

Attachment 4 – Summary of Verbal Submissions Received

Attachment 4- Summary of Verbal Submissions Received from Public Meeting 20 June 2022

No.	Name	Submission No.	Agenda Page No.
1	Gavin Colville –Lee St Fulham Gardens	24	183
	<ul style="list-style-type: none"> • <i>Thanked Matthew Cowdrey MP for the work he has done.</i> • <i>Has lived in western suburbs over 20 years and within the locality over 8 years</i> • <i>Concerned about the proposed Concept Plan height adjacent linear park of a maximum 5 storeys.</i> • <i>Liner Park is seen as an 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> • <i>This will be the first Council is SA to put 5 storey adjacent linear park trail</i> • <i>Concerned with local traffic use 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> • <i>Consider that original proposal for single and two storey dwellings this much better than current proposal.</i> • <i>Concerned with the increase in population over the last decade in area. Consider that the proposal will result in 18years of population growth in four (4) years.</i> • <i>Not against development overall just the proposal for 3-5 storey rather 2 storey maximum building height</i> 		
2	David Goreham (Frogmore Road, Kidman Park)	39	226
	<ul style="list-style-type: none"> • <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.</i> • <i>Has been a resident in the area for over 60 years</i> • <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 time very high.</i> • <i>6.3.162 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> • <i>Development over the former Findon High School and Underdale High School and Allenby Gardens only up to 2 storey dwellings.</i> • <i>Concern that Terrace houses with shared walls increase fire rates.</i> • <i>Consider that Department for Infrastructure and Transport (DIT) and Council to come to agreement for Findon Road to be dual lane not single lane.</i> 		

No.	Name	Submission No.	Agenda Page No.
	<ul style="list-style-type: none"> Consider that Hartley, Valetta road should also be dual lane. Consider that Developments including Nazareth College and SASI when developed will also add to existing and future traffic issues. Concern about the lack of on-street parking and where car is longer than the space between driveways. Concern that this site is not a 'Transport orientated development' in that the site is not on a train or tram only bus routes. 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. 		
3	Matt Cowdrey OAM MP Member for Colton	69	309
	<ul style="list-style-type: none"> 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 form Council. 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. Considers it difficult to align proposal with what the developer announced earlier with one and 2 storey. Constituents would be very happy with original proposal from developer. 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. 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. 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. Concerned about the adequacy of process only 2 pop up session proposed many people not aware of those sessions before the Public Meeting. Of the view that there is no development greater 2 storeys along the linear park anywhere in Adelaide. Concerned that Council raised 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. <p>Question from Committee Members Q: Cr Sarah; understand Nazareth opening up campus on Findon Road.</p>		

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	<p>A: <i>My understanding senior years 11 and 12 and other land division off Adele Street. Other development in Lockleys have been done in tasteful way in built form 2 storeys.</i></p> <p>Q: <i>Cr Sarah: do you know how many lots?</i></p> <p>A: <i>About 60 lots.</i></p> <p><i>Staff comment re consultation process</i></p> <ul style="list-style-type: none"> • <i>2 month consultation process</i> • <i>Advert in newspaper</i> • <i>letters 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> 		
4	Scott Searle, Fairland Pty Ltd	92	373
	<ul style="list-style-type: none"> • <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> • <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> • <i>Committed to delivering 15% affordable housing outcomes.</i> • <i>Explained that the maximum building height has been influenced by existing warehouse on the Affected Area.</i> • <i>Concept Plan provides for public open space of 12.5% and has been located to increase the buffer between future buildings and the Torrens</i> • <i>Code Amendment will apply the urban tree canopy overlay which has targets for street tree planting.</i> • <i>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.</i> • <i>Commitment to create best planning policy – calls for diversity and density in desired locations.</i> • <i>Code Amendment Policy will designate Key assessment pathways for Council staff to be the relevant authority.</i> <p><i>Question from Committee Members</i></p> <p>Q. <i>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?</i></p> <p>A. <i>- Call on the Committee to review all the information provided</i></p>		

No.	Name	Submission No.	Agenda Page No.
	<ul style="list-style-type: none"> - 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>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>		
5	Adrian Stirn- Artarki Ave, Kidman Park	97	392
	<ul style="list-style-type: none"> • Advised that he has been a resident for the last 6-7 years adjacent to the Metcash site. • 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. • 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. • Consider that there should be a separate area for car parking within the Affected Area. • Consider that the Code provisions for carparking in apartments is not sufficient. • Concerned regarding the devaluation of his property as a result of future development over the Affected Area. • Concern over future of South Australian Sports Institute (SASI) development if there is a nearby precedent of 5 storey built form approved. • Concerned that their amenity will be impacted by high rise development over the Affected Area. • 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. • Advised that he would not be opposed to 238 houses with single and two storeys. • Considering Australia constitution – what authority does the Government have to approved the rezoning without the consent of the people. 		

No.	Name	Submission No.	Agenda Page No.
6	Giuliana Pastro – Findon Road Kidman Park	99	NA
	<ul style="list-style-type: none"> • <i>Representing the Italian Community in the area</i> • <i>She has lived for over 63 years on Findon Road</i> • <i>When Metcash left she was very happy</i> • <i>Advised that she would support Low to medium density housing of 1 to 2 storeys</i> • <i>Considered Kidman Park to be a family orientated area</i> • <i>Concerned about the loss of nature in Linear Park</i> • <i>Concerns about exacerbated traffic congestion on Hartley Road. Advised that there had been a previous pedestrian fatality</i> • <i>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 there home. Considered that Findon Road should be dual lane.</i> • <i>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.</i> • <i>Affordability is desirable.</i> • <i>Does not consider 'Pooch Park' as green space.</i> • <i>Does not support 4-5 storey built form.</i> • <i>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.</i> • <i>Concerned that the area as not got a direct bus route to the city.</i> • <i>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.</i> • <i>Concern about the connections proposed to surrounding street network.</i> • <i>Would prefer a 'Mercurio farm' type of development over this land.</i> • <i>Advised that she knows we need high density but believe we have enough already in the broader area.</i> • <i>Consider the proposal need to look after schools and families walking to schools.</i> • <i>Looking for green belt in the proposal.</i> • <i>Concern that many residents did not receive letters.</i> • <i>Have many good schools but not sufficient public transport.</i> 		

No.	Name	Submission No.	Agenda Page No.
7	Susan Gillies – Rulana Court Kidman Park	71	314
	<ul style="list-style-type: none">• House borders on western side of the development. Concern regarding privacy from 2 storey development and three storey adjoining Rulana Court concerned that there no dividing road behind her house.• Concerned that the height is considered out of context for the area• High density of development concern• Concern re single lane bridge on Findon Road that there will be a traffic bottle neck turning left into the development.• Do not want pedestrian access through Artarki avenue as shown on Concept Plan.		
8	Mrs Makris- Nerida Court, Kidman Park	No Written Submission	
	<ul style="list-style-type: none">• 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 consideration.• Comments are as per telephone discussion between Mrs Makris and Council’ Officer on 15 June 2021, 1pm:<ul style="list-style-type: none">• Against building heights of 3, 4 and 5 storeys• Suggests it is out of character• Raised issues of increased noise and safety issues• Purchased her property there were no neighbours against their rear fence• Experienced traffic issues with the previous Metcash land use• Prefer to see a nature corridor along the western boundary.		

