind our home as a refuge to get back to the River Torrens.</i></p> <p>6.3.89 <i>Concerned that five storey apartment block on south-east corner would require the removal of Significant Trees.</i></p> <p>6.3.90 <i>Concern who will maintain the Significant and Regulated trees which will be retained?</i></p>	<p>6.3.84 The Concept Plan comprises an indicative area of public open space. The final composition and details of the public open space will form part of a future land division application.</p> <p>6.3.85 The Code Amendment identifies the existing Regulated and Significant Tree Overlay over the entire Affected Area. The Desired Outcome of the Overlay seeks the "<i>conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.</i>" The assessment of tree health and the potential for development adjoining Regulated and Significant Trees will form part of future development application(s). The removal of Regulated and Significant Trees does not form part of this Code Amendment.</p> <p>The Code Amendment contains a Concept Plan that indicatively shows provision of new public open space (12.5% as legislated) which provides further space within the Affected Area for future tree planting along with future road layout where street tree planting can be provided.</p> <p>The Code Amendment will apply the Urban Tree Canopy Overlay over the entire Affected Area. The desired outcome of this overlay is that "<i>residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.</i>"</p> <p>6.3.86 Refer to response for 6.3.85</p> <p>6.3.87 Refer to response for 6.3.85</p> <p>6.3.88 Noted.</p> <p>6.3.89 Refer to response for 6.3.85</p> <p>6.3.90 In most cases Regulated and Significant Tree located entirely on an owner's land will be the owner's responsibility⁴.</p>	No Change
7, 10, 15, 24, 25, 48, 53, 57, 58, 59, 60, 61,	Linear Park	6.3.91 <i>Concern that public amenities along Linear Park will be under strain by the amount of dwellings anticipated over the Affected Area.</i>	6.3.91 Noted. The consideration of improvements to existing amenities along the Linear Park is outside of the scope of this Code Amendment process.	Amended Concept Plan to reduce maximum building height from a maximum of five (5) building levels to a maximum of three (3) building

⁴ Legal Services Commission of South Australia, April 2018, Trees and the Law Handbook

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68, 69, 76, 79, 83, 84, 85, 88, 92, 93, 94, 95, 97, 99		<p>6.3.92 <i>Would be good to see public amenities improved, currently only a simple playground at the end of Kooralla Grove with outdoor gym (Blamey Reserve).</i></p> <p>6.3.93 <i>West Torrens Council made considerable improvements on their side of the river and now more favourable side of Linear Park.</i></p> <p>6.3.94 <i>Concern that Linear Park has a lot of native floral and fauna that will be effected by domestic animals, noise and pollution resulting from development over the Affected Area.</i></p> <p>6.3.95 <i>Would like to see a bridge from Michael's reserve to the northern side of the river to provide easy access for community to the Affected Area.</i></p> <p>6.3.96 <i>Hold dear the Linear Trail and constant user. Building mass proposed will decrease serenity and ambiance.</i></p> <p>6.3.97 <i>Consider proposal will destroy what is left of the River Torrens Linear Park.</i></p> <p>6.3.98 <i>Concern that proposal will diminish the idea of having a linear park which gives a back to nature feel.</i></p> <p>6.3.99 <i>Would like the path along the Torrens all the way to the city improved to make it smoother, safer, and more cycle friendly to encourage alternative transport means.</i></p> <p>6.3.100 <i>Concern that a 5 storey building would abut the Torrens Linear Park. The presence of such a tall building looming over that park at this point where it is not very wide will detract from Linear Park users' ability to use this valued space to connect with nature. Much has been made of the value of proximity to the Park in this proposal. It seems counter-productive to damage the amenity of the park in this location.</i></p> <p>6.3.101 <i>Concerned that allowing buildings of more than 2 storeys on the Linear Park is to set a dangerous precedent for other developments seeking to maximise investments in properties with a river view. No other developments greater than 2 storey along any other sections of Linear Park.</i></p> <p>6.3.102 <i>Concern that the proposal of cafes etc on the rivers edge would absolutely ruin the natural beauty and serenity that the river currently offers.</i></p> <p>6.3.103 <i>Would prefer a larger setback to built form adjacent Linear Park.</i></p> <p>6.3.104 <i>The Park immediately adjacent to the proposed development is home to disturbance sensitive bird species such as Rufous Night Heron and Australasian Grebes, as well as secretive bird species such as Australian Reed-Warbler and Little Grassbirds. Koalas and Rakali are also sighted in this area. The presence of these and other species increases the importance of appropriate buffer-zones between large developments such as proposed, and the Linear Park.</i></p> <p>6.3.105 <i>Consider that the Concept Plan will unlock the river frontage and provide broader community access to high quality public open space internal to the site adjoining the River Torrens/Karrawirra Parri.</i></p>	<p>6.3.92 The Concept Plan provides for new indicative public open space adjoining the existing Linear Park Trail. The detail of any facilities or public amenities in future public open space will form part of the detailed design during future land division application(s) and is outside the scope of this Code Amendment.</p> <p>6.3.93 Noted.</p> <p>6.3.94 The Concept Plan indicates the provision for public open space adjoining the Linear Park which will act as an expansion of public open space from any future development. It is also noted that the former use of the Affected Area had commercial machines, semi-trailers and B-doubles which also created noise. Any future residential development over the Affected Area would likely improve (reduce) off-site noise</p> <p>6.3.95 Noted. This is outside the scope of the Code Amendment, which is a rezoning process.</p> <p>6.3.96 Revised Concept Plan has reduced the building height adjoining the River Torrens from a maximum of five (5) building levels to a maximum of three (3) building levels transitioning to a maximum of four (4) building levels. The proposed future development is setback from the existing Linear Park with proposed new public open space between.</p> <p>6.3.97 Noted. The Code Amendment does not involve a rezoning to the Linear Park only the land within the Affected Area which currently comprises large warehouses fronting Linear Park within the Strategic Employment Zone. The Code Amendment Concept Plan provides for indicative new public open space adjoining the Linear Park which will provide for increase amenity within the Linear Park and a greater biodiversity corridor.</p> <p>6.3.98 Refer to response for 6.3.94</p> <p>6.3.99 Noted. Civil improvement works to the existing Linear Park are beyond the scope of this Code Amendment which is a rezoning process.</p> <p>6.3.100 Refer to response for 6.3.96</p> <p>6.3.101 Refer to response for 6.3.96</p> <p>6.3.102 The objective of the Code Amendment initiation was to facilitate a policy framework that encouraged opportunities for mixed use development. Future developments facilitated by the Code Amendment provide the opportunity for 'end of journey' facilities for uses along the Linear Park.</p> <p>6.3.103 The Concept plan shows a similar setback from the Linear Park than the existing office and warehouse buildings currently sited over the Affected Area.</p> <p>6.3.104 Refer to response for 6.3.94</p>	levels transitioning to a maximum of four (4) building levels adjoining the Linear Park.

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			6.3.105 Agreed and noted.	
12, 13, 14, 18, 27, 30, 33, 40, 42, 46, 50, 53, 80, 81, 86, 96, 99	Public Open Space	<p>6.3.106 Consider that the concept plans lacks 'green space' for amount of apartment living proposed.</p> <p>6.3.107 Pleased to see emphasis on public open space fronting the Torrens, already loved area of public green space and adding to it rather than creating seperate internal public open space supported.</p> <p>6.3.108 Would like to see the envisaged public open space at an early stage in the development.</p> <p>6.3.109 Would like to see inclusion of a basketball ring/netball ring/ permanent table tennis facilities. Area is well serviced by playgrounds however teenage population has little in the area.</p> <p>6.3.110 Consider that there is no community benefit in the open space proposed that it is only there to help sell apartments.</p> <p>6.3.111 Should reduce the amount of public open space.</p> <p>6.3.112 Suggest row of trees along the western boundary be used as public open space.</p>	<p>6.3.106 The draft Code Amendment through the proposed Concept Plan seeks the provision of public open space. Section 198 (1)(c) of the <i>Planning, Development and Infrastructure Act 2016</i> outlines that "where an application for a development authorisation provides for the division of land into more than 20 allotments, and 1 or more allotments is less than 1 hectare in area the Council may require up to 12.5% in area of the relevant area to be vested in Council to be held as open space." Section 198(4)(a) of the Act state that "an area not exceeding the prescribed percentage of the total area of the site of the development be kept as open space." As such the Act prescribes Council cannot seek more than 12.5% of the Affected Area for public open space. The final details of which will form part of future land division applications, with the Concept Plan showing an indicative location.</p> <p>6.3.107 Agreed and noted.</p> <p>6.3.108 Noted. The stages of a future development over the Affected Area is outside the scope of the Code Amendment process.</p> <p>6.3.109 Noted. Refer to response for 6.3.92</p> <p>6.3.110 Noted. The site is currently privately held industrial land uses located within the Strategic Employment Zone. The Code Amendment process provides a mechanism by which the land if rezoned and developed will result in additional area of 12.5% of the Affected Area to be allocated as public open space for which does not currently exist.</p> <p>6.3.111 The Code Amendment process is one of few avenues by which Council's can acquire more public open space for its City. In this case the legislated amount of 12.5% of the Affected Area will be sought.</p> <p>6.3.112 Refer to response 6.3.85</p>	No Change
46, 50, 52, 57, 58, 63, 70, 72, 80, 81, 85, 87, 94, 95, 96, 99	Noise	<p>6.3.113 Concern about noise pollution from increased traffic and densities.</p> <p>6.3.114 Noise impacts to adjoining animals within linear park that reside in the trees and waterways.</p> <p>6.3.115 Concern the demolition noise for current warehouse is 6 days a week from 7am (sometime ealier). Concerned this will be for up to two years.</p>	<p>6.3.113 Refer to response 6.3.94 regarding noise from previous commerical vehicles and previous operations over the Affected Area.</p> <p>6.3.114 Refer to response 6.3.94</p> <p>6.3.115 Under the <i>Local Nuisance and Litter Control Act 2016</i> Construction noise should be limited between the hours of 7am and 7pm Monday to Saturday (unless an exemption has been granted by the relevant authority). Please contact Council if construction noise is experienced beyond these hours.</p>	No Change.
93	Crime Prevention	6.3.116 Concerned that laneway that is being extended from Kooralla Grove will only invite and provide easy access for those undertaking illegal activities and drugs. We already see this along the river track and are concerned that by providing this laneway, will increase this activity on our doorsteps.	6.3.116 Refer to response for 6.3.60	No Change.
48	Site Contamination	6.3.117 Would like further details on the remediation plan.	6.3.117 A Site Contamination Audit has commenced over the 'Metcash' portion of the Affected Area. Any audit conditions will be listed on the full Site Contamination Audit Statement	No Change.

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			<p>(SCAS) once the audit has been finalised. The SCAS is listed on the Certificate of Titles over the Audit Area and publicly available via the Environment Protection Authority (EPA).</p> <p>The environmental investigations formed part of the draft Code Amendment which was made publicly available through the consultation process.</p> <p>The EPA submission received during the consultation period advises the requirement of additional investigations can be submitted with future land division or change of land use development applications. This will be considered in accordance with Practice Direction 14. The <i>Planning, Development and Infrastructure Act 2016</i> and associated regulations as sufficient rigor to address site contamination of the development stages.</p>	
16, 48, 53, 83, 84, 90, 95, 99	Environmental Impacts	<p>6.3.118 <i>Concerned about the environmental impacts by the scope of the project during and after construction.</i></p> <p>6.3.119 <i>Consider that proposed number of dwellings and number of apartments/storey's can only increase waste, pollution, noise and service demands. Consider that there should be an environmental plan associated with these developments.</i></p> <p>6.3.120 <i>Concerned development over the Affected Area will be a 'concrete jungle' and add to climate change issues.</i></p> <p>6.3.121 <i>Concern that there is no mention in the proposal of any intent to develop the site in a climate appropriate manner. City of Charles Sturt should be proactive in this area, and not just ensure that new developments tick the boxes for reaching minimum standards.</i></p> <p>6.3.122 <i>Concern that drainage from the road system will flow directly into the River Torrens without any filtration. All pollutants from vehicles will impact on the ecology of the Torrens.</i></p>	<p>6.3.118 Noted. It is likely that the relevant authority will require future land division and dwelling applications to provide a Construction Environmental Management Plan (CEMP) prior to construction commencing.</p> <p>The stormwater investigations found that whilst the overall re-development (once rezoned) will result in a net reduction in impervious area it has been identified by Council that the existing Valetta Road network is at capacity, In order to mitigate the environmental impacts of future development, significant WSUD measures will be provided as part of future development for the treatment of stormwater runoff generated by the proposed development in order to achieve Council, EPA & Green Adelaide water quality improvement targets.</p> <p>The Concept Plan identifies the desired location of stormwater retention for the northern catchment.</p> <p>The Code Amendment will apply the Stormwater Management Overlay which has sufficient policy to address water sensitive urban design at the development assessment stage.</p> <p>6.3.119 The TMK Services investigations revealed that there is sufficient capacity within existing service infrastructure to cater for the anticipated yield. Refer to response for 6.3.118</p> <p>6.3.120 The Code Amendment seeks to apply the Urban Tree Canopy Overlay. The Desired Outcome for this Overlay seeks that DO1 "<i>residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.</i>" The Concept Plan also indicates a new area of public open space that provides the opportunity for additional tree planting. Development of future street network will also provide the opportunity for additional street trees.</p> <p>6.3.121 As outlined in the TMK stormwater investigations, Water Sensitive Urban Design (WSUD) techniques are</p>	No Change.