Attachment 5 – Survey Responses

Your Say Charles Sturt

Kidman Park Code Amendment - Community Engagement Evaluation Survey

Jun 27, 2022 - Aug 01, 2022

Project: Kidman Park Code Amendment - Community Engagement Evaluation Survey

Tool Type: Form

Activity ID: 687

Exported: Aug 04, 2022, 09:55 AM

Exported by: HDP_jaromir

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: Community Facebook site re another development

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Disagree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Disagree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly disagree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Neither agree nor disagree

Q1 I am a:

Multiple Choice Adjoining Council

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree

I found the information easy to understand - Agree

I felt informed about why I was being asked for my view, and the way it would be considered - Agree

I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree

I feel the engagement genuinely sought my input to help shape the proposal - Agree

I was given adequate opportunity to be heard - Agree

I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Disagree

I found the information easy to understand - Disagree

I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree

I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree

I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree

I was given adequate opportunity to be heard - Disagree

I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Adjoining Council

Q2 I participated in the community engagement process by:

Multiple Choice Providing a verbal submission at the Public Hearing on 20 June 2022

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view	- Strongly disagree
I found the information easy to understand	- Strongly disagree
I felt informed about why I was being asked for my view, and the way it would be considered	- Strongly disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022)	- Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal	- Strongly disagree
I was given adequate opportunity to be heard	- Strongly disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council	- Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice
I received a letter and information pack in my letterbox
I heard about it from a neighbour or friend (word of mouth)
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

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix
I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission
Providing a verbal submission at the Public Hearing on 20 June 2022

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I read about it on the City of Charles Sturt website

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Disagree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Neither agree nor disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a neighbour or friend (word of mouth)

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly disagree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly disagree
I was given adequate opportunity to be heard - Strongly disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly disagree

Q1

I am a:

Multiple Choice

Local Resident

Q2

I participated in the community engagement process by:

Multiple Choice

Lodging a written submission

Q3

How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice

Other: Local MP Matt Cowdery did a letterbox drop advising of a meeting to be held late that same week for all interested residents

Q4

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

Matrix

I was given sufficient information so that I could make an informed view - Strongly disagree

I found the information easy to understand - Agree

I felt informed about why I was being asked for my view, and the way it would be considered - Agree

I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Disagree

I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree

I was given adequate opportunity to be heard - Disagree

I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission
Providing a verbal submission at the Public Hearing on 20 June 2022

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a 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

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix I was given sufficient information so that I could make an informed view - Strongly agree
I found the information easy to understand - Strongly agree
I felt informed about why I was being asked for my view, and the way it would be considered - Strongly agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly agree
I was given adequate opportunity to be heard - Strongly agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

- I was given sufficient information so that I could make an informed view - Agree
- I found the information easy to understand - Agree
- I felt informed about why I was being asked for my view, and the way it would be considered - Agree
- I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
- I feel the engagement genuinely sought my input to help shape the proposal - Agree
- I was given adequate opportunity to be heard - Agree
- I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox
I attended one of the pop-up information stands at the Metcash site (5 May and 14 May 2022)

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Strongly agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly agree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly agree

Q1

I am a:

Multiple Choice

Adjoining Council

Q2

I participated in the community engagement process by:

Multiple Choice

Lodging a written submission

Q3

How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice

I heard about it from a neighbour or friend (word of mouth)
I read about it on Your Say Charles Sturt community engagement site

Q4

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

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Agree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: I read about it in the Advertiser

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Disagree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Neither agree nor disagree
I feel the engagement genuinely sought my input to help shape the proposal - Disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a neighbour or friend (word of mouth)
I read about it on the City of Charles Sturt website

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
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I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice

Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice

Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice

I received a letter and information pack in my letterbox
I heard about it from a neighbour or friend (word of mouth)
I read about it on Your Say Charles Sturt community engagement site
Other: Letter from local MP

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Neither agree nor disagree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly agree
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Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly disagree
I found the information easy to understand - Strongly disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly disagree
I was given adequate opportunity to be heard - Disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly disagree

Q1 I am a:

Multiple Choice

Adjoining Council

Q2 I participated in the community engagement process by:

Multiple Choice

Lodging a written submission

Providing a verbal submission at the Public Hearing on 20 June 2022

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice

Other: I received a small pamphlet about the meeting with no other information

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly agree

I found the information easy to understand - Strongly agree

I felt informed about why I was being asked for my view, and the way it would be considered - Strongly agree

I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree

I feel the engagement genuinely sought my input to help shape the proposal - Strongly agree

I was given adequate opportunity to be heard - Strongly agree

I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly agree

Q1 I am a:

Multiple Choice Adjoining Council

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: Letterbox drop to attend info session

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly agree
I found the information easy to understand - Strongly agree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal - Agree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice

Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice

Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice

I heard about it from a neighbour or friend (word of mouth)
I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Disagree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Adjoining Council

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: Facebook

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree

I found the information easy to understand - Agree

I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree

I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree

I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree

I was given adequate opportunity to be heard - Neither agree nor disagree

I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: I completed an internet search about the development after seeing a City of Charles Sturt flag at the site.

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly agree
I found the information easy to understand - Strongly agree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal - Agree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Agree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a neighbour or friend (word of mouth)

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly disagree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal - Disagree
I was given adequate opportunity to be heard - Disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a neighbour or friend (word of mouth)

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view -	Neither agree nor disagree
I found the information easy to understand -	Agree
I felt informed about why I was being asked for my view, and the way it would be considered -	Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) -	Neither agree nor disagree
I feel the engagement genuinely sought my input to help shape the proposal -	Disagree
I was given adequate opportunity to be heard -	Neither agree nor disagree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council -	Disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Neither agree nor disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I heard about it from a neighbour or friend (word of mouth)

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Neither agree nor disagree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Strongly disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Neither agree nor disagree
I feel the engagement genuinely sought my input to help shape the proposal - Strongly disagree
I was given adequate opportunity to be heard - Strongly agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Strongly disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice Other: Matt Cowdreys sponsored Facebook post

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Strongly disagree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Strongly disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Strongly disagree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Neither agree nor disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I received a letter and information pack in my letterbox

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Neither agree nor disagree
I felt informed about why I was being asked for my view, and the way it would be considered - Disagree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council - Neither agree nor disagree

Q1 I am a:

Multiple Choice Local Resident

Q2 I participated in the community engagement process by:

Multiple Choice Lodging a written submission

Q3 How did you find out about the Kidman Park Residential and Mixed Use Draft Code Amendment?

Multiple Choice I read about it on the City of Charles Sturt website

Q4 Please indicate the extent to which you agree or disagree with the following statements

Matrix

I was given sufficient information so that I could make an informed view - Agree
I found the information easy to understand - Agree
I felt informed about why I was being asked for my view, and the way it would be considered - Agree
I felt I had sufficient time to provide my feedback (12 April to 14 June 2022) - Agree
I feel the engagement genuinely sought my input to help shape the proposal - Neither agree nor disagree
I was given adequate opportunity to be heard - Agree
I am confident that the issues I raised were heard and will be considered before a final decision is made by Council -
Neither agree nor disagree

Attachment 6 – CIRQA Advice

Ref: 21216|BNW

14 July 2022

Ms Zoë Garnaut
Ekistics
3/431 King William Street
ADELAIDE SA 5000

Dear Zoë,

FORMER METCASH SITE CODE AMENDMENT

I refer to the proposed Code Amendment for the former Metcash site at Findon Road, Kidman Park. Subsequent to our recent discussion, I provide the following supplementary commentary in respect to queries raised during the community consultation for the Code Amendment.

Specifically, I understand that queries have been raised as to whether the following separate developments/proposals were considered within the traffic modelling and whether there is any additional impact associated with them above that previous assessed:

- the approved Nazareth Community College development at 344-354 Findon Road, Kidman Park;
- the Rivergum residential development at Lots 1 and 46 Grange Road and Lot 10 Adele Avenue, Kidman Park; and
- the Lockleys Code Amendment (former Westpac Mortgage Centre) at 25 Pierson Street, Lockleys.

The above developments/proposals were not specifically considered in the subject Code Amendment transport investigations. However, it is important to note that the modelling for the transport investigations was based on future forecasts to a design horizon year of 2036 (with an annual growth rate applied to existing volumes). The purpose of this extrapolation to a future design year is to allow for additional traffic generation associated with other developments which may occur in the broader area (such as those listed above). The modelling therefore does include allowance for additional growth on the subject roads.