Submission No.	Theme	Summary of Comments Received through written submissions during the consultation timeframe	Response by the City of Charles Sturt	Proposed Change(s) to the Code Amendment
			<p>recommended for future development over the Area. The Code Amended seeks to apply the Stormwater Management Overlay. The Desired Outcome of this overlay seeks DO1” <i>development incorporates water sensitive urban design techniques to capture and re-use stormwater.</i>”</p> <p>The Building Code of Australia contains energy efficiency requirements which will be assessed by the relevant authority during future development application(s).</p> <p>Refer to response for 6.3.120. The intent of the 30 Year Plan for Greater Adelaide is to provide a more compact urban form in Metropolitan Adelaide to minimise impacts of expanding the city with regards to travel, infrastructure and food production areas.</p> <p>6.3.122 Refer to response for 6.3.121</p>	
48, 55, 56, 66, 77, 92, 94	Services	<p>6.3.123 <i>Concern that services and utilities will be disrupted.</i></p> <p>6.3.124 <i>Concern that supply pressure will be diminished through dilution.</i></p> <p>6.3.125 <i>Consier that existing infrastructure will not adequtley support increase in population living between the sea and the city.</i></p> <p>6.3.126 <i>Concern that the capacity of local public schools will not be able to accommodate population increase.</i></p> <p>6.3.127 <i>Investigations undertaken demonstrate existing capacity avaiable within the broader network for the future development.</i></p> <p>6.3.128 <i>New internal infrastrtucture can value add to sustainabilty with the Council asset structure.</i></p> <p>6.3.129 <i>Stormwater runoff into the Valetta Road side which is at full capacity, so what will the impact be with extra housing?</i></p>	<p>6.3.123 Refer to response for 6.3.118. The Code has considered infrastructure investigations which found that existing infrastructure has capacity to cater for the anticipated yield over the Affected Area (with minor augmentation).</p> <p>6.3.124 Refer to response for 6.3.118</p> <p>6.3.125 Refer to response for 6.3.119</p> <p>6.3.126 The Deep End retail, commerical and community land use investigations for the Code Amendment in Section 2 outlined that the catchment area is well serviced by both public and private schools including Kidman Park Primary School, Lockleys North Primary School, Nazareth Catholic College, Flinders Park Primary school and St Francis School.</p> <p>The Department of Education was consulted during the engagement process. No submission was received.</p> <p>6.3.127 Agreed and noted.</p> <p>6.3.128 Agreed and noted.</p> <p>6.3.129 As outlined in the TMK Stormwater investigations, and identified in the Kidman Park Concept Plan detention basins are recommended along the Valetta Road frontage to reduce the rate of flow into the existing stormwater network. The detailed design of these will form part of future land division applications. The Code Amendment seeks to apply the ‘Stormwater Management Overlay’.</p>	No change.
50, 52, 61, 63, 70, 71, 72, 85, 86, 91, 99	Privacy	<p>6.3.130 <i>Concerned about loss of privacy from upper storey developments.</i></p> <p>6.3.131 <i>Concern that there will be living areas and pools along the western boundary leaving no ‘buffer.’</i></p> <p>6.3.132 <i>Concern that five storey built form would give no privacy to any of the surrounding dwellings new and old including on the Lockley’s side.</i></p> <p>6.3.133 <i>Concern that three storey maximum building height area would overlook the existing dwellings to the west.</i></p>	<p>6.3.130 The General Development Policies, Design in Urban Areas of the Code contain provisions to ensure that development mitigates direct overlooking from upper level windows to habitable rooms and private open space of adjoining residential uses in neighbourhood-type zones. This will be assessed by the relevant authority during future development applications.</p>	Concept Plan amended to increase the portion of the affected area with maximum 2 level (9m) building height adjoining the western boundary and to remove the maximum 5 level building height.

Submission No.	Theme	Summary of Comments Received through written submissions during the consultation timeframe	Response by the City of Charles Sturt	Proposed Change(s) to the Code Amendment
		6.3.134 <i>Concern that there is no road in the Concept Plan between the two and three storey maximum building heights near Rulana Court.</i>	<p>6.3.131 The Urban Renewal Neighbourhood Zone in Performance Outcome PO 7.1 seeks that Buildings are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between dwellings to minimise visual impact (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation. <p>6.3.132 Refer to response for 6.3.130</p> <p>6.3.133 Refer to response for 6.3.130</p> <p>6.3.134 Concept Plan amended to increase the portion of the Affected Area with maximum 2 level (9m) building height adjoining the western boundary.</p>	
63, 91	Overshadowing	6.3.135 <i>Concern that backyards will be in shadow cast from two storey development adjoining them.</i>	6.3.135 The General Development Policies, Interface between land uses provisions contain Performance Outcomes PO 3.1, PO 3.2 and PO 3.3 which contain sufficient policies to minimise overshadowing and maintain access to direct winter sunlight, Overshadowing impact will be assessed by the relevant authority during future built form development applications.	No Change.
86	Setbacks	<p>6.3.136 <i>Concern that the concept plan proposed would not achieve the relevant provisions of the Planning and Design Code in relation to front, side and rear setbacks.</i></p> <p>6.3.137 <i>Concerned that proposed concept plan will not allow enough space between semi-detached, row and terrace arranged dwellings to comply with Code requirements.</i></p>	<p>6.3.136 Future built form applications will be assessed by the relevant authority. The Urban Renewal Neighbourhood Zone contains the following setback outcomes:</p> <p><i>PO 3.1 Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape and integrate development with public open space.</i></p> <p><i>PO 4.1 Buildings are set back from secondary street boundaries to achieve a pattern of separation between building walls and public streets and reinforce a streetscape character.</i></p> <p><i>PO 5.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties</i></p> <p><i>PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.</i></p> <p><i>PO 6.1 Buildings are set back from side boundaries to provide:</i></p> <ul style="list-style-type: none"> (a) separation between buildings to minimise visual impact (b) access to natural light and ventilation for neighbours. <p><i>PO 7.1 Buildings are set back from rear boundaries to provide:</i></p> <ul style="list-style-type: none"> (a) separation between dwellings to minimise visual impact (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation. 	No Change.

Submission No.	Theme	Summary of Comments Received through written submissions during the consultation timeframe	Response by the City of Charles Sturt	Proposed Change(s) to the Code Amendment
			6.3.137 Refer to response 6.3.136	
39, 41, 57, 59, 63, 73, 74	Community Engagement	<p>6.3.138 Considered poor notification regarding the Code Amendment.</p> <p>6.3.139 Kidman Park has a high ethnic population whereby english is not their first language. Not everyone has a computer so a lot of resident can't search the councils website or they don't have family to help them.</p> <p>6.3.140 The local paper use to keep the community informed but this is no longer an option so more needs to be done by the council in matters like this.</p> <p>6.3.141 Concerned about the lack of detail available.</p> <p>6.3.142 Would like an extension of the time allowed for public consultation submissions</p>	<p>6.3.138 Refer to Section 4 of Engagement Summary Report that outlines extent of notification provided re Code Amendment which is over and above Council's Public Consultation Policy.</p> <p>6.3.139 Refer to response for 6.3.138</p> <p>6.3.140 Refer to response for 6.3.138</p> <p>6.3.141 Refer to response for 6.3.138</p> <p>6.3.142 Refer to response for 6.3.138</p>	No Change
3, 18, 20, 22, 29, 34, 38, 42, 53, 54, 63, 65, 66, 68, 84, 87, 97	Economics	<p>6.3.143 Consider rezoning is a cash grab by greedy developers.</p> <p>6.3.144 Concern about the devaluation of existing houses in the surrounding area as a result of development over the Affected Area in its current form.</p> <p>6.3.145 Concern Council will claim more rates from development over the Affected Area without considering the impact on existing residences.</p> <p>6.3.146 Council would loose revenue if initial plan for 250 homes was adaopted with the resultant loss of rates.</p>	<p>6.3.143 Noted.</p> <p>6.3.144 Noted.</p> <p>6.3.145 Impact of the rezoning on adjoining residential properties has been carefully and extensively considered by the Code Amendment Investigation reports.</p> <p>6.3.146 Noted.</p>	No Change
3, 18, 24, 25, 29, 53, 68, 84, 97	Council's Initiated Code Amendment vs Proponent Initiated	<p>6.3.147 Concern that Council is liaising with the developers of the land and being pressured into supporting this Code Amendment.</p> <p>6.3.148 Do not understand why Council is supporting/facilitating this form of development when they opposed the Lockleys Code Amendment.</p> <p>6.3.149 Council is not listening to the voice of its residents.</p> <p>6.3.150 Concern that Council is corrupt- what kick back are they getting?</p> <p>6.3.151 Concern that Council initited Code Amendment in this form when it contradicts Council's new Climate Change policy with additional vehicles.</p>	<p>6.3.147 The Council Initiated, Privately Funded Code Amendment has been undertaken in strict accordance with Council's Privately Funded Code Amendments Policy. This is a similar policy to the previous Privately Funded Development Plan Amendment Policy under the now recinded <i>Development Act 1993</i>.</p> <p>6.3.148 Noted.</p> <p>6.3.149 Noted.</p> <p>6.3.150 Refer to response for 6.3.147</p> <p>6.3.151 Noted. The Code Amendment is directly aligned with the Government's 30 Year Plan for Greater Adelaide plicies about seeking a compact urban City. Through reducing urban sprawl it maintains important peri-urban food bowl and natural resources, whilst also enabling efficient and more economical service provision within Metropolitan Adelaide. The Code Amendment provides the opporutnity for water sensitive urban design and greater urban tree canopy coverage compared to the existing industrial development.</p>	No Change

The following table 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	Written Submission No.	Summary of Comments Received through verbal submissions at the Public Meeting held 20 June 2022	Response by the City of Charles Sturt	Proposed Change to the Code Amendment
1.	Gavin Colville	24	<p>6.3.151 <i>Thanked Matthew Cowdrey OAM MP for the work he has done.</i></p> <p>6.3.152 <i>Has lived in western suburbs over 20 years and within the locality over 8 years.</i></p> <p>6.3.153 <i>Concerned about the proposed Concept Plan height adjacent linear park of a maximum 5 storeys.</i></p> <p>6.3.154 <i>Liner Park is seen as a unique asset and an escape. In this area the Linear Park allows you to feel immersed in nature but still be within the CBD. Concerned that this Code Amended will see suburban development encroach on leisure area of linear park.</i></p> <p>6.3.155 <i>This will be the first Council is SA to put 5 storey adjacent linear park trail.</i></p> <p>6.3.156 <i>Concerned with local traffic use of Valetta Hartley and Findon Road. Challenging intersection between 7.30 to 9.30 and 3pm and 5pm. The concept that more houses can accommodate these roads is queried.</i></p> <p>6.3.157 <i>Consider that original proposal for single and two storey dwellings is much better than current proposal.</i></p> <p>6.3.158 <i>Concerned with the increase in population over the last decade in area. Consider that the proposal will result in 18 years of population growth in four (4) years.</i></p> <p>6.3.159 <i>Not against development overall just the proposal for 3-5 storey rather 2 storey maximum building height.</i></p>	<p>6.3.151 Noted.</p> <p>6.3.152 Noted</p> <p>6.3.153 Refer to response for 6.3.1</p> <p>6.3.154 Refer to response for 6.3.92</p> <p>6.3.155 Noted.</p> <p>6.3.156 Refer to response for 6.3.26</p> <p>6.3.157 Noted.</p> <p>6.3.158 Refer to response for 6.3.62. The objective behind this Code Amendment (which was agreed by the Minister) was to investigate low to medium density housing. The Code Amendment alignment with Government strategies, in particular the former Attorney General's Department Land Supply Report for Greater Adelaide – Part 2 – Urban Infill that anticipate a need of between 10,600 and 15,700 new dwellings over the next 10 years in the Adelaide West region.</p> <p>6.3.159 Noted.</p>	
2	David Goreham	39	<p>6.3.160 <i>Has worked for Metropolitan Fire Service (MFS) in professional life however is not representing the MFS. Advised that any future land division application will go through fire services planning department. Has been a resident in the area for over 60 years.</i></p> <p>6.3.161 <i>Concerned about on-street car parking and width of streets. In his experience in Mawson Lakes this form of development can block emergency service vehicle access (e.g. fire trucks). Concern that this type of high density development increase life risks and emergency response times are very high.</i></p> <p>6.3.162 <i>Consider that 3 storey and above height totally out of context of the area. Provided an example of the Mercurio farm land that is all two storeys at the most and not over, and would consider 2 storey maximum building height more appropriate. Also provided examples of Hammond Rd, Bridgman Road 1 block into 2 only 2 storey developments not in excess of three storey.</i></p> <p><i>Development over the former Findon High School and Underdale High School and Allenby Gardens only up to 2 storey dwellings.</i></p> <p>6.3.163 <i>Concern that Terrace houses with shared walls increase fire rates.</i></p>	<p>6.3.160 Noted. The emergency services, SAPOL and MFS were consulted during the engagement process however did not put in submissions.</p> <p>6.3.161 Refer to response for 6.3.52</p> <p>6.3.162 Refer to response for 6.3.1. The intent of the Code Amendment is for low to medium density housing in accordance with the Government's 30 Year Plan. A more compact built form is desirable within Metropolitan Adelaide to ensure the</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.