In addition to the above, I also note the following specific comments in relation to the above nearby developments/proposals:

- **Nazareth Community College** – this site formed part of the previous Kidman Park North Development Plan Amendment (for which CIRQA undertook transport investigations). There was previous consideration of potential additional volumes associated with redevelopment of this site in those transport investigations (albeit for residential and commercial development). The more recent Metcash Code Amendment transport investigations did adopt the forecast volumes previously identified for that site in the earlier DPA work. It is noted that the proposed College does have a higher forecast volume than previously assigned to the site (as detailed in MFY's supporting traffic report for the development application). There would be approximately 200 additional peak hour trips associated with the College than the volumes previously assigned to that site in the DPA assessment. However, not all of these movements would be distributed to the portion of Findon Road (and associated intersections) considered in the Metcash Code Amendment. Based on the distribution provided in the MFY report, the additional distribution to Findon Road to the south of the College's access points would be in the order of 40 or less peak hour movements;
- **Rivergum residential development (Adele Avenue)** – the forecast volumes associated with the Adele Avenue development that would be distributed to the section of Findon Road considered in the current Code Amendment investigations were 8 northbound and 3 southbound movements in the am peak hour and vice versa in the pm peak hour. Such additional volumes are negligible.
- **the Lockleys Code Amendment (former Westpac Mortgage Centre)** – the transport investigations for the former Westpac Mortgage Centre identified traffic generation associated with that site would reduce by up to 100 peak hour movements. The portion of the reduction in volumes distributed to/from the north was forecast to equate to 26 fewer movements in the am peak hour and 15 fewer movements in the pm peak hour.

The difference in volumes associated with the above projects is minimal and would easily be accounted for in the future 2036 forecasts.

It is also pertinent to note that even if higher volumes were associated with other external developments, these would be added to the 2036 background forecasts. As such, any further increase in background traffic would simply reduce the relative impact associated with the proposed rezoning and subsequent development of the subject site. Any further treatments potentially identified for this additional traffic (if any) would not be the responsibility of the proponent of the Metcash rezoning. Nevertheless, it is reiterate the small variance in volumes detailed above is already effectively captured by the modelling undertaken to date.

I also note that the primary concerns raised in respect to the rezoning relate to the operation of Findon Road and its intersections. One of the key benefits of the proposal rezoning and redevelopment is the removal of a large number of commercial vehicle movements associated with the approved land uses currently on the site (i.e. associated with its former use or that could be associated with ongoing use if not rezoned/redeveloped). In particular, this includes the removal of the need for B-Double access to this section of Findon Road. Such an outcome is a positive impact of the proposal. I highlight that the Department for Infrastructure and Transport are in support of the proposal and, in my discussions with its representatives, they concur that the reduction in commercial vehicle movements as a result of the proposal is a positive impact for the operation of the surrounding road network.

I trust the above assists with the further consideration of the Code Amendment proposal, however, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON

Director | CIRQA Pty Ltd

Attachment 7 – Stantec Peer Review

5 August 2022

Project/File: 300304002

Jim Gronthos

City of Charles Sturt
72 Woodville Road
Woodville, South SA 5011

Dear Jim,

Reference: Kidman Park Code Amendment Peer Review

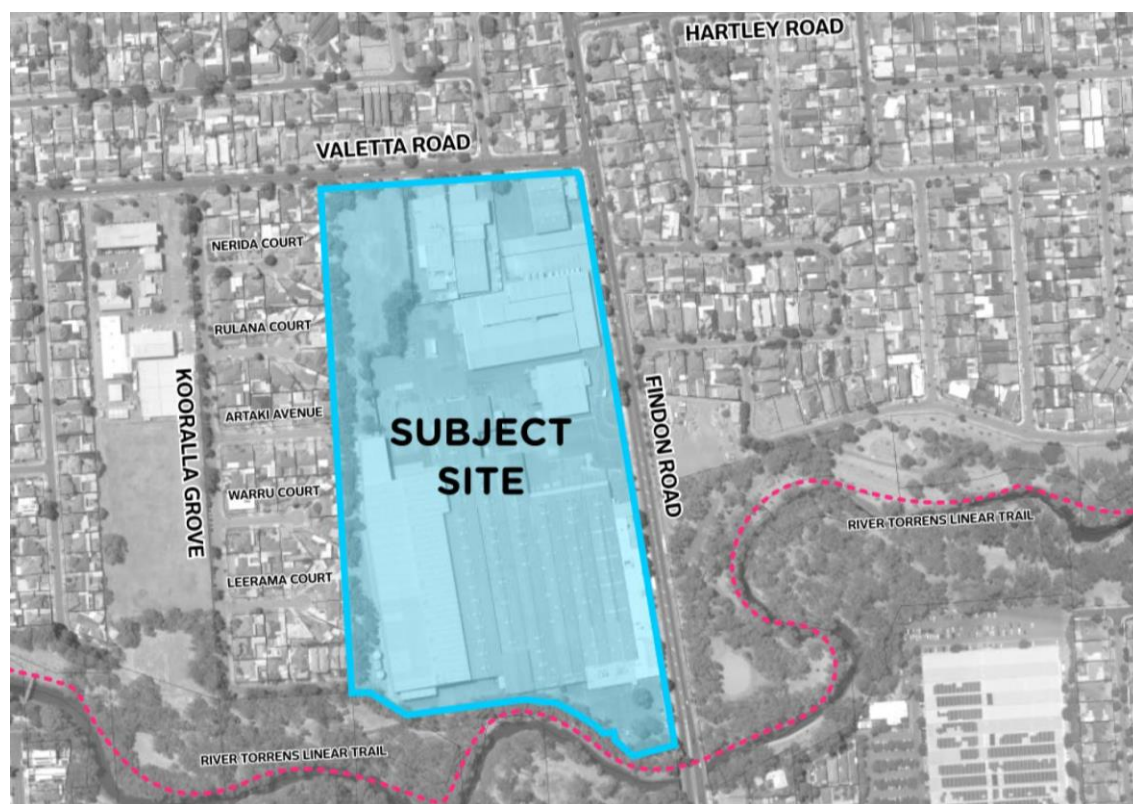
1 Background

CIRQA has undertaken a Transport Investigations Report (CIRQA Report) for the Kidman Park Code Amendment for a subject site located between Valetta Road / Findon Road and the River Torrens in Kidman Park. The site, which was formally occupied by Metcash Distribution Centre, and is still occupied by Wormald and Fugro Lads Corporation at 5 – 7 Valetta Road, is located within a Strategic Employment Zone.

The Kidman Park Code Amendment seeks to change the land use to accommodate a mix of residential and commercial land uses.

Figure 1 has been prepared which considers the subject site, as is provided in the CIRQA Report. Stantec has been engaged by the City of Charles Sturt to conduct an independent peer review of the CIRQA Report.

Figure 1: Subject Site and its Environs



SOURCE: CIRQA Transport Investigations Report, 2022

2 Existing Conditions

2.1 Existing / Previous Development

The existing and previous development land uses on the subject site are documented in **Table 1**.

Table 1: Existing / Previous Land Uses

Organisation	Land Use Type	Current Operation
Metcash Distribution	Warehouse and Logistics	No longer operational on-site. Has relocated to Gepps Cross.
Wormald	Industry – Business Parks and Industrial Estates (assumed use based on CIRQA report)	Still operational at 5 Valetta Road, Kidman Park
Fugro Lads Corporation	Industry – Business Parks and Industrial Estates (assumed use based on CIRQA report)	Still operational at 7 Valetta Road, Kidman Park

The following traffic generation rates for each land use are provided in the CIRQA Report:

- Industry – Business Parks and Industrial Estates (assumed to reflect the existing Wormald & Fugro Lads Corporation sites)

Reference: Kidman Park Code Amendment Peer Review

- AM peak hour – 0.52 trips per 100 sq. m GLFA
 - PM peak hour – 0.56 trips per 100 sq. m GLFA
- Metcash Distribution Centre (rates based on Woolworths Distribution Centre, Gepps Cross)
 - AM peak hour – 0.343 trips per 100 sq. m GLFA
 - PM peak hour – 0.343 trips per 100 sq. m GLFA

The CIRQA Report identified that the site generated:

- AM peak hour – 243 trips
- PM peak hour – 246 trips

CIRQA subsequently has provided estimated floor areas for each of the existing uses to formulate the estimated existing AM and PM peak hour traffic generation. The floor areas and rates provided appear adequate in reflecting the existing uses.

2.2 Traffic Observations

2.2.1 FINDON ROAD / VALETTA ROAD

Stantec undertook traffic observations at the Findon Road / Valetta Road intersection during both the AM and PM Peak Hour (8:00am – 8:45am and 4:30pm – 5:30pm respectively):

AM Peak Hour:

- Maximum queue lengths of 8 and 14 vehicles were observed to queue to turn left and right respectively from Valetta Road. Notwithstanding most vehicles were able to turn right or left on a single cycle.
- Maximum queue length of 9 vehicles were observed to turn right into Valetta Road from the Findon Road north approach. Queuing for through traffic from the Findon Road north approach was approximately 6-8 vehicles, with all vehicles able to travel through on a single cycle.
- Maximum queue lengths of 23 vehicles were observed from the Findon Road south approach, although the average queue was typically 10-12 vehicles. Most vehicles were able to travel through within a single cycle.

PM Peak Hour:

- Maximum queue lengths of 10 and 6 vehicles were observed to turn left and right respectively from Valetta Road. Most vehicles were able to turn right or left on a single cycle.
- Maximum queue lengths of 15 vehicles were observed to turn right into Valetta Road from the Findon Road north approach. This exceeded the length of the lane but didn't appear to

Reference: Kidman Park Code Amendment Peer Review

adversely impact on queuing for through movements. Queuing for through traffic from the Findon Road north approach reached 14 vehicles. Occasionally, queuing would extend beyond the Hartley Road intersection, however this was infrequent. In most cases, vehicles were able to continue southbound within a single cycle.

- Maximum queue lengths of 14 vehicles were observed to queue from the Findon Road south approach. Most vehicles were able to travel through within a single cycle.

Observed cycle times varied between 55 seconds and 65 seconds in both peak periods, indicating the assumed cycle time of 60 seconds adopted in the CIRQA Report is appropriate.

2.2.2 FINDON ROAD / HARTLEY ROAD

Stantec undertook traffic observations at the Findon Road / Hartley Road intersection during both the AM and PM Peak Hour (8:00am – 8:45am and 4:30pm – 5:30pm respectively):

AM Peak Hour:

- Maximum queue lengths of 16 and 6 vehicles were observed to queue to turn left and right respectively from Hartley Road. Delays weren't significant for left turning movements, however vehicles turning right were required to wait several minutes at times.
- A maximum queue length of 7 vehicles was observed to turn right into Hartley Road from the Findon Road north approach. Through traffic from the Findon Road south approach was generally free flowing.
- The Findon Road north approach was generally free flowing

PM Peak Hour:

- Maximum queue lengths of 12 and 6 vehicles were observed to queue to turn left and right respectively from Hartley Road. Delays weren't significant for left turning movements, however vehicles turning right were required to wait several minutes at times.
- A maximum queue length of 5 vehicles was observed to turn right into Hartley Road from the Findon Road north approach. Through traffic from the Findon Road south approach was generally free flowing.
- The Findon Road north approach was generally free flowing

2.2.3 FINDON ROAD / GRANGE ROAD

Stantec undertook traffic observations at the Findon Road / Grange Road intersection during both the AM and PM Peak Hour, noting these observations were undertaken towards the tail end of the peak period (8:45am – 9:00am and 5:30pm – 6:00pm respectively)

Reference: Kidman Park Code Amendment Peer Review

General observations concluded that all vehicles were able to travel through the intersection in a single traffic signal cycle most of the time. However, it is acknowledged that traffic conditions may have been busier earlier during the peak periods

Observed cycle times varied between 115 seconds and 135 seconds in both peak periods, indicating the assumed cycle time of 120 seconds adopted in the CIRQA Report is appropriate.

2.3 Sustainable Transport

2.3.1 PUBLIC TRANSPORT

The CIRQA Report identified that the subject site is located in close proximity to existing high frequency public transport. These services operate on Valetta Road along the northern boundary of the site and would therefore need to be the focus of access from the site.

2.3.2 WALKING AND CYCLING

The CIRQA Report identified that there are good opportunities to provide links to the River Torrens Linear Park as well as surrounding local streets such as Kooralla Grove and Artarki Avenue. There is also an opportunity to provide a pedestrian refuge across Findon Road adjacent Bus Stop 209. These recommendations should be further investigated to confirm that a direct link from the site to River Torrens Linear Park is included in the site as well as appropriate connections through the adjoining streets.

3 Previous DPA Assessments

In consideration of the forecast volumes, the CIRQA Report has also identified the Kidman Park North Development Plan Amendment and ALDI Site (Grange Road) Development Plan Amendment (DPA) sites as part of their assessment.

3.1 Kidman Park North DPA

The Kidman Park North DPA identified:

- AM peak hour – Reduction of 2 trips
- PM peak hour – Increase of 47 trips

3.2 ALDI Site (Grange Road DPA)

The Grange Road DPA identified:

- 273 trips during both the AM and PM peak hour, albeit only a proportion of trips being distributed to the section of Findon Road within the study area.

Reference: Kidman Park Code Amendment Peer Review

Stantec considers the AM peak hour trip generation to be high, given the AM peak traffic generation by ALDI and other retails are typically less than during the afternoon. Notwithstanding, this means the subsequent assessment is more conservative than what is expected by 2036.

3.3 Summary

It is reasonable to include the additional traffic associated with the Kidman Park North DPA within this assessment. While the ALDI Store was operational from December 2020, it is acknowledged that the turning movement counts for the Findon Road intersection were based on 2016 and 2017 data, and therefore didn't include the traffic associated with the Grange Road DPA.

The CIRQA Report indicated that only a proportion of the DPA traffic will impact on Findon Road. It is understood that these numbers have been obtained from the Grange Road DPA report prepared by Infraplan in August 2018, replicated as **Figure 2** below.