			<p>6.3.164 Consider that Department for Infrastructure and Transport (DIT) and Council to come to agreement for Findon Road to be dual lane not single lane.</p> <p>6.3.165 Consider that Hartley and Valetta Roads should also be dual lane.</p> <p>6.3.166 Consider that Developments including Nazareth College and SASI when developed will also add to existing and future traffic issues.</p> <p>6.3.167 Concern about the lack of on-street parking and where car is longer than the space between driveways.</p> <p>6.3.168 Concern that this site is not a 'Transport orientated development' in that the site is not on a train or tram only bus routes.</p> <p>6.3.169 Not against the land being used for residential purposes but has concerns with current proposal. Had no issues with previous proposal for 250 dwellings and 2-3 storey maximum building heights.</p>	<p>reduction of urban sprawl, protection of environmental and food production areas and the efficient and economical provision of services. The former 'Mercurio farm' development pre-dated the current 30 Year Plan.</p> <p>6.3.163 The Building Code of Australia contains fire safety provisions which will be assessed during future development application(s).</p> <p>6.3.164 Noted. DIT was consulted and provided a submission that supported CIRQA's traffic investigations. DIT advised that <i>"the implementation of further access treatments or infrastructure upgrades may be further considered in the future, as this development progresses (together with other operational considerations relevant at that time)."</i></p> <p>6.3.165 Noted. The Traffic investigations undertaken by CIRQA found that an upgrade to the Valetta Road intersection was warranted as part of future development over the Affected Area. The investigations found that conditions at the Hartley Road intersection are anticipated to improve as a result of future development in the Affected Area.</p> <p>6.3.166 Refer to response for 6.3.26</p> <p>6.3.167 Refer to response for 6.3.54</p> <p>6.3.168 Refer to response for 6.3.22& 6.3.67</p> <p>6.3.169 The density is within the range of medium overall and is what was agreed by the Minister and Council to investigate over the Affected Area..</p>	
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3	Matt Cowdrey OAM MP Member for Colton	69	<p>6.3.170 <i>Representing the views of the community and raised concerns that vast majority of his constituents became aware of the development through his own distribution of material and not from Council.</i></p> <p>6.3.171 <i>Considers that there are two (2) Code Amendment in the locality that intrinsically linked. The Lockleys Code Amendment which is diagonally opposite over the River Torrens.</i></p> <p>6.3.172 <i>Considers it difficult to align proposal with what the developer announced earlier with one and 2 storey built form. Constituents would be very happy with original proposal from developer.</i></p> <p>6.3.173 <i>Considers that it is disappointing the adequacy of the proposal with traffic. Concerned that there is an inability to not use cars in the locality which cannot be overlooked.</i></p> <p>6.3.174 <i>Concerned that higher density built form is not located on a significant arterial road with frequent access to public transport routes. Other sites of higher density have access to rapid transport and still finding car parking issues.</i></p> <p>6.3.175 <i>Concerned that there is not adequate parking for commercial areas, and that other developments on Findon Road and have they been taken into account in this traffic analysis.</i></p> <p>6.3.176 <i>Concerned about the adequacy of process only 2 pop up session proposed many people not aware of those sessions before the Public Meeting.</i></p> <p>6.3.177 <i>Of the view that there is no development greater 2 storeys along the linear park anywhere in Adelaide.</i></p> <p>6.3.178 <i>Concerned that Council raise its concern regarding the 4 to 6 storey height limits proposed along Linear Park during the Lockley's Code Amendment consultation, in which Council considered the height to be inconsistent with the amenity of the Linear Park. The prevailing character of the Linear Park is for single or two storey development and consider that the proposed height limit will create a significant impact on this established character. Therefore, it is requested that the height limit is reduced.</i></p> <p>6.3.179 <u>Question from Committee Members</u> Q: <i>Cr Sarah; understand Nazareth opening up campus on Findon Road.</i> A: <i>My understanding senior years 11 and 12 and other land division off Adele Street.</i> <i>Other development in Lockleys have been done in tasteful way (2 storeys).</i> Q: <i>Cr Sarah: do you know how many lots?</i> A: <i>About 60 lots.</i></p> <p>6.3.180 <u>Staff comment re consultation process</u></p> <ul style="list-style-type: none"> • <i>2 month consultation process</i> • <i>Published in the Advertiser</i> • <i>letters sent to 678 property owners with information brochures</i> • <i>Planning portal and Council website</i> • <i>Your say page 1400 views and 29 online submissions – Council initiated goes beyond the requirements of State Government.</i> 	<p>6.3.170 Noted. Refer to response for 6.3.138.</p> <p>6.3.171 The CIRQA investigations considered the traffic implications of the Lockley's Code Amendment which found that traffic volumes are anticipated to decrease as a result of the rezoning over the Lockley's area.</p> <p>6.3.172 This was initial scoping exercise by the proponent and was undertaken before the Code Amendment was agreed to and initiated and before the Code Amendment investigations had been completed to determine the suitability of proposed policy against the capacity of existing infrastructure/services..</p> <p>6.3.173 Refer to response for 6.3.26</p> <p>6.3.174 Refer to response for 6.3.22</p> <p>6.3.175 Refer to response for 6.3.50 and 6.3.52.</p> <p>6.3.176 Refer to response for 6.3.138</p> <p>6.3.177 Noted. Refer to amended concept plan two storey proposed and the provision of new public open space proposed in front of any future development, therefore new development will not be along the existing location of the Linear Park and will be setback in the approximate location of existing warehousing.</p> <p>6.3.178 Refer to response for 6.3.1</p> <p>6.3.179 Noted</p> <p>6.3.180 Noted</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.
4	Scott Searle, Fairland Pty Ltd	92	<p>6.3.181 <i>Thanked Council for the opportunity to speak and advised that Fairland Pty Ltd is the owner of approximately 11 hectares of land. Advised that the rezoning includes extra properties of 5 and 7 Valetta Road which will future proof the Code Amendment over the adjacent land in terms of stormwater, traffic and other services.</i></p> <p>6.3.182 • <i>Advised that the original concept had basic ideas which have since been further developed and emerged in housing diversity and for affordable outcomes.</i></p>	<p>6.3.181 Noted.</p> <p>6.3.182 Noted</p> <p>6.3.183 Noted</p>	No Change

			<ul style="list-style-type: none"> Committed to delivering 15% affordable housing outcomes. Explained that the maximum building height has been influenced by existing warehouse on the Affected Area. <p>6.3.183• Concept Plan provides for public open space of 12.5% and has been located to increase the buffer between future buildings and the Torrens.</p> <ul style="list-style-type: none"> Code Amendment will apply the urban tree canopy overlay which has targets for street tree planting. Traffic modelling undertaken has recommended upgrades to the Valetta Road/Findon Road intersection. Commitment to undertake these works. Happy to endorse peer review of this traffic modelling. Commitment to create best planning policy – calls for diversity and density in desired locations. Code Amendment Policy will designate Key assessment pathways for Council staff to be the relevant authority. <p>6.3.184 <u>Question from Committee Members</u></p> <p>Q. Cr Sarah concern that the housing typologies shown between the Statement of Support and Draft Code are “not comparing apples with apples.” Concern expressed with increase in maximum building height – why the difference?</p> <p>A. -Call on the Committee to review all the information provided -The vision for the site includes a range of diversity of housing. Does not mean only a two storey housing. Range of different dwelling housing options. This will be a multi year project and concept plan will enable flexibility in housing product depending on demand (which is known to fluctuate over time). -Preserve streetscapes through rest of the development -Higher built form is proposed adjoining the existing parks and internal to the site -Confirmed that Valetta Road is a ‘Go-zone’ with high frequency public transport.</p> <p>Q. Cr Sarah - do you believe your vision is correct based on the community feedback.</p> <p>A. How we evolved from the initial statement through the investigations. The 11 hectares along the Linear Park should have diversity of housing and not just up to 2 storey housing to delivery housing diversity. Envisage housing forms best located opposite parks to minimise impacts from other areas.</p> <p>Q. Cr Sarah- in respect to car parking how do you envisage parking to work?</p> <p>A. The carparking in 3-5 storey built form will be isolated, where the best locations that can accommodate visitor parking and on-site parking. Clear Code requirement in this regard which will be achieved. Commitment to ‘Boulevard’ effect with a wider road and indented carparking bays adjoining public open space.</p>	6.3.184 Refer to response for 6.3.1 6.3.106 and 6.3.52	
5	Adrian Stirn	97	<p>6.3.185 Advised that he has been a resident for the last 6-7 years adjacent to the Metcash site.</p> <p>6.3.186 Concerned regarding traffic impacts and congestion. Suggest that there will be an additional 600 cars in the area which would raise safety concerns within the street network.</p> <p>6.3.187 Concerned raised with the potential for cars parking in front of adjoining houses in Artarki Avenue. On this basis he does not support a walkway through at this point.</p> <p>6.3.188 Consider that there should be a separate area for car parking within the Affected Area.</p> <p>6.3.189 Consider that the Code provisions for carparking in apartments is not sufficient.</p> <p>6.3.190 Concerned regarding the devaluation of his property as a result of future development over the Affected Area.</p> <p>6.3.191 Concern over future of South Australian Sports Institute (SASI) development if there is a nearby precedent of 5 storey built form approved.</p> <p>6.3.192 Concerned that their amenity will be impacted by high rise development over the Affected Area.</p> <p>6.3.193 Noted last meeting with Matt Cowdrey that the development will not be financial for developer and obtained figures sale \$25million, average sale \$465k potential profit \$200m. Consider that – profits far out way purchase price.</p> <p>6.3.194 Advised that he would not be opposed to 238 houses with single and two storeys.</p> <p>6.3.195 Considering Australia constitution – what authority does the Government have to approved the rezoning without the consent of the people.</p>	<p>6.3.185 Noted</p> <p>6.3.186 Refer to response for 6.3.26</p> <p>6.3.187 Refer to response for 6.3.52</p> <p>6.3.188 Noted. The Code in General Development Policies, Transport Access and Parking provides rates of on-site parking required for specified land uses. This will be assessed by the relevant authority as part of future development applications.</p> <p>6.3.189 Noted. Refer to response for 6.3.52</p> <p>6.3.190 Noted. Valuation of properties is outside the scope of the Code Amendment. Further the</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.

				<p>ERD Court has 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.</p> <p>6.3.191 The future redevelopment of the South Australian Sports Institute (SASI) located to the west of the Affected Area at 27 Valetta Road is not currently proposed. Any such future development of this land parcel would require its own traffic impact assessment (as part of a future development application) at the time of such a redevelopment.</p> <p>6.3.192 Refer to response for 6.3. 63</p> <p>6.3.193 Noted.</p> <p>6.3.194 Noted.</p> <p>6.3.195 Code Amendment Process is being undertaken in strict accordance with Part 5 Division 2 Subdivision 5, Clause 73(2)(b) of the <i>Planning Development and Infrastructure Act 2016</i> which states that a proposal to amend a designated instrument may be initiated by</p> <ul style="list-style-type: none"> (b) with the approval of the Minister, acting on the advice of the Commission— (i) the Chief Executive; or (ii) another agency or instrumentality of the Crown; or (iii) a joint planning board; or (iv) a council; or (v) a provider of essential infrastructure; or (vi) a scheme coordinator appointed under Part 13 Division 1; or (vii) in relation to the <i>Planning and Design Code</i> or a design standard—a person who has an interest in land and who is seeking to 	
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				<i>alter the way in which the Planning and Design Code or a design standard affects that land.</i>	
6	Giuliana Pastro	99	<p>6.3.196 Representing the Italian Community in the area.</p> <p>6.3.197 She has lived for over 63 years on Findon Road.</p> <p>6.3.198 When Metcash left she was very happy.</p> <p>6.3.199 Advised that she would support Low to medium density housing of 1 to 2 storeys.</p> <p>6.3.200 Considered Kidman Park to be a family orientated area.</p> <p>6.3.201 Concerned about the loss of nature in Linear Park.</p> <p>6.3.202 Concerns about exacerbated traffic congestion on Hartley Road. Advised that there had been a previous pedestrian fatality.</p> <p>6.3.203 Concerned about further accidents on Findon Road and Hartley Terrace. Concern that currently Findon Road is only one lane road and not made for the amount of dwellings proposed. She had to spend considerable money to create dual driveway to get out forward from her home. Considered that Findon Road should be dual lane.</p> <p>6.3.204 The Traffic analysis should be revised to consider the single lane bridge. It should also take into consideration the development of the Nazareth senior school on Findon Road.</p> <p>6.3.205 Affordability is desirable.</p> <p>6.3.206 Does not consider 'Pooch Park' as green space.</p> <p>6.3.207 Does not support 4-5 storey built form.</p> <p>6.3.208 Advised that she has two (2) petitions going against the current version of the Code Amendment and is of the view this is not what the community needs.</p> <p>6.3.209 Concerned that the area as not got a direct bus route to the city.</p> <p>6.3.210 Concerned about the safety in adjoining Cul-de-sacs were currently kids playing on the streets. Concerned that cars from development over the site will park in front of their house and safety issues of increased vehicle movements.</p> <p>6.3.211 Concern about the connections proposed to surrounding street network.</p> <p>6.3.212 Would prefer a 'Mercurio farm' type of development over this land.</p> <p>6.3.213 Advised that she knows we need high density but believe we have enough already in the broader area.</p> <p>6.3.214 Consider the proposal need to look after schools and families walking to schools.</p> <p>6.3.215 Looking for green belt in the proposal.</p> <p>6.3.216 Concern that many residents did not receive letters.</p> <p>6.3.217 Have many good schools but not sufficient public transport.</p>	<p>6.3.196 Noted.</p> <p>6.3.197 Noted.</p> <p>6.3.198 Noted.</p> <p>6.3.199 Noted. Amendments proposed to the Concept Plan following the consultation process provide an improved transition of built form the General neighbourhood Zone to the west.</p> <p>6.3.200 Noted.</p> <p>6.3.201 Refer to response for 6.3.94</p> <p>6.3.202 Refer to response for 6.3.26</p> <p>6.3.203 Refer to response for 6.3.26</p> <p>6.3.204 Refer to response for 6.3.26</p> <p>6.3.205 Agreed and noted. The Code Amendment will apply the Affordable Housing Overlay which seeks that affordable housing is integrated with residential and mixed use development and that it caters for a variety of household structures.</p> <p>6.3.206 Noted.</p> <p>6.3.207 Refer to response for 6.3.1</p> <p>6.3.208 Noted.</p> <p>6.3.209 Refer to response for 6.3.22</p> <p>6.3.210 Refer to response for 6.3.52</p> <p>6.3.211 Refer to response for 6.3.26</p> <p>6.3.212 Noted.</p> <p>6.3.213 Refer to response for 6.3.69</p> <p>6.3.214 Noted.</p> <p>6.3.215 Refer to response for 6.3.106</p> <p>6.3.216 Refer to response for 6.3.138</p> <p>6.3.217 Refer to response for 6.3.22</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in Section 7 of Engagement Report.
7	Mrs Makris	No Written Submission	6.3.218 Mrs Makris called Council's Office on 15 June 2021. Advised she was too ill to attend the public meeting and wishes to give her comments over the phone to Council's Officer to include as a verbal submission for	<p>6.3.218 Noted.</p> <p>6.3.219 Noted. Refer to response for 6.3.1</p>	Revised Kidman Park Concept Plan prepared (refer to Figure 10) in