Figure 2: Grange Road DPA – Directional Split

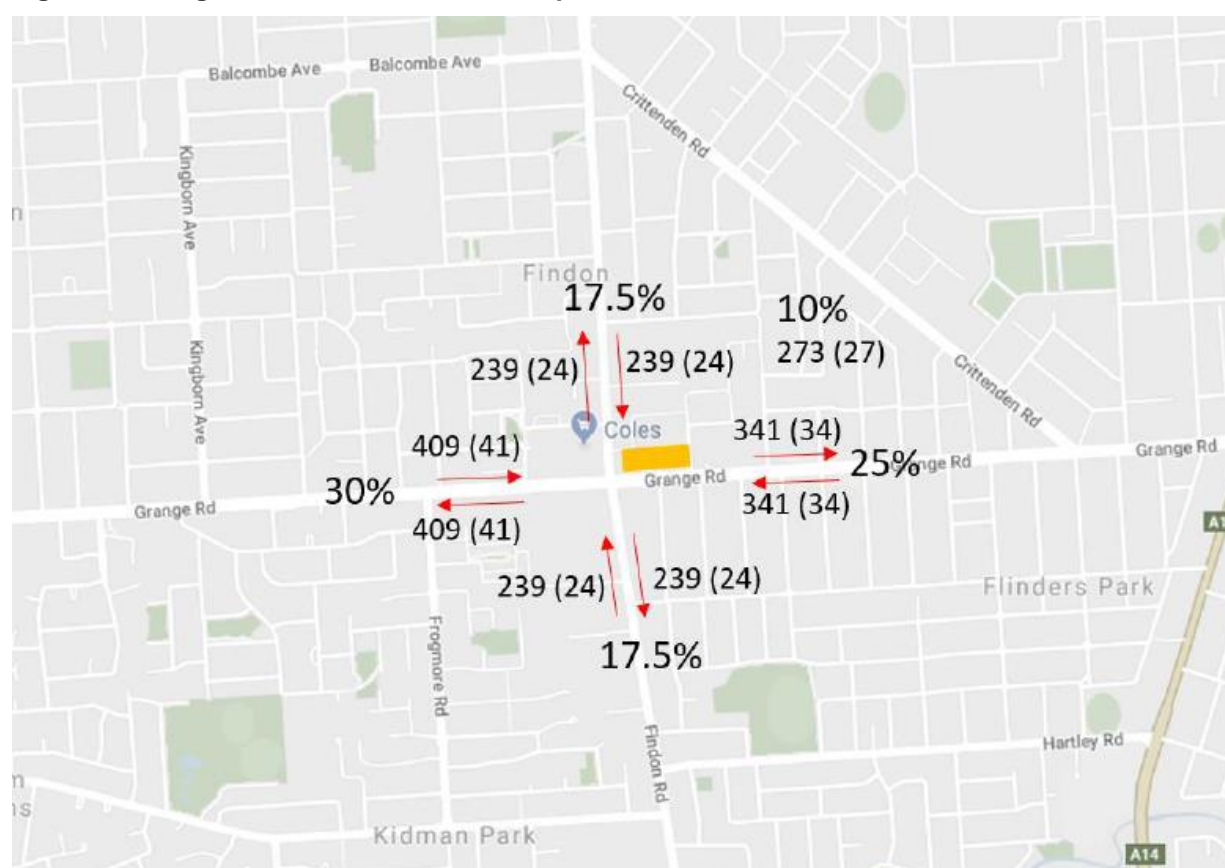


Figure 5: Estimated additional trip-distribution for proposed DPA site - daily volume (PM peak volume)

SOURCE: Infraplan Traffic Impact Report, August 2018 – Grange Road, Findon DPA

Reference: Kidman Park Code Amendment Peer Review

4 Development Proposal

It is understood the Code Amendment is seeking to change the zoning of the subject area, although no indication of the proposed zoning is provided in the CIRQA Report. The proposed land uses are as follows:

- 396 residential dwellings*
 - 33 % low density (129 dwellings)
 - 37 % medium density (147 dwellings)
 - 30 % high density (120 dwellings)
- 80 place child care centre
- 1,350 sq. m of retail tenancy

*The CIRQA report indicated 390 dwellings, however following further collaboration, the number of dwellings were increased to 396 dwellings. This is considered negligible.

5 Traffic Impact Assessment

5.1 Trip Generation

The CIRQA Report identified the following traffic generation rates:

Table 2: Traffic Generation Rates

Use	AM Peak Hour Rate	PM Peak Hour Rate	Stantec Comment
Low Density Residential	0.71 trips per dwelling	0.78 trips per dwelling	Slightly lower than industry RTA Guide 2002 rates and RMS Guide 2013 rates. Typically 0.8 to 0.9 peak trips / dwelling.
Medium Density Residential	0.65 trips per dwelling	0.65 trips per dwelling	Generally consistent with industry rates.
High Density Residential	0.53 trips per dwelling	0.32 trips per dwelling	Slightly lower than industry RTA Guide 2002 rates and RMS Guide 2013 rates. Typically 0.4-0.5 peak hour trips / dwelling
Child Care Centre	0.48 trips per child	0.42 trips per child	Generally consistent with industry rates. Typically 0.7 – 0.8 trips per child over a 2 hour time period.
Retail	4.5 trips per 100 sq. m	9 trips per 100 sq. m	Slightly lower than RTA Guide 2002 rates and RMS Guide 2013 rates, albeit it is noted that these rates better reflect shopping centres with a larger floor space. Rates typically vary between 10-12 trips / 100 sq. m GLFA during the PM Peak Hour.

Reference: Kidman Park Code Amendment Peer Review

Based on the above and on balance, while the rates used are slightly lower than RTA Guide rates, Stantec doesn't consider the traffic generation rates to be too far out of line with industry standard rates.

The CIRQA Report identified that the proposed land uses would generate:

- 295 trips during the AM peak hour
- 333 trips during the PM peak hour

A breakdown of how the traffic generation rates converted to trips was not provided by CIRQA. Accordingly, Stantec has derived a breakdown in Table 3 and Table 4 for the AM and PM peak hour respectively. Following further liaison with CIRQA, it is understood that a 33 % trip discount was applied for the retail component and a 50 % trip discount was applied for the child care centre.

- A 33 % trip discount for the retail component is not considered unreasonable for passing trade assuming this will front Findon Road. Stantec's empirical data for a supermarket chain indicates a passing trade of 30 %.
- While a 50 % trip discount on the child care centre might be higher than expected, it is noted that a high proportion of parents drop off their child on the way to work, and as such applying a discount is not unreasonable.

Table 3: AM Peak Hour Trip Generation

Use	Quantity	AM Peak Hour Trip Generation Rate	AM Peak Trip Generation	Discount	Updated AM Peak Trip Generation
Low Density Residential	129 dwellings	0.71 trips per dwelling	92	-	92
Medium Density Residential	147 dwellings	0.65 trips per dwelling	96	-	96
High Density Residential	120 dwellings	0.53 trips per dwelling	63	-	63
Child Care	80 children	0.48 trips per child	38	50 %	19
Retail	1,350 sq. m	4.5 trips per 100 sq. m	61	33 %	41
TOTAL			361		311

Reference: Kidman Park Code Amendment Peer Review

Table 4: PM Peak Hour Trip Generation

Use	Quantity	PM Peak Hour Trip Generation Rate	PM Peak Trip Generation	Discount	Updated PM Peak Trip Generation
Low Density Residential	129 dwellings	0.78 trips per dwelling	101	-	101
Medium Density Residential	147 dwellings	0.65 trips per dwelling	96	-	96
High Density Residential	120 dwellings	0.32 trips per dwelling	38	-	38
Child Care	80 children	0.42 trips per child	34	50 %	17
Retail	1,350 sq. m	9 trips per 100 sq. m	122	33 %	82
TOTAL			427		334

Based on the above, Stantec has calculated AM peak hour and PM peak hour traffic generation of 311 trips and 334 trips respectively. These volumes exceed the 295 AM and 333 PM peak hour trips predicted by CIRQA.

The CIRQA Report indicated:

- The site would generate an additional 52 movements during the AM peak hour
- The site would generate an additional 87 movements during the PM peak hour
- The number of heavy vehicle movements would decrease due to the change in land use

Based on Stantec's assessment:

- The site would generate an additional 68 movements during the AM peak hour (16 movements more than that forecasted by CIRQA)
- The site would generate an additional 88 movements during the PM peak hour (1 movement more than that forecasted by CIRQA)
- It is mutually agreed the number of heavy vehicle movements would decrease due to the change in land use

When considering the development on a whole, an increase in up to 88 movements is not considered substantial, however, as further outlined in the CIRQA report, upgrades may need to be considered to the Findon Road / Valetta Road intersection if operational capacity issues are identified.

Reference: Kidman Park Code Amendment Peer Review

5.2 Directional Split

The following directional split was assumed in the CIRQA Report:

- 35 % north (Findon Road)
- 35 % south (Findon Road)
- 15 % east (Valetta Road)
- 15 % west (Hartley Road)

This directional split is considered reasonable, when considering the location of the site in the context of the broader Adelaide Metropolitan Road network.

5.3 SIDRA Modelling Assessment

A SIDRA Intersection Modelling Assessment has been undertaken for the following intersections:

- Findon Road / Valetta Road
- Findon Road / Hartley Road
- Findon Road / Grange Road

The CIRQA Report has utilised out the following methodology in developing the Base and Future Scenarios for these intersections.

5.3.1 BASE SCENARIO

The base scenario has been determined by the existing turning movement volumes at each of the three intersections and applying a growth factor of 0.71% per annum up to 2036. Following, further liaison with CIRQA, it is understood the Base Year Assessment was 2016 for the Findon Road intersections with Valetta Road & Hartley Road, while the base year assessment was 2017 for the Findon Road / Grange Road intersection. The additional volumes associated with the Kidman Park North DPA and Grange Road DPA were added. While the CIRQA Report acknowledged only part of the traffic associated with Grange Road DPA would use Findon Road, the quantity assumed was not stated within the report.