			<p><i>consideration. Comments are as per telephone discussion between Mrs Makris and Council' Officer on 15 June 2021, 1pm:</i></p> <p>6.3.219 <i>Against building heights of 3, 4 and 5 storeys.</i></p> <p>6.3.220 <i>Suggests it is out of character.</i></p> <p>6.3.221 <i>Raised issues of increased noise and safety issues.</i></p> <p>6.3.222 <i>Purchased her property there were no neighbours against their rear fence.</i></p> <p>6.3.223 <i>Experienced traffic issues with the previous Metcash land use.</i></p> <p>6.3.224 <i>Prefer to see a nature corridor along the western boundary.</i></p>	<p>6.3.220 Refer to response for 6.3.16</p> <p>6.3.221 Refer to responses 6.3.113, 6.3.115 and 6.3.60</p> <p>6.3.222 Noted.</p> <p>6.3.223 Noted. Refer to response for 6.3.26</p> <p>6.3.224 Refer to response for 6.3.84 and 6.3.85</p>	Section 7 of Engagement Report.
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Engagement Report by the City of Charles Sturt

City of Charles Sturt Kidman Park Residential and Mixed Use Code Amendment (Part-Privately Funded)

August 2022

7. Post Engagement Changes to the Code Amendment

In response to the matters raised in the submissions and as outlined in the Response and Recommendations Table 6.3 above, the following changes to the Code Amendment have been made:

- Revised Kidman Park Concept Plan (refer to **Figure 10**) below. Changes include:
 - Increasing the portion of the Affected Area along the western boundary designated as maximum 2 level (9m) building height;
 - Reconfiguring the portions of the Affected Area designated as maximum 3 level (12.5m) building height;
 - Reconfiguring the portions of the Affected Area designated as maximum 4 level (16.5m) building height to be more centrally located; and
 - Removal of the maximum 5 level (22m) building height.
- Amended 'Future Road Widening Overlay' to 'Future Local Road Widening Overlay' in response to submission from the Department for Infrastructure and Transport.

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(s) will be subject to a detailed assessment against the relevant provisions of the South Australian Planning and Design Code.

The Engagement Report and Proposed Amendments are finalised for consideration by the Minister.



Figure 10- Previous and Revised Kidman Park Concept Plan

8. Engagement evaluation

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

8.1 Engagement reach

A total of 100 written submissions were received from six (6) different groups (as shown in Section 6 of this report).

A summary of the engagement activities, the number reached and the number that participated are detailed within Table 8.1 below.

Table 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.
Early Engagement	land owners and occupiers within the Affected Area and adjacent to the Affected Area including properties in the City of West Torrens (adjacent to the Affected Area on the south side of the river)	Approximately 678 letters mailed out	4 telephone / email enquiries received by Council staff during the early engagement process.
	Liaise with Service Authorities and relevant Government Departments	Approximately four (4) Government Departments and (EPA, DIT, DEW and SA Water) and three (3) service authorities,	Pre- engagement feedback received from 4 Government Departments and 3 service authorities.
Code Amendment Engagement	Letter inviting written submissions	Approximately 678 letters mailed out to land owners and occupiers within the Affected Area and adjacent to the Affected Area including properties in the City of West Torrens (adjacent to the Affected Area on the south side of the River Torrens).	100 written submissions received. 12 telephone / email enquiries received by Council staff during the engagement process.
	Word of mouth inviting written submissions	-	
	Community drop-in sessions	19 people attended over two (2) drop in sessions	
	Public Meeting	-	8 verbal submissions made to Council's City Services Committee.

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 Code Amendment as the consultation process commenced prior to the recent State Elections held on Saturday 19 March 2022.

8.3 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 following the conclusion of the consultation period. Surveys were either emailed (where submissions had provided an email address) or sent via mail for those who did not have an email contact address.

The engagement objectives were available in hard copy at each event, emailed to those that lodged a submission and available from Council Website/SA Planning Portal.

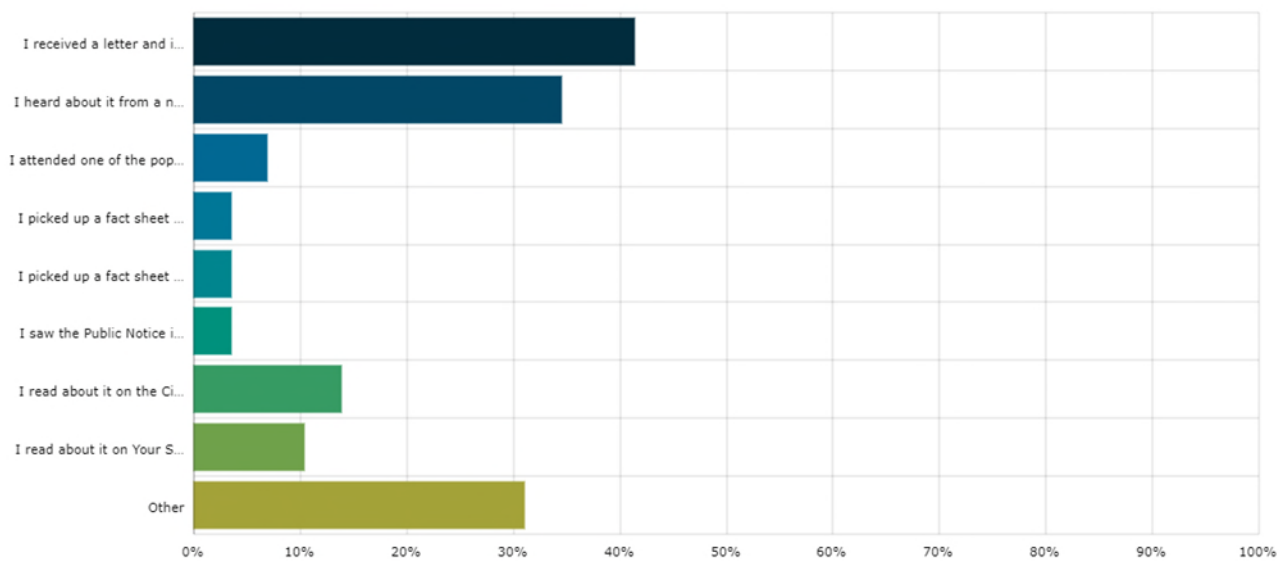
The engagement evaluation was completed by Jim Gronthos the Project Lead at the City of Charles Sturt (the Designated Entity).

8.4 Engagement evaluation results

A total of 29 community evaluation surveys were received. Of those who responded to the survey:

- 79.31% of respondents indicated they were local residents;
- 20.69% of respondents identified they were an adjoining Council;
- 96.55% of respondents identified that they lodged a written submission; and
- 13.79% of respondents identified that they provided a verbal submission at the public hearing.

Figure 11 of the following page identifies how respondents found out about the Code Amendment., with majority of respondents indicating that they recieved a letter and information pack in their letterbox, closely followed by hearing about it from a neighbour or a friend.



Answer choices	Percent	Count
I received a letter and information pack in my letterbox	41.38%	12
I heard about it from a neighbour or friend (word of mouth)	34.48%	10
I attended one of the pop-up information stands at the Metcash site (5 May and 14 May 2022)	6.90%	2
I picked up a fact sheet at my local library	3.45%	1
I picked up a fact sheet from the Civic Centre at Woodville	3.45%	1
I saw the Public Notice in The Advertiser	3.45%	1
I read about it on the City of Charles Sturt website	13.79%	4
I read about it on Your Say Charles Sturt community engagement site	10.34%	3
Other	31.03%	9

Figure 11- How submissions found out about Code Amendment

The below sections reflect data captured in the post consultation evaluation survey. Questions 1-3 of the survey were presented in a tick box fashion to gain information about who completed the survey (Local Resident, Local Business Owner or other), if they had provided a written or verbal submission and how they found out about the draft Code Amendment. Question 4 of the survey was presented as a Likert scale with respondents being able to choose from ‘strongly agree,’ ‘agree,’ ‘neither agree or disagree,’ ‘disagree’ or ‘strongly disagree.’

The following is a summary of the evaluation of the engagement against the five principles of the Community Engagement Character.

8.4.1 Engagement is genuine

This charter Principle seek to measure 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:*

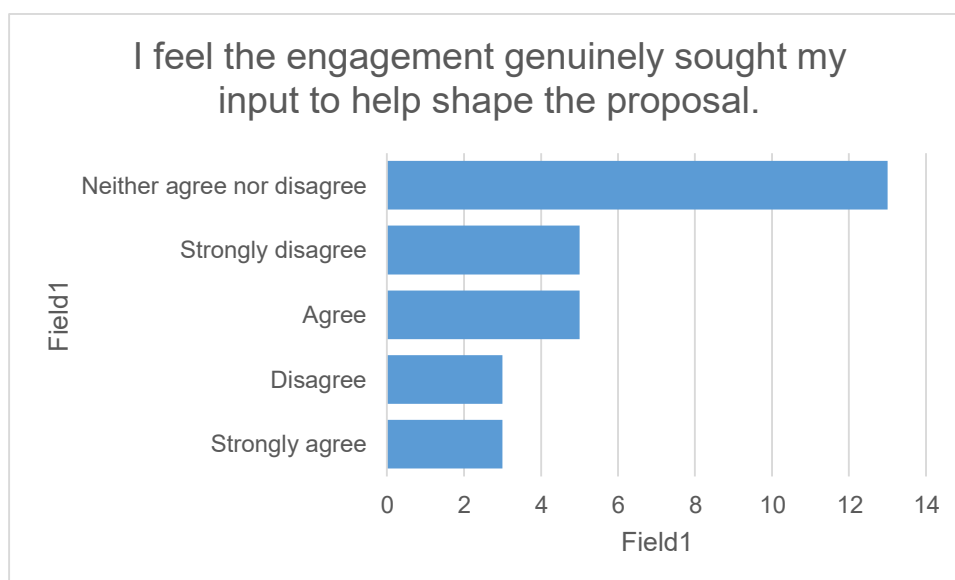


Figure 12 – Engagement is Genuine Reponses

Survey respondents provided a wide range of answers to this question, with the majority of respondents (13 or 44% neither agreeing nor disagreeing. Six (6) respondents or 21% either disagreed or strongly disagreed that engagement genuinely sought input to help shape the proposal. Given this feedback it is considered that the engagement approach met the Principle of having faith and confidence in the engagement process.

8.4.2 Engagement is inclusive and respectful

This charter principle seeks to measure to what extent affected and interested people had the opportunity to participate and be heard.

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

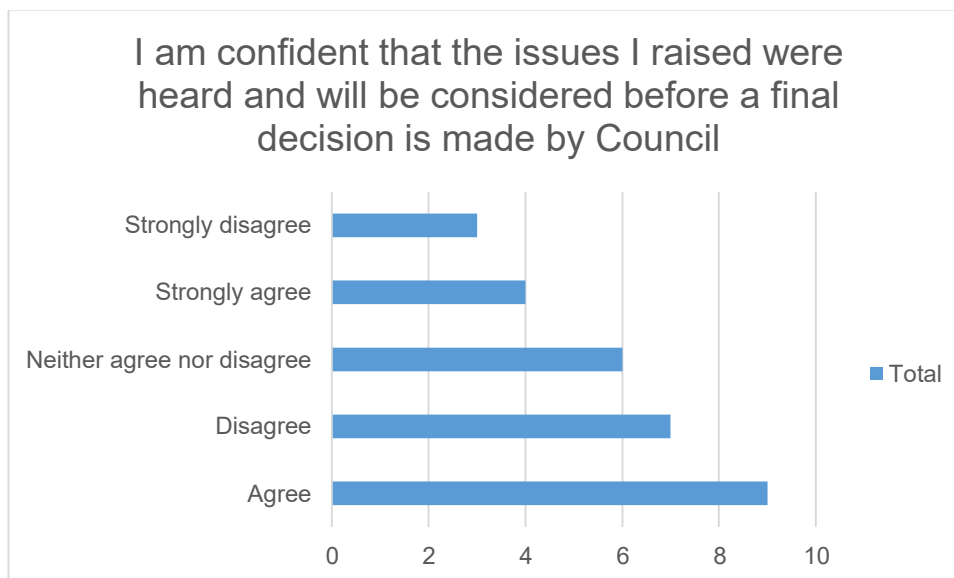


Figure 13 – Inclusive and Respectful Responses

A range of responses were received in relation to if respondents considered that the issues they raised were heard and will be considered before a final decision is made by Council, with 44% of respondents either agreeing or strongly agreeing that they felt heard. Conversely 24% of respondents disagreed or strongly disagreed that they felt heard.