5.3.2 FUTURE SCENARIO

The additional movements associated with the subject site rezoning was calculated by subtracting existing / previous volumes for the associated uses within the subject site from the estimated traffic volumes associated with the proposed land use. As outlined previously, Stantec considers that the future scenario traffic volume is anticipated to be higher than the base scenario traffic volume.

Reference: Kidman Park Code Amendment Peer Review

5.3.3 SIDRA INTERSECTION MOVEMENT SUMMARY REVIEW

5.3.3.1 Findon Road / Valetta Road

AM Peak Hour

A SIDRA Intersection Model was produced for the AM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated that the intersection would exceed capacity on all three approaches with queue lengths as high as 97 vehicles on the Findon Road south approach. Queue lengths on all other approaches were slightly higher than Stantec observed on site.

The results for the future scenario were similar to the base scenario. However, there was a substantial increase in the 95th percentile queue length for the Valetta Road right turn approach, and a reduction in the 95th percentile queue length for the Findon Road south approach.

PM Peak Hour

A SIDRA Intersection Model was produced for the PM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated that the intersection would exceed capacity on all three approaches with queue lengths as high as 96 vehicles on the Findon Road south approach. Queue lengths on all other approaches were consistent with what Stantec.

The results for the future scenario were similar to the base scenario. However, there was a reduction in the 95th percentile queue length for the Findon Road south approach.

5.3.3.2 Findon Road / Hartley Road

AM Peak Hour

A SIDRA Intersection Model was produced for the AM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated that the intersection would exceed capacity for the Hartley Road left turn approach. With the exception of the Findon Road north approach, queue lengths were otherwise similar to what was observed on-site by Stantec, despite the growth factors being applied.

The intersection operation for the future scenario was noticeably better than the base scenario, with a reduction in the 95th percentile queue length on all approaches.

PM Peak Hour

A SIDRA Intersection Model was produced for the PM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated that the Findon Road approaches would operate with minimum queue lengths and delays, with notable queuing and capacity saturation on the Hartley Road

Reference: Kidman Park Code Amendment Peer Review

approach. This was not reflective of what was observed on-site, with generally minimal queuing and plenty of gaps for vehicles to exit Hartley Road onto Findon Road.

The results for the future scenario showed notable increases in the queue length on the Hartley Road and Findon Road north approach.

5.3.3.3 Findon Road / Grange Road

AM Peak Hour

A SIDRA Intersection Model was produced for the AM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated notable queuing on the Grange Road west approach, and Findon Road north and south approaches, which is to be expected during peak times.

The Movement Summary outputs for the future scenario were not provided within the Appendices. However, a general review of the report indicates that the predicted queuing, delay and degree of saturation would be consistent with the base scenario.

PM Peak Hour

A SIDRA Intersection Model was produced for the PM peak hour for the base scenario and future scenario.

The SIDRA model for the base scenario indicated notable queuing on the Grange Road east approach, and Findon Road north and south approaches, which is to be expected during peak times.

The Movement Summary outputs for the future scenario were not provided within the Appendices. However, a general review of the report indicates that the predicted queuing, delay and degree of saturation would be consistent with the base scenario.

5.3.3.4 Findon Road / Site Access

The proposed site access road onto Findon Road has been assessed for the AM and PM peak hours. The assessment generally indicating that the local access would operate at a Level of Service of C and D or better during the AM and PM peak hours respectively, which appears reasonable.

5.4 Traffic Impact

The CIRQA Report generally concluded for the three intersections:

- the future scenario would perform similar or slightly better than the base scenario, largely due to the volumes being similar and the reduction of commercial traffic
- the intersections will operate above capacity by 2036 largely due to external growth factors contributing to all three (3) intersections

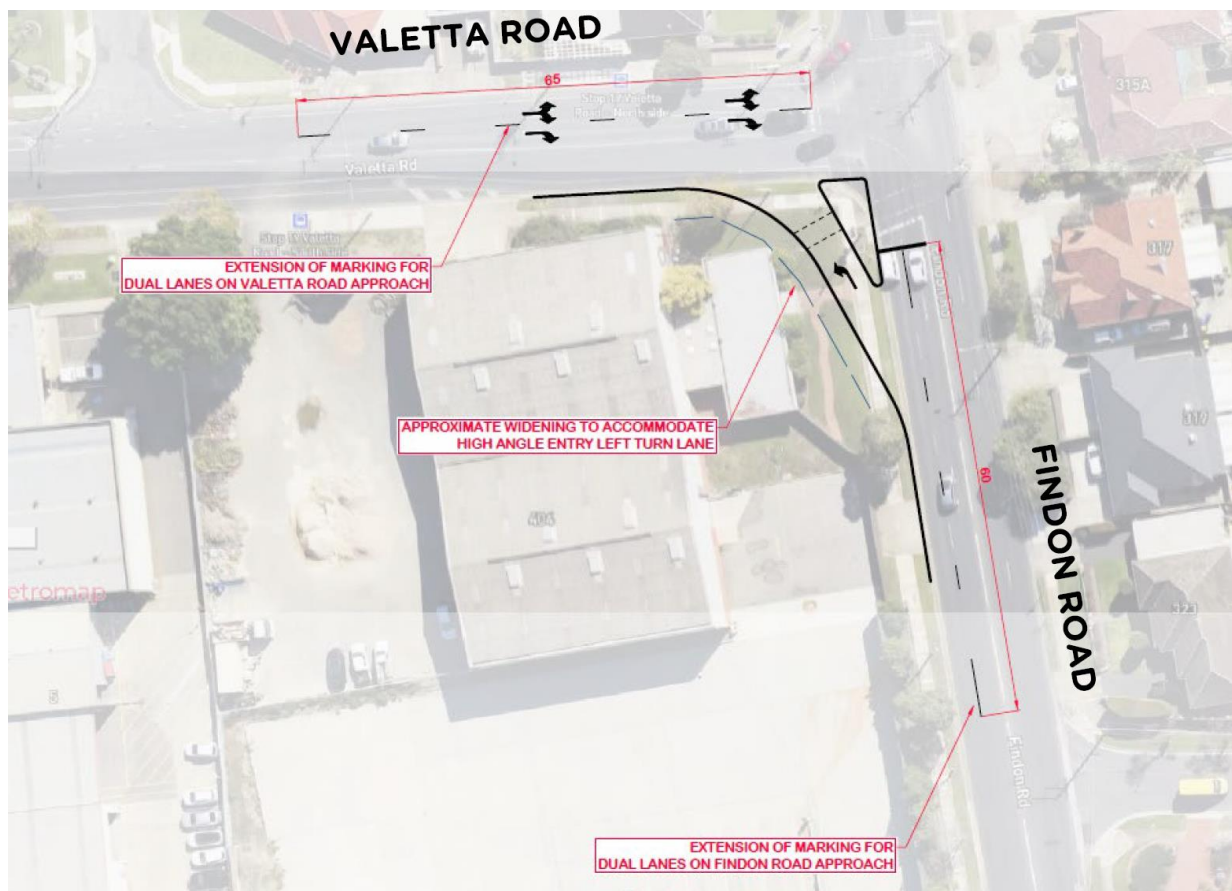
Stantec notes that some of queuing and degree of saturation on a few of the approaches may have produced some unrealistic findings and that further improvements to the SIDRA Results output could be

undertaken with further model calibration and validation. However, Stantec recognises the difficulty in obtaining accurate modelling calibration, and notes there are a lot of variables which makes it difficult to forecast traffic modelling. Following further discussions with CIRQA it is understood that the SIDRA Intersection Models has been through a review with the Department for Infrastructure and Transport (DIT). It is understood DIT support the re-zoning, noting the increase in traffic is largely a result of growth factors not associated with this site.

5.5 Remediation Works

In order to improve capacity issues associated with the Findon Road / Valetta Road Intersection, an intersection concept design has been proposed as shown in Figure 2.