Question: "I was given adequate opportunity to be heard"

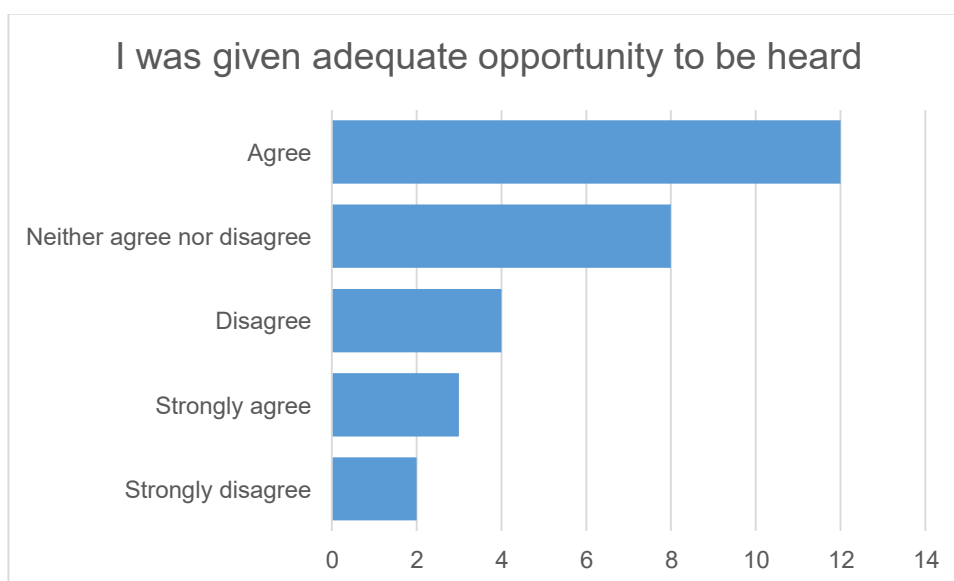


Figure 14 – Opportunity to be Heard Responses

Respondents clearly indicated that they were given adequate opportunity to be heard, with **Figure 14** above outlining that 51% either agreeing or strongly agreeing with this question.

8.4.3 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 was given sufficient information so that I could make an informed view“*

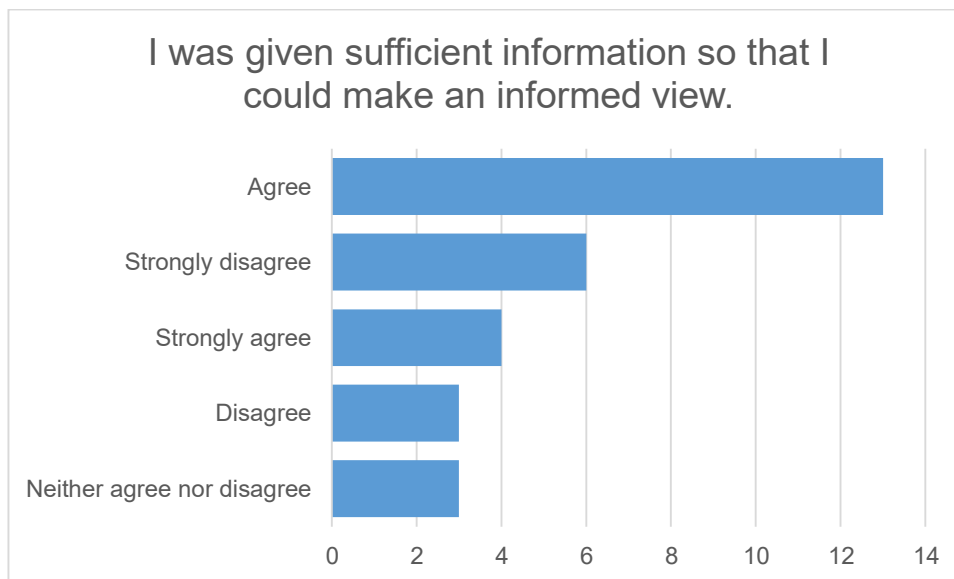


Figure 15 – Information to make Informed View Responses

Responses for this question indicated that 65% of respondents either agreed or strongly agreed that they were given sufficient information to make an informed view. This result indicates that the engagement was effective in providing people clear information about the change and how it would affect them, satisfying the Charter Principle.

Question: *“I found the information easy to understand“*

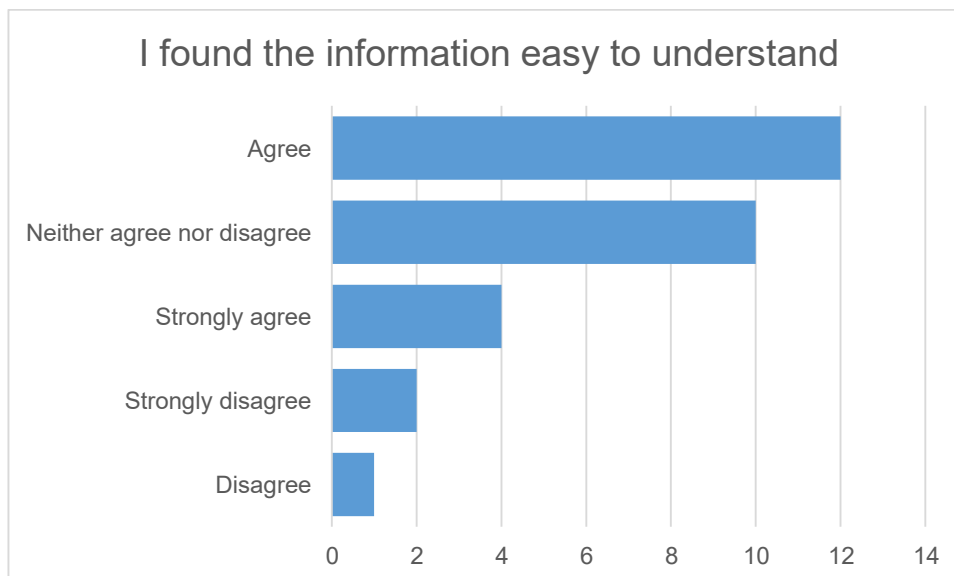


Figure 16 – Information East to Understand Responses

Similarly, 55% of respondents either agreed or strongly agreed that the information was easy to understand. As such it is considered that the information provided for the engagement was fit for purpose.

Question: *“I felt I had sufficient time to provide my feedback (12 April to 14 June 2022).”*

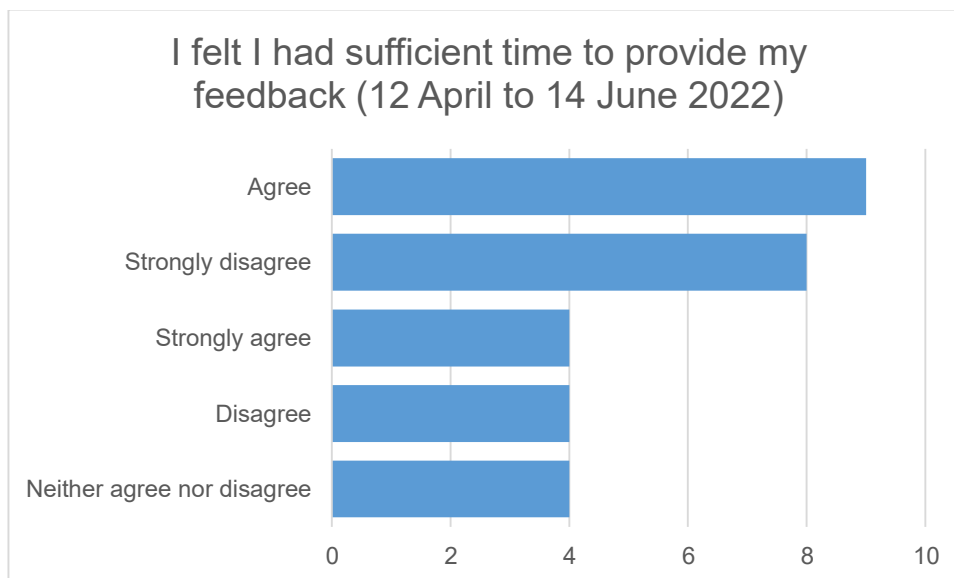


Figure 17 – Sufficient time Responses

Respondents provided a range of answers regarding if they had sufficient time to provide a response during the engagement period as identified in **Figure 16** above. The response sample provided is therefore unable to ascertain a clear sentiment to the engagement timeframe.

8.4.4 Engagement is informed and transparent

This charter principle seeks to measure whether all relevant information was made available and people could access it. It also seeks to determine to what extent people understood how their views were considered, the reasons for the outcomes and the final decision that was made.

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

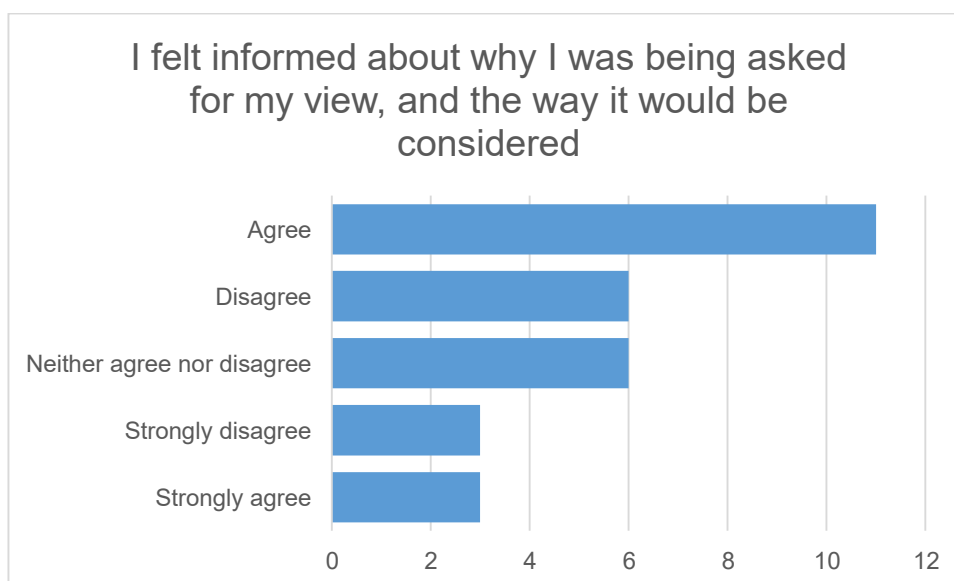


Figure 18 – Extent to which I Felt Informed Responses

Approximately half of the respondents either agreed or strongly agreed that they felt informed about why they were being asked for their view. 32% of respondents either disagreed or strongly disagreed with this

question. Whilst the results appear that the majority of respondents understood how their views were considered, it is recommended that future engagement provide greater clarity to the purpose of the engagement and extent to which feedback can alter the outcome (i.e. clearly articulate what aspects of the Code Amendment can be altered as a result of engagement). Whilst this was included in the Engagement Plan it is recommended that this be expanded in future Code Amendment within the letters mailed out and the information brochure.

8.7 Results of the Engagement Entity's evaluation

The engagement was evaluated by Jim Gronthos the Project Lead at the City of Charles Sturt (Designated Entity). The results of this evaluation are shown in **Table 8.2** below.

Table 8.2 Community Engagement Evaluation

	Evaluation statement	Response options
1	The engagement reached those identified as the community of interest (Principle 2)	<ul style="list-style-type: none"> Representatives from most community groups participated in the engagement <p>The targeted stakeholders were reached, noting that responses from six (6) stakeholder groups were received during the engagement, including 88 from members of the public.</p> <p>The community information sessions received 19 attendees over the two (2) sessions. The community information sessions were run on a Thursday evening and Saturday morning over a two hour period held on the Affected Area. Most of the attendees arrived within the first hour of these sessions.</p> <p>It is recommended that the duration of future community information sessions be reduced to 1.5 hours. The somewhat limited number of attendees may be a result of inclement weather conditions on both days (raining and cold).</p> <p>Some attendees of the community drop-in sessions advised that they were walking past but did not know about the event. It is recommended that placing a banner or sign on the Affected Area advising of the community information session as well as a letter box drop occur in the future.</p> <p>While overall numbers were lower than anticipated for the community information sessions the engagement successfully reached the intended community groups and therefore complied with Principle 2 of the Community Engagement Charter.</p>
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"> Reviewed but no system for making recommendations <p>Engagement was monitored during the process. However, there was no means of formally</p>

	Evaluation statement	Response options
		<p>recommending changes to the engagement process. For this to occur Council would need to resolve to delegate to staff the ability to amend the endorsed community engagement approach,</p> <p>At the community information session attendees were able to obtain hard copies of the fact sheet and frequently asked questions as well as a hard copy of the submission form and key investigation documents.</p>
3	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	<ul style="list-style-type: none"> Engaged when there was opportunity for input into first draft <p>Early engagement commenced with the land owners of the Affected Area (i.e. the most affected) when there was opportunity for input for scoping. Early engagement was also undertaken with adjacent land owners/occupiers (including those within the City of West Torrens on the opposite side of the Linear Trail) via mail-out after Initiation of the Code Amendment and before consultation of the draft Code Amendment. to advise that the process had begun, what will be investigated and that they will have an opportunity to review a draft Code Amendment when it is released for statutory consultation.</p> <p>Engagement commenced with other stakeholders, including State Agencies and adjacent land owners following the completion of the relevant technical investigations. The engagement was undertaken on an 'inform' and 'consult' basis. This is considered reasonable in the context of the engagement. Investigations underpinning the Code Amendment were made available to the public consistent with Principle 3.</p>
4	Engagement contributed to the substance of the final plan	<ul style="list-style-type: none"> In a moderate way <p>Changes were made to the Concept Plan to reduce maximum building heights along the southern (river) frontage and western edge of the Affected Area. These changes were in response to concerns raised in submissions for the visual appearance of built form, especially when viewed from within the Karrawirra Parri (River Torrens) and to properties to the west located in the General Neighbourhood Zone. The proposed amendments seek to further improve the transition of built form.</p> <p>The Road Widening Overlay was also amended in response to Department for Infrastructure and Transport's submission that it be amended to the 'Local Road Widening Overlay.'</p>

	Evaluation statement	Response options
		<p>Concern raised over the traffic investigations led to further clarification from the traffic consultant (CIRQA) being provided and an independent peer review of the investigation findings (Stantec) to ensure the accuracy of modelling and that any impacts arising from the rezoning can be appropriately managed.</p>
5	Engagement included the provision of feedback to community about outcomes of their participation	<ul style="list-style-type: none"> Formally (report or public forum) <p>The Engagement Report was made formally available on Council's website on the Thursday prior to Council's City Services Committee meeting for viewing, along with the ability to attend (as gallery audience only) the City Services Committee meeting where the Engagement Report and final Draft Code Amendment were discussed.</p> <p>Following the conclusion of the process (i.e. a decision on the Code Amendment, contact will be made with the relevant parties to confirm the outcomes of the Code Amendment).</p>
6	Identify key strength of the Charter and Guide	<p>The charter enables flexibility to have a 'fit for purpose' engagement plan prepared.</p> <p>Another strength is the opportunity to measure, report and review the performance and effectiveness of public engagement.</p>
7	Identify key challenge of the charter and Guide	<p>It is of note that the MP for Colton (Mr Matt Cowdrey OAM) initiated a separate consultation process that was unrelated to the formal engagement. Mr Cowdrey's also held his own public meeting in which Council officers were invited to attend.</p> <p>What can be determined is that the formal engagement process undertaken by the Designated Entity together with Mr Cowdrey's own consultation provided the community with sufficient opportunity to participate in the engagement.</p>

8.8 Applying the Charter Principles in practice

The Charter Principles were applied to the engagement as outlined in **Table 8.3**.