Figure 3: Valetta Road / Findon Road Upgrade



SOURCE: CIRQA Transport Investigations Report, 2022

The notable changes include:

- A high angle left turn lane on the Findon Road south approach
- A right turn lane and a shared left turn / right turn lane on the Valetta Road approach

Reference: Kidman Park Code Amendment Peer Review

Further investigative works could be considered to confirm if the above changes would provide some improvement in the road network:

- A separate auxiliary left turn lane on the Findon Road south approach could be considered instead of a high angle to improve the safe intersections for pedestrians crossing Findon Road. The use of unsignalised left turn lanes has been identified as a major safety issue associated with the arterial road network
- Demonstrate that the dual right turn lane arrangement on Valetta Road would be feasible for heavy vehicles
- The shared left and right turn lane on Valetta Road has the potential to increase delay for left turn movements from Valetta Road.
 - Vehicles can currently turn left during two (2) phases
 - Phase B – Findon Road (N) right turn and Valetta Road left turn
 - Phase C – Valetta Road left and right turn

While Phase C would not impact on the left turn movement from Valetta Road, Phase B would impact the ability for a vehicle to turn left if another vehicle was queued to turn right.

- A SIDRA Intersection Model for the upgraded intersection could be undertaken to quantify the benefits from this proposal.

6 Conclusion

Based on the above, the following conclusions have been made:

1. The Kidman Park Development Plan is located adjacent Findon Road / Valetta Road and the River Torrens. The site is presently zoned for Strategic Employment but has been sought to be re-zoned for mixed residential / commercial usage.
2. The CIRQA Transport Investigation Report provides a breakdown on the proposed land uses and a traffic assessment for these uses in 2036.
3. The CIRQA Report identified that the existing site would be expected to generate 243 and 246 AM and PM peak hour trips respectively, anticipated to be based on empirical rates. Following further liaison with CIRQA, the methodology for how this calculation was undertaken is considered appropriate.
4. For the base scenario models, it is understood that the traffic volumes for the Findon Road intersections with Valetta Road, Hartley Road and Findon Road have been sourced from DIT between 2016 and 2017.

Reference: Kidman Park Code Amendment Peer Review

5. The volumes associated with the Kidman Park North DPA and a portion of the Grange Road (ALDI) DPA were added into the 2036 base scenario.
6. The CIRQA Report identified the future land use would generate 295 and 333 AM and PM peak hour trips respectively. Based on Stantec's assessment, the site would generate 311 and 334 AM and PM peak hour trips, representing a slightly higher traffic generation in the AM peak than identified in the CIRQA Report. This is not considered a critical difference.
7. The CIRQA Report indicated that the traffic volumes for the future scenario would be similar to the base scenario. However, the number of commercial vehicles would be expected to reduce. While Stantec agrees that the number of commercial vehicles would decrease, Stantec notes the site will generate up to 16 more peak hour trips than forecast by CIRQA.
8. A SIDRA Intersection Modelling Assessment has been undertaken by CIRQA for the Findon Road intersections with Valetta Road, Hartley Road and Grange Road for the 2036 base scenario (Do Nothing) and 2036 future scenario (change in land use).
9. The output of the SIDRA Intersection Models indicated that all three intersections 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.
10. 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 proposal is still considered appropriate.
11. 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, which appears reasonable.

Yours sincerely,

STANTEC AUSTRALIA PTY LTD



Paul Froggatt

Principal Transportation Planner

Phone: +61 8 8334 3600/0457 326652

paul.froggatt@stantec.com

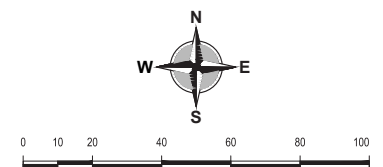
stantec.com

Attachment 8 - Amended Concept Plan



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

-  Concept plan boundary
-  Public open space
-  Maximum 2 level (9m) building height
-  Maximum 3 level (12.5m) building height
-  Maximum 4 level (16.5m) building height
-  Sub-zone - Maximum 3 level (12.5m) building height
-  All turning movements intersection
-  Left in / Left out intersection only
-  Local roads
-  Pedestrian access only / Indicative shared paths
-  Future detention basin
-  Future intersection upgrade