Table 8.3 Alignment of engagement activities against the Charter Principles

Charter Principle	How the engagement approach/ activities met the principle
Engagement is genuine	<ul style="list-style-type: none"> • 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. • 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.
Engagement is inclusive and respectful	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Provide information (online and hard copy) in basic language clearly articulates the proposal, potential impacts, engagement process and invites feedback/participation. • 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.
Engagement is reviewed and improved	<ul style="list-style-type: none"> • The Code Amendment Engagement process is evaluated and measured at the conclusion of the engagement process and reported on in the Engagement Report.

9. Conclusion

9.1 Summary

The proposed Code Amendment seeks to change the zoning applied to the Affected Area at 436-450 Findon Road and 5-7 Valetta Road, Kidman Park from the 'Strategic Employment Zone' to the 'Urban Renewal Neighbourhood Zone' with a 'Mixed Use Subzone' in the north-eastern quadrant along with associated changes to Overlays and Technical and Numerical Variations (TNV's).

As part of the process for amending a Designated Instrument, community engagement has been undertaken in accordance with the *Planning, Development and Infrastructure Act 2016* and the Community Engagement Charter and a review of the effectiveness of the engagement has occurred.

The effectiveness of the engagement was measured via a post-engagement survey sent to all community members who participated in the engagement; and an evaluation undertaken by the City of Charles Sturt project lead.

On balance, the review indicates that the engagement process was comprehensive, robust and engaged a range of stakeholders. Each step of the process was designed to ensure that information about the Code Amendment was readily available, accessible and easily understood by a wide audience, and this was largely reflected in the survey results.

The content of submissions that were received indicated that the authors had been able to obtain the necessary information on the Code Amendment and critically understand it to a sufficient degree to enable them to form a view and write a comprehensive submission.

It has therefore been determined that the engagement was undertaken in accordance with the principles of the Community Engagement Charter.

9.2 Response to Submissions

The issues raised in the submissions have been reviewed and considered in relation to the zone selection and scope of the Code Amendment. Responses have been provided where possible, however it is noted that some concerns cannot be fully addressed at Code Amendment stage as they ultimately relate to the future development of the land, which is yet to be determined.

The key matters raised in the submissions related to traffic and car parking impacts, the proposed maximum building height TNVs and potential impact on surrounding land in terms of overshadowing and overlooking, as well as the impact on the biodiversity, ecology and serenity of the *Karrawirra Parri* (River Torrens).

Following careful review of the draft Engagement Report as well as the various written submissions, the Designated Entity has formed the view that policy amendments were required to the draft Code Amendment as follows:

- Amendment to the Kidman Park Concept Plan (refer to Figure 10) to
 - Increasing the portion of the Affected Area along the western boundary designated as maximum 2 level (9m) building height;
 - Reconfiguring the portions of the Affected Area designated as maximum 3 level (12.5m) building height;
 - Reconfiguring the portions of the Affected Area designated as maximum 4 level (16.5m) building height to be more centrally located; and
 - Removal of the maximum 5 level (22m) building height.

- Amended the 'Future Road Widening Overlay' to the 'Future Local Road Widening Overlay.'

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.

10. Attachments

Attachment 1	Engagement Material
Attachment 2	Copy of the Council Endorsed Engagement Plan
Attachment 3	Copy of Submissions Received
Attachment 4	Summary of Verbal Submissions Received
Attachment 5	Survey Responses
Attachment 6	CIRQA Advice
Attachment 7	Stantec Peer Review
Attachment 8	Amended Concept Plan
Attachment 9	Amended Overlays
Attachment 10	Revised Indicative Sections
Attachment 11	Code Amendment Instructions

Attachment 1 – Engagement Material

Kidman Park Residential and Mixed Use Draft Code Amendment – Information Brochure

What is this brochure about?

The City of Charles Sturt proposes changes to the South Australian Planning and Design Code (the Code) via the Kidman Park Residential and Mixed Use Code Amendment (Privately Funded).

The Affected Area (area investigated for the proposed rezoning) comprises around 12.6 ha of land bound by Findon Road, Valetta Road, the River Torrens (Karrawirra Parri) to the south and housing to the west (see Figure 1).

The Code Amendment proposes rezoning the Affected Area from its current Strategic Employment Zone to the Urban Renewal Neighbourhood Zone that will facilitate mixed use development in the form of higher density residential and/or commercial development.



Figure 1: Affected Area

What is the 'Planning and Design Code' and a 'Code Amendment'?

The Code is the State's key statutory document in the planning system that contains development assessment policy. Development applications are assessed against policies contained within the Code. It was introduced by the State Government in March 2021. A Code Amendment is a formal process that proposes changes to the Code and must ultimately be approved by the Minister for Planning. It includes details of the investigations undertaken to support the proposed zone and policy changes.

What is a 'privately funded' Code Amendment?

A 'privately funded' Code Amendment is funded by private entities (the proponent). In this case, around 11.9ha of the Affected Area is owned by the proponent (Fairland Pty Ltd), who is funding the Code Amendment costs.

The proponent has the same rights as any member of the public to comment on the draft Code Amendment when it is released for consultation. Council will manage the Code Amendment process in accordance with its legal obligations. The Minister for Planning agreed to initiate the rezoning process on 14 October 2021.

Findings of the Investigations

A summary of the proposed policy is described below, however more detail can be viewed in the draft Code Amendment and attachments.

Proposed Zone

Investigations propose to rezone the Affected Area from Strategic Employment Zone to Urban Renewal Neighbourhood Zone, with a Mixed-Use Transition Subzone in the north-east portion of the Affected Area (adjacent Valetta Road and Findon Road).

A Concept Plan is proposed to assist in guiding the assessment of future development. The Concept Plan shows the desired maximum building heights, vehicle access points, pedestrian and cycling links, future public open space, stormwater detention areas and the location of future road widening (see Figure 2).



Figure 2: Proposed Concept Plan



Kidman Park Residential and Mixed Use Draft Code Amendment – Information Brochure

Traffic Investigations

Modelling has predicted that future development of the Affected Area will generate in the order of 295am and 333pm peak hour trips on the access points and external road network. The rezoning and future redevelopment of the Affected Area is forecast to result in additional movements being distributed to the surrounding road network (approximately 52am and 87pm peak hour additional daily movements from the Affected Area). However, the number and size of commercial vehicle movements is expected to reduce.

Initial modelling of the Valetta Road/Findon Road intersection has indicated that in the future the intersection will be over capacity by 2036 vehicles (regardless of the proposed rezoning and redevelopment of the Affected Area). The analysis indicates that an upgrade is required to retain similar present conditions as part of any future redevelopment of the Affected Area.

The Code Amendment proposes a Future Road Widening Overlay policy to address the need for land in a future development proposal to enable upgrades as proposed in the Code Amendment investigations.

Environmental Assessment

For many years the Affected Area has included commercial and industrial uses with potentially contaminating activities (PCAs). Development of more sensitive land uses (eg residential and public open space) will require comprehensive investigations and possibly site remediation. Should the Code Amendment proposal be approved site contamination audits will be required at the development application stage.

Infrastructure Investigations

There is enough capacity in the infrastructure systems (ie potable water, sewer, electricity, gas and communications) to accommodate the anticipated development. With regards to stormwater management two sub-catchments are proposed to the north and south with the north requiring on-site detention. Investigations indicate that detention volume could be managed by various methods such as detention basins, oversized pipes, or a combination of these to be determined at the development application stage.

Existing land use rights

Notwithstanding the proposed rezoning process, existing land use rights will enable current activities to continue within the Affected Area.

How can I view the Code Amendment?

The draft Code Amendment can be viewed online at www.yoursaycharlessturt.com.au or via the SA Planning Portal at plan.sa.gov.au/have_your_say/code_amendments

Hard copies can be viewed at Council's Civic Centre, 72 Woodville Road, Woodville, from 8.30am to 5.00pm, Monday to Friday during the consultation period. A copy of the Code

Amendment can also be viewed at any of Council's five libraries: Civic Library (Woodville), Findon, Henley Beach, Hindmarsh and West Lakes.

Pop-Up Information Stands will be held at the Metcash Site, Findon Road and members of the project team will be present. Drop-in anytime within the times specified below.

- Thursday 5 May 2022 between 4.00pm and 6.00pm; and
- Saturday 14 May 2022 between 10.00am and 12noon.

How can I have my say on the Code Amendment?

Written submissions must be received by Council no later than 5.00pm, Tuesday 14 June 2022.

Written submissions can be provided via one of the following:

- Online via the SA Planning Portal at plan.sa.gov.au/have_your_say/code_amendments
- Online via Council's YourSay website at www.yoursaycharlessturt.com.au
- Via email to jgronthos@charlessturt.sa.gov.au
- Via post to:
 - Chief Executive Officer, City of Charles Sturt
 - Titled 'Kidman Park Residential and Mixed Use Draft Code Amendment'
 - PO Box 1
 - Woodville SA 5011.

Submissions need to indicate if you wish to be heard or don't wish to be heard at the public meeting. All written submissions will be public documents and made available for viewing online and at the Civic Centre from the end of the consultation period until the conclusion of the process.

Public meeting

A public meeting will be held on **Monday 20 June 2022 at 6pm at the Civic Centre, Woodville Road**. The public meeting may not be held if no submissions are received or if no-one requests to be heard. As part of the engagement process, Council is also required to evaluate the success of the engagement activities. An evaluation survey will be forwarded to all persons that have provided a written submission after the engagement process to seek feedback on the process.

What happens next?

Council will consider all submissions and may recommend changes to the Code Amendment. An Engagement Report will be prepared and be sent to the Minister for Planning for a decision on the Code Amendment (amended or otherwise). The Minister can approve the Code Amendment, approve the Code Amendment subject to certain amendments, or decline to approve the Code Amendment. If the Amendment is approved by the Minister, it will be referred to the Environment Resources and Development Committee (Parliamentary Committee) for review.

For further information please contact:

Jim Gronthos, Senior Policy Planner

Ph: (08) 8408 1265

Email: jgronthos@charlessturt.sa.gov.au

Available - Monday – Thursday (9.00am to 5.00pm)

FEEDBACK FORM

UP



Community Engagement Evaluation Survey – Kidman Park Residential and Mixed Use Draft Code Amendment

Thank you for participating in the community engagement process regarding the Kidman Park Residential and Mixed Use Draft Code Amendment. As a participant in this process, we invite you to complete this evaluation survey. **Please complete this survey to the City of Charles Sturt by Monday 18 July 2022.**

1. I am a? (Select all that apply to you)

- ☐ Local Resident
- ☐ Local Business Owner
- ☐ Other (please specify) _____

2. I participated in the community engagement process by? (Select all that apply to you)

- ☐ Lodging a written submission
- ☐ Providing a verbal submission at the Public Hearing on Monday 20 June 2022

3. How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment? (Select all that apply to you)

- ☐ I received a letter and information pack in my letterbox
- ☐ I heard about it from my neighbour or friend (word of mouth)
- ☐ I attended one of the pop-up information stands at the Metcash site (5 May and 14 May 2022)
- ☐ I picked up a fact sheet at my local library
- ☐ I picked up a fact sheet from the Civic Centre at Woodville
- ☐ I saw the Public Notice in The Advertiser
- ☐ I read about it on the City of Charles Sturt website
- ☐ I read about it on Your Say Charles Sturt community engagement site
- ☐ Other (please specify) _____

4. Please indicate the extent to which you agree or disagree with the following statements

Topic	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
I was given sufficient information so that I could make an informed view					
I found the information easy to understand					
I felt informed about why I was being asked for my view, and the way it would be considered					
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022)					
I feel the engagement genuinely sought my input to help shape the proposal					
I was given adequate opportunity to be heard					
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council					

Thank you for completing this evaluation survey, please return by Monday 18 July 2022

Attention: Georgina House, Community Engagement Coordinator, Urban Projects,
City of Charles Sturt, 72 Woodville Road, Woodville SA 5011, PO Box 1, Woodville SA
or Email to Georgina House at ghouse@charlessturt.sa.gov.au

Attachment 2 – Copy of the Council endorsed Engagement Plan

The City of Charles Sturt

Engagement Plan

Findon Road, Kidman Park Mixed Use Residential and Commercial Draft Code Amendment

Engagement plan

March 2022

Contact details

Name: Jim Gronthos

Position: Senior Policy Planner

Email: jgronthos@charlessturt.sa.gov.au

Phone: 8408 1111

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1. Background information

The Affected Area for the proposed rezoning includes land located in the suburb of Kidman Park bordered by Findon Road, Valetta Road and the River Torrens (Karrawirra Parri) Linear Park (**see Figure 1 – Affected Area below**).

The Affected Area is currently zoned Strategic Employment Zone under the South Australian Planning and Design Code.

The State Planning Policies and Regional Plan seek to manage the impacts of population growth by enabling residential growth through infill development.

The surrounding locality is characterised by low density housing stock. This, along with the area's proximity to transport options, and other services provides the opportunity to consider mixed use outcomes and a higher density residential development. As such, it is proposed that the subject land be investigated for rezoning under the South Australian Planning and Design Code to facilitate a mixed-use environment, which allows for higher residential densities and commercial opportunities.



Figure 1 – Draft Code Amendment Affected Area - 

2. Status of the Code Amendment

The Code Amendment process includes a number of steps which must be undertaken before any changes to zoning or policy can be implemented. An overview of the Code Amendment processes can be viewed on the SA Planning Portal website at https://plan.sa.gov.au/have_your_say/code_amendments. The current stage of this Code Amendment Process is at the Initiated Stage as shown below (refer to Figure 2 – current step highlighted in RED).

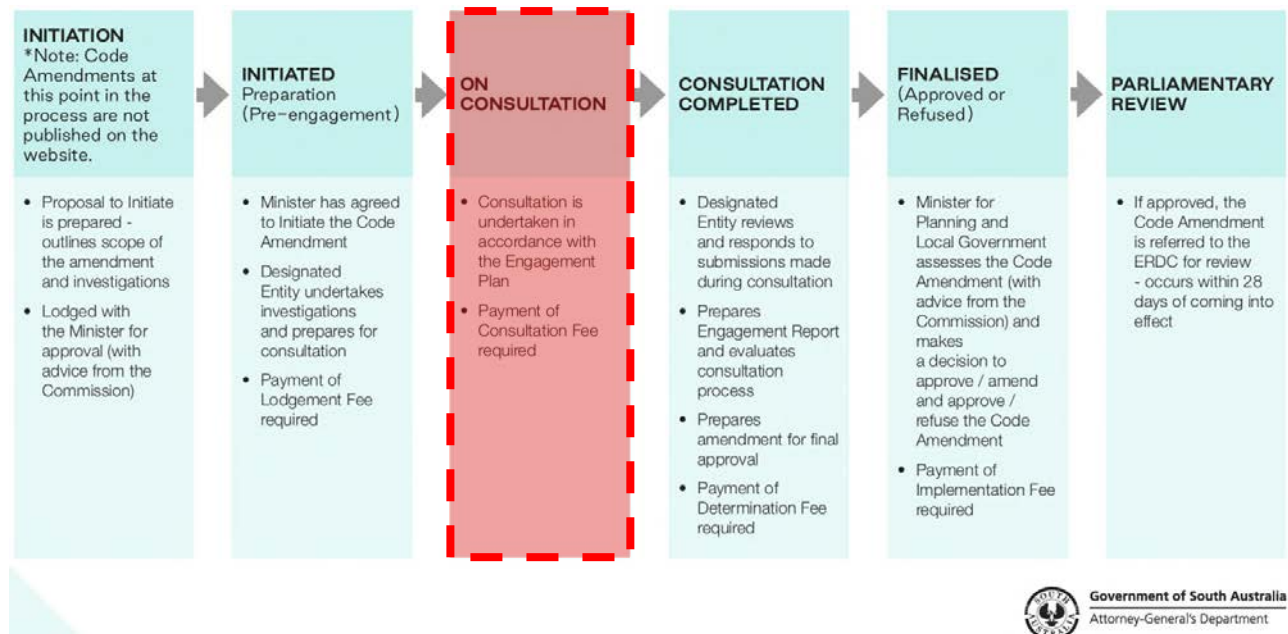


Figure 2 – Code Amendment Steps

3. Engagement purpose

The purpose of the engagement process is to inform and consult on the proposed rezoning of the Affected Area to enable the facilitate future development of the Affected Area for residential development and non-residential commercial type land uses.

4. Engagement objectives

This engagement plan includes the following objectives to ensure consistency with the Government's Community Engagement Charter Principles:

- To ensure our Charles Sturt community has easy access to the 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 change on the scale of built form in the area. To give opportunities for stakeholder engagement to inform the amendment.
- To gain input from community and 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.
- The process builds positive relationships between Council and the community, and positions Charles Sturt as an organisation that is providing sound management decisions.
- Information is provided to the Charles Sturt community of the decision and reasoning for the decision.
- To comply with the Community Engagement Charter and the *PDI Act 2016*.

5. Stakeholder identification and analysis

The primary audience for the engagement of this Code Amendment are the adjacent land owners and the broader Kidman Park and Flinders Park community. Overall, the aim of the community engagement is to provide a level of engagement which seeks to work directly with the relevant stakeholders throughout the process to ensure that public concerns and aspirations are understood, considered and reflected in the Code Amendment process. A stakeholder approach has been prepared and is detailed in Part 8, with a summary of this analysis provided in **Table 1** below outlining the following agencies, State and Federal Members of Parliament, and interested parties that Council will consult with during the consultation stage of the draft Code Amendment:

Inform and Consult	State Planning Commission Planning and Land Use Services Attorney-General's Department Local Government Association Land owners and occupiers within and adjacent to the Affected Area Department for Infrastructure and Transport (DIT) – Transport Assessment Department for Infrastructure and Transport (DIT) – Public Transport Services State Emergency Services South Australian Police (SAPOL) SA Ambulance Service South Australian Metropolitan Fire Service Department for Water and Environment Green Adelaide Department for State Development Environment Protection Authority Department for Education SA Housing Authority Office for Recreation, Sport and Racing Australian Civil Aviation Safety Authority (CASA) Adelaide Airport Limited Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation SA Health (Department for Health and Wellbeing) Electranet Pty Ltd Epic Energy SA Power Networks APA Group SA Water NBN Telstra Optus Vodafone State Member for Colton State Member for West Torrens State Member for Cheltenham Federal Member for Hindmarsh City of West Torrens City of Prospect City of Port Adelaide City of Adelaide	<ul style="list-style-type: none"> • Direct correspondence (e-mail / letters) • Website • Hard copies of the draft Code Amendment in Council's Civic Centre and five Libraries • Notice in the Advertiser • Information Brochure • Invitation to attend two information drop-in sessions.
Inform and Consult	General Public	<ul style="list-style-type: none"> • Website • Hard copies of the draft Code Amendment in

		<p>Council's Civic Centre and five Libraries</p> <ul style="list-style-type: none"> • Notice in the Advertiser • Information Brochure • Invitation to attend two information drop-in sessions.
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Table 1 - Stakeholder Analysis Summary

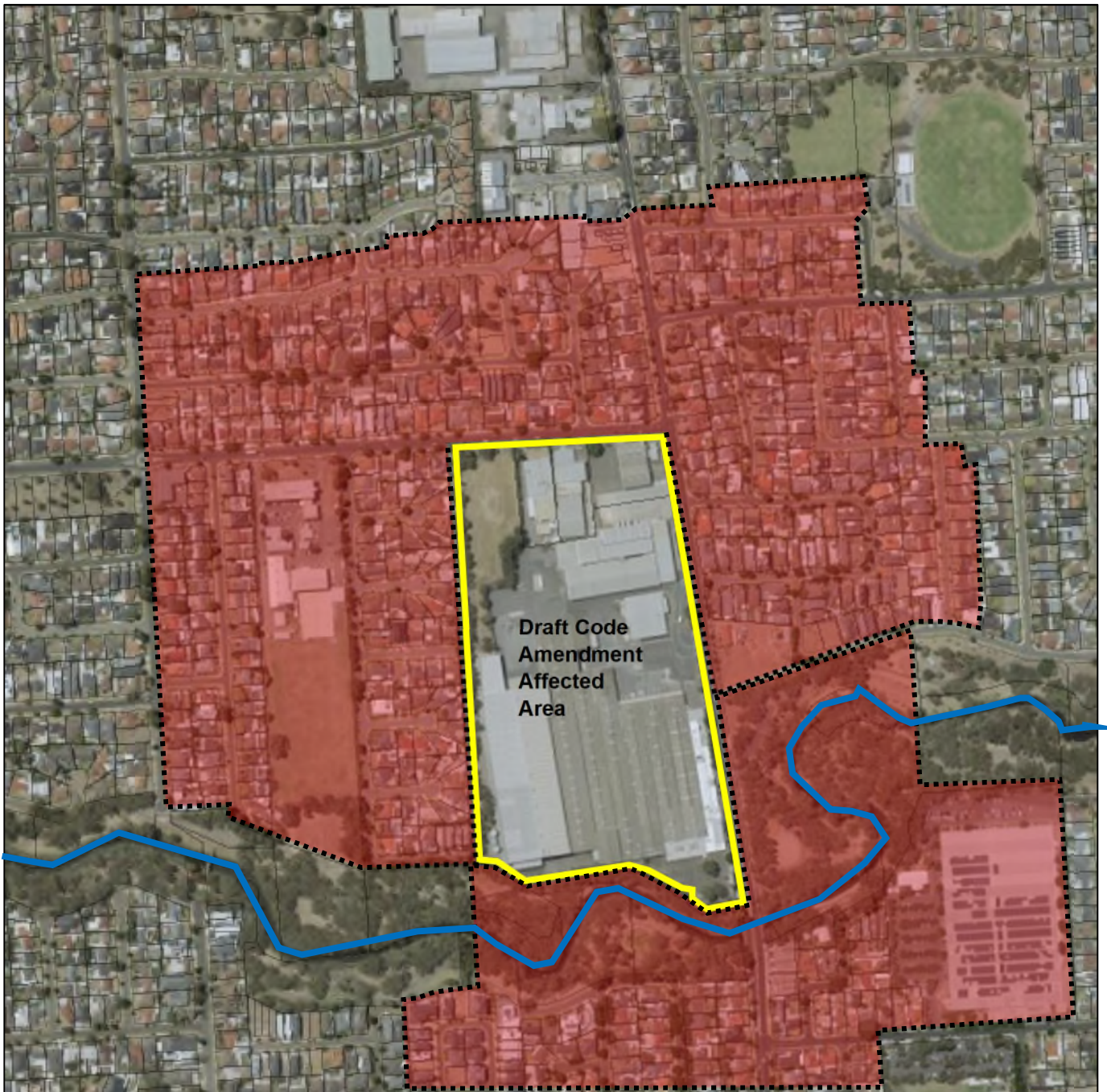



Figure 3 - Indicative location of adjacent land owners/ occupiers directly notified - 

6. Scope of influence

Aspects of the draft Code Amendment process which stakeholders and the community *can* influence are:

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

Aspects of the draft Code Amendment process which stakeholders and the community *cannot* influence are:

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

7. Key Messages

The following key messages will underpin the engagement regarding the draft Code Amendment:

- The City of Charles Sturt is proposing to re-zone the Affected Area from Strategic Employment Zone to the Urban Renewal Neighbourhood Zone in order to facilitate mixed used development in the form of residential and commercial land uses. The draft Code Amendment also proposes a Mixed-Use Transition Subzone within the Urban Renewal Neighbourhood Zone to facilitate future commercial land uses on the corner of Valetta Road and Findon Road but also acknowledge the existing non-residential land uses currently located on 5 and 7 Valetta Road, Kidman Park.
- The reason for this is that the Affected Area is of a size, configuration and location (proximity to transport options, services and direct interface with the River Torrens Linear Park) to investigate a rezoning to facilitate a mixed-use environment, which allows for residential development and some commercial opportunities.
- A Code Amendment process is required to enable this re-zoning.

8. Level of Participation

The level of engagement for this project is based on the International Association of Public Participation (IAP2) Spectrum as it is well known and used by local governments.

The following level of engagement is proposed:

Inform	Consult
<i>To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</i>	<i>To obtain public feedback on analysis, alternatives and/or decisions.</i>

9. Stakeholder and community mapping

Stakeholder	Level of interest in the project (i.e. high, medium or low)	Potential nature of interest in the project and/or the potential impact of the project	Stakeholder needs/expectations for engagement in the project	Level of engagement
Landowners and occupiers within and adjacent to the Affected Area	High	<ul style="list-style-type: none">How the Zone change will affect the general locality.How the Zone change will affect the nature of traffic in the locality.	<p>That they will be kept informed, listened to, their written submissions are acknowledged in the Code Amendment engagement process.</p> <p>Direct stakeholders to the SA Planning Portal and Council's Your Say website to provide up to date information on the status of the draft Code Amendment process.</p> <p>Acknowledgment to all written submissions received.</p> <p>Feedback provided to persons who provided written submissions following the conclusion of the Code Amendment engagement process (post Public Meeting and review of written submissions) to advise:</p> <ul style="list-style-type: none">on the date of Council's Committee meeting to consider a final draft Code Amendment.on any policy amendments proposed to the draft Code Amendment.on the next steps in the Code Amendment process following a decision of Council.Invitation to fill out a survey to all written submissions received after Engagement process to seek feedback on the process.	Inform and Consult
Department for Infrastructure and Transport (DIT) – Transport Assessment	High	<ul style="list-style-type: none">Affected Area adjacent to a DIT controlled road/intersections.		
Department for Water and Environment and Green Adelaide	High	<ul style="list-style-type: none">Proximity of land to the River Torrens located within the Open Space Zone.Potential for stormwater and vegetation management.		
Local Government Association	Medium	<ul style="list-style-type: none">Mandatory requirement to notify the Local Government Association in writing and to be consulted in accordance with the <i>PDI Act</i>.		
Environment Protection Authority	High	<ul style="list-style-type: none">The Code Amendment seeks to accommodate a more sensitive land use over the Affected Area.		
City of West Torrens	High	<ul style="list-style-type: none">Affected Area directly adjacent to the local government boudnary with the City of West Torrens.How the Zone change will affect the nature of traffic in the locality.		
Civil Aviation Safety Authority (CASA	High	<ul style="list-style-type: none">How the proposed building heights may affect airport operations.		
Adelaide Airport Limited	High	<ul style="list-style-type: none">How the proposed building heights may affect airport building operations.		
State Planning Commission	Medium	<ul style="list-style-type: none">Identified as a required direct consultation.		
Attorney General’s Department	Medium			
Department for Transport and Infrastructure (DIT) – Public Transport Services	Medium			
State Emergency Services	Medium			
SA Metropolitan Fire Service	Medium			
South Australian Police (SAPOL)	Medium			
SA Ambulance Service	Medium			
South Australian Metropolitan Fire Service	Medium			
Department for State Development	Medium			
Department for Education	Medium			
SA Health (Department for Health and Wellbeing)	Medium			
Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation	Medium			

Office for Recreation, Sport and Racing	Medium			
Utility Providers	Medium			
State and Federal MP's in the locality	Medium			
Other neighbouring Council's	Low			
General Public	Low	<ul style="list-style-type: none"> • Keep informed in the overall process of the Code Amendment; • To provide feedback on the Code Amendment. 		

Table 2 - Stakeholder and Community Mapping

10. The Engagement Approach

Stage	Objective	Stakeholders/target audience	Engagement level	Engagement activity	Timing	Who's responsible?	Resources required *	Risks and mitigation *
Code Amendment Engagement	<ul style="list-style-type: none"> Share information with the community and Agency's about the draft Code Amendment Explain the reasons for the draft Code Amendment Understand and consider the views of the stakeholder written submissions received Inform and amend where appropriate the policy within the draft Code Amendment. 	<ul style="list-style-type: none"> Land owners and occupiers within and adjacent to the Affected Area Department for Infrastructure and Transport (DIT) – Transport Assessment Local Government Association State Planning Commission Attorney General's Department Department of Transport and Infrastructure (DIT) – Public Transport Services Environment Protection Authority Department for Water and Environment Green Adelaide State Emergency Services SA Metropolitan Fire Service South Australian Police (SAPOL) SA Ambulance Service South Australian Metropolitan Fire Service Department for State Development Department for Education SA Health (Department for Health and Wellbeing) Office for Recreation, Sport and Racing Civil Aviation Safety Authority (CASA) Adelaide Airport Limited Department of the Premier and Cabinet - Aboriginal affairs and reconciliation Utility Providers State and Federal MP's in the locality City of West Torrens Other neighbouring Councils 	Inform and Consult	<ul style="list-style-type: none"> Direct correspondence (letters / e-mails) Website information Notice in the Advertiser Hard copies for viewing at Council's Civic Centre and Libraries Invitation to attend two information drop-in sessions Public Meeting to hear any verbal submissions after the consultation process Survey to all written submissions received after Engagement process to seek feedback on the process. 	<p>Eight (8) week consultation process.</p> <p>Tuesday 12 April 2022 to Tuesday 14 June 2022</p> <p>Public Meeting Monday 20 June 2022</p>	City of Charles Sturt	<ul style="list-style-type: none"> Letters / e-mails SA Planning Portal – Have Your Say City of Charles Sturt Website – YourSay City of Charles Sturt Social Media Pages Information Brochure Civic Centre and libraries 	<ul style="list-style-type: none"> Allow for a wider Stakeholder audience to ensure all feedback, comments and concerns are captured to inform the draft Code Amendment process. Allow for a wide range of engagement resources to accommodate different stakeholder groups.
		<ul style="list-style-type: none"> General community 	Inform and Consult	<ul style="list-style-type: none"> Website information Notice in the Advertiser Hard copies for viewing at Council's Civic Centre and Libraries Invitation to attend two information drop-in sessions Public Meeting to hear any verbal submissions after the consultation process. Survey to all written submissions received after Engagement process to seek feedback on the process. 	<p>Eight (8) week consultation process.</p> <p>Tuesday 12 April 2022 to Tuesday 14 June 2022</p> <p>Public Meeting Monday 20 June 2022</p>	City of Charles Sturt	<ul style="list-style-type: none"> SA Planning Portal – Have Your Say City of Charles Sturt Website – YourSay City of Charles Sturt Social Media Pages Information Brochure Civic Centre and libraries 	<ul style="list-style-type: none"> Allow for a wider Stakeholder audience to ensure all feedback, comments and concerns are captured to inform the draft Code Amendment process. Allow for a wide range of engagement resources to accommodate different stakeholder groups.

Table 3 – The Engagement Approach

11. Community Engagement Plan

The scope for community engagement includes the following steps and timing.

Step	Title	Description
1.	Agreement from the Minister to Initiate a Code Amendment process and pre-statutory consultation	<ul style="list-style-type: none"> Prepare information on the SA Planning portal and Council's website to advise of the Code Amendment process underway. Following the initiation of the Code Amendment through the agreement from the Minister for Planning, a mail-out (approximately 700 letters) was undertaken to land owners and occupiers within and adjacent to the Affected Area in October 2021. This pre-consultation process was undertaken to advise of Council's intention to initiate a Code Amendment and investigations, the steps in the Code Amendment process, and when there will be an opportunity to review and make comment on a draft Code Amendment once prepared and endorsed by Council, for the purposes of statutory consultation.
2.	Prepare Engagement Plan	<ul style="list-style-type: none"> Prepare a Community Engagement Plan in relation to the matter.
3.	Authorise Engagement Plan	<ul style="list-style-type: none"> Obtain approval of the Community Engagement Plan from Council
4.	Undertake Engagement	<p>The engagement activities include the following:</p> <ul style="list-style-type: none"> A copy of the draft Code Amendment in the SA Planning Portal. A notice in the Advertiser Newspaper. Information on Council's 'Your Say Charles Sturt' website, with information on the Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs and information on how to make a submission. Copies of draft Code Amendment and information brochure to be made available at Council Civic Centre and libraries. Invitation to prepare written submissions online or via post. A written notice to all property owners / occupiers within the affected area and other property owners immediately surrounding the affected area, MPs, Agency's, adjoining Council's, inviting them to review and comment on the draft policy. Information brochure outlining what the draft Code Amendment is about, the proposed policy amendments, how interested persons can comment. City of Charles Sturt social media platforms. Invitation to attend two information drop-in sessions. A Public Meeting to be held after the consultation process to hear any verbal submissions.
5.	Consider Written Submissions	<ul style="list-style-type: none"> Acknowledge written submissions received. Review and consider written submissions received. Copy of written submissions received made publically available on Council's YourSay website. Survey to all written submissions received after engagement process to seek feedback on the process.
6.	Prepare Report	<ul style="list-style-type: none"> Prepare an engagement report which: <ul style="list-style-type: none"> Summarises the community engagement process and outcomes. Present comments on the feedback provided. Make recommended responses.
7.	Council Decision	<ul style="list-style-type: none"> Council Members will consider the report and recommendation(s) and decide on the matter. Communicate Council's decision and next steps in the Code Amendment process through Council's YourSay website and in writing to all persons who provided written submissions. The Engagement Report and Code Amendment Report to be made publically available on Council's YourSay website and on the SA Planning Portal.
8.	Minister Decision	<ul style="list-style-type: none"> Engagement report and Code Amendment submitted to the Minister for decision on the Code Amendment. On-going updates on the Code Amendment process will be provided on Council's dedicated YourSay website and through the SA Planning Portal.
9.	Communicate Decision	<ul style="list-style-type: none"> Following a decision of the Code Amendment by the Minister communicate decision through Council's YourSay website and through the SA Planning Portal and in writing to all persons who provided written submissions.

Table 4 – Community Engagement Plan

12. Applying the Charter principles in practice

The South Australian Community Engagement Charter outlines five principles that describe what is important when engaging on the establishment or amendment to planning policy, strategies or schemes. **Table 5** outlines how the Code Amendment Engagement process will align with these principles.

Charter principle	How does your engagement approach/activities reflect this principle in action?
Engagement is genuine	<ul style="list-style-type: none">• 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.• 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.
Engagement is inclusive and respectful	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Provide information (online and hard copy) in basic language clearly articulates the proposal, potential impacts, engagement process and invites feedback/participation.• Prepare at the end of the enagement 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.
Engagement is reviewed and improved	<ul style="list-style-type: none">• The Code Amendment Engagement process is evaluated and mesuared at the conclusion of the engagement process and reported on in the Engagement Report.

Table 5 - Alignment of engagement activities against the Charter's Principles

13. Evaluation

At the completion of the engagement, all participants will be invited to assess the success of the engagement against performance criteria one to four, below. The project manager, with assistance from communications and engagement specialists, will assess the success of the engagement against criteria five to nine. This evaluation will be included in the statutory report (section 73(7) of PDI Act) that is sent to the State Planning Commission and the Minister for Planning and which details all engagement activities undertaken. It will also be referenced in the Commission Report (section 74 (3)(b) that is issued to the Governor of South Australia and the Environment Resources and Development Committee of Parliament. Any issues raised about the engagement during the engagement process will be considered and action will be taken if considered appropriate.

#	Charter criteria	Charter performance outcomes	Respondent	Indicator ²	Evaluation tool ³ Exit survey / follow-up survey	Measuring success of project engagement
1	Principle 1: Engagement is genuine	<ul style="list-style-type: none"> People had faith and confidence in the engagement process. 	Community	I feel the engagement genuinely sought my input to help shape the proposal	Likert scale - strongly disagree to strongly agree	Per cent from each response.
2	Principle 2: Engagement is inclusive and respectful	<ul style="list-style-type: none"> Affected and interested people had the opportunity to participate and be heard. 	Community	I am confident my views were heard during the engagement	Likert scale - strongly disagree to strongly agree	Per cent from each response.
3	Principle 3: Engagement is fit for purpose	<ul style="list-style-type: none"> People were effectively engaged and satisfied with the process. People were clear about the proposed change and how it would affect them. 	Community	I was given sufficient information so that I could take an informed view.	Likert scale - strongly disagree to strongly agree	Per cent from each response.
				I was given an adequate opportunity to be heard	Likert scale - strongly disagree to strongly agree	Per cent from each response.
4	Principle 4: Engagement is informed and transparent	<ul style="list-style-type: none"> All relevant information was made available and people could access it. People understood how their views were considered, the reasons for the outcomes and the final decision that was made. 	Community	I felt informed about why I was being asked for my view, and the way it would be considered.	Likert scale - strongly disagree to strongly agree	Per cent from each response.
5	Principle 5: Engagement processes are reviewed and improved	<ul style="list-style-type: none"> The engagement was reviewed and improvements recommended. 	Project Lead	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement	<ul style="list-style-type: none"> Reviewed and recommendations made Reviewed but no system for making recommendations Not reviewed 	Per cent from each response.
6	Engagement occurs early	<ul style="list-style-type: none"> Pre-statutory engagement occurred before the release of the draft Code Amendment to inform directly affected landowners, adjacent landowners and wider community that the Code Amendment process has been initiated and the next steps forward in the process. 	Project Lead	Engagement occurred early enough to make stakeholders aware of the process initiated.	<ul style="list-style-type: none"> Engaged when there was opportunity for input into the draft Code Amendment 	Per cent from each response.
7	Engagement feedback was considered in the development of planning policy, strategy or scheme	<ul style="list-style-type: none"> Engagement contributed to the substance of the final draft Code Amendment for decision. 	Project Lead	Engagement contributed to the substance of the final plan	<ul style="list-style-type: none"> In a significant way In a moderate way In a minor way Not at all 	Per cent from each response.
8	Engagement includes 'closing the loop'	<ul style="list-style-type: none"> Engagement included activities that 'closed the loop' by providing feedback to participants/ community about outcomes of engagement 	Project Lead	Engagement provided feedback to community about outcomes of engagement	<ul style="list-style-type: none"> Formally (report or public forum) Informally (closing summaries) No feedback provided 	Per cent from each response.
9	Charter is valued and useful	<ul style="list-style-type: none"> Engagement is facilitated and valued by planners 	Project Lead	Identify key strength of the Charter and Guide Identify key challenge of the charter and Guide		

Table 6 - Evaluation

14. Closing the loop and reporting back

How will you respond to participants?	Who's responsible?	When will you report back?
Receipt of written submissions	The City of Charles Sturt.	On receipt of a written submission provide a written acknowledgement.
The general public will be made aware of the outcomes via information made available on the SA Planning Portal and Council's Your Say website.	The City of Charles Sturt.	Following a review of the written submissions received and a decision has been made by Council on a final draft Code Amendment and the Code Amendment steps thereafter.
All stakeholders who provided a written submission will be directly notified in writing by letter and / or e-mail.	The City of Charles Sturt.	Following a review of the written submissions received and a decision has been made by Council on a final draft Code Amendment and the Code Amendment steps thereafter.

Table 7 – Closing the loop and reporting back