Concept Plan Kidman Park

Attachment 9 – Amended Overlays



CODE OVERLAY MAPS

Kidman Park Code Amendment



SCALE: 1:7500 @ A4



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EXISTING SUB-ZONES



PROPOSED SUB-ZONES

CODE OVERLAY MAPS

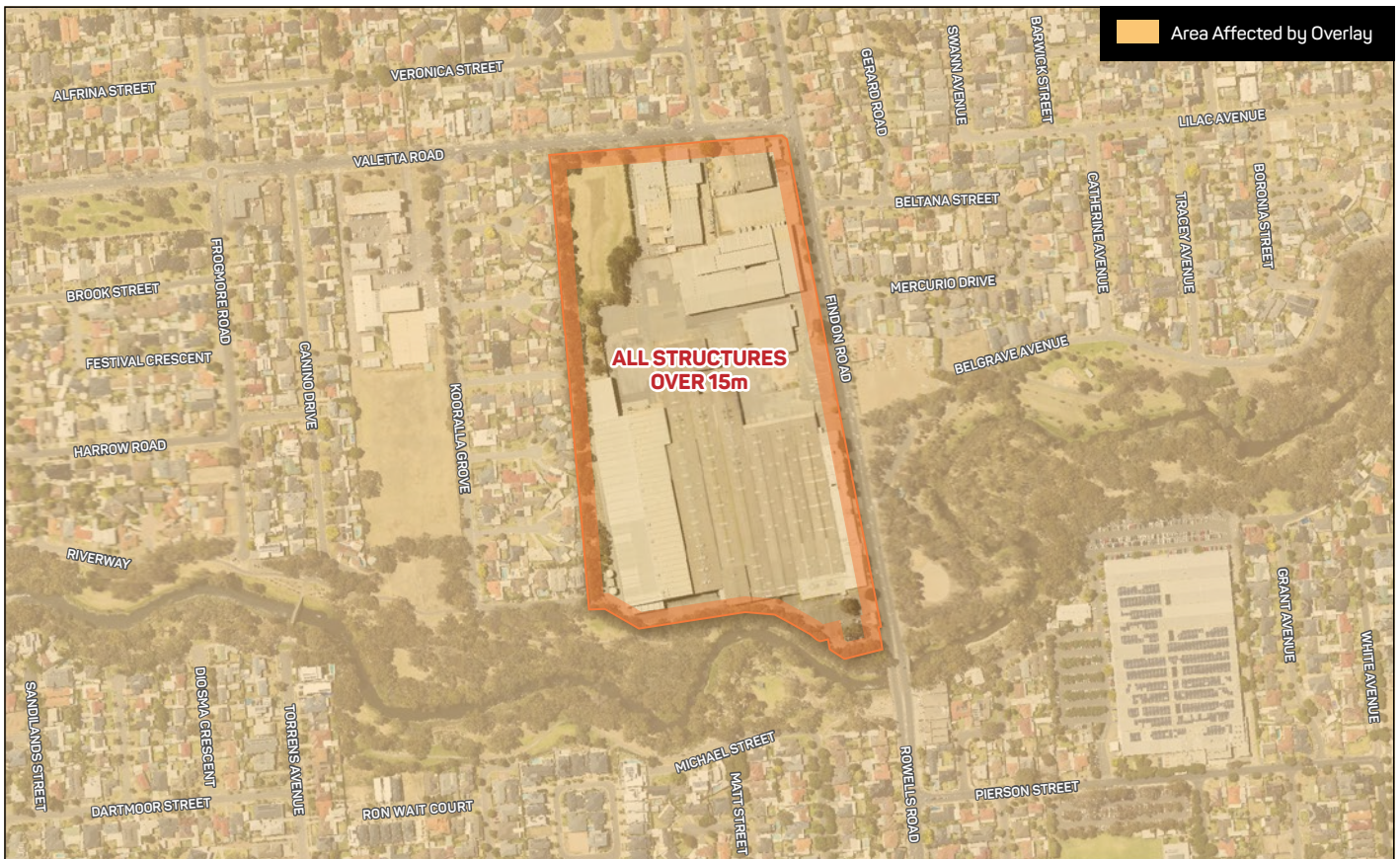
Kidman Park Code Amendment



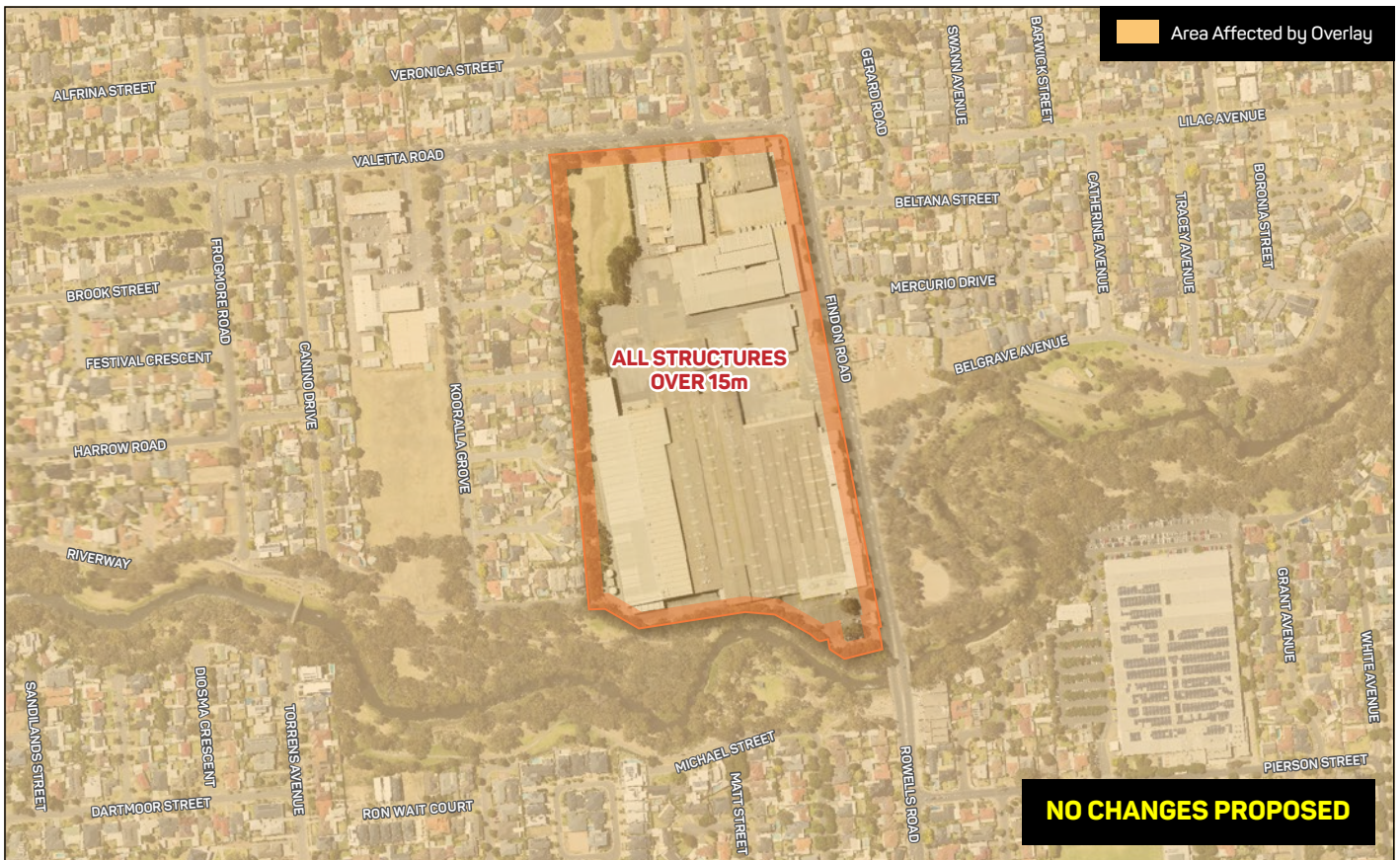
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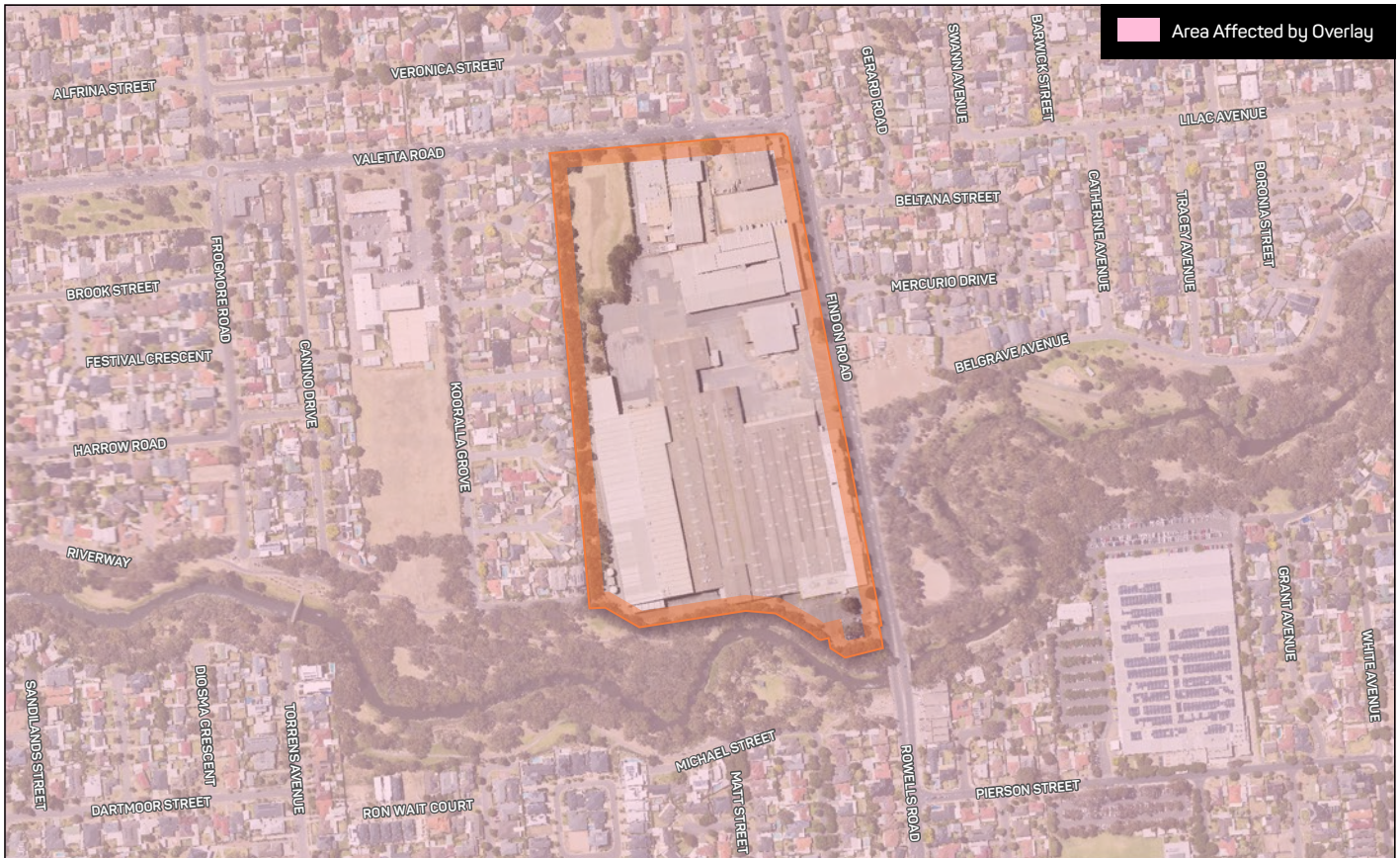
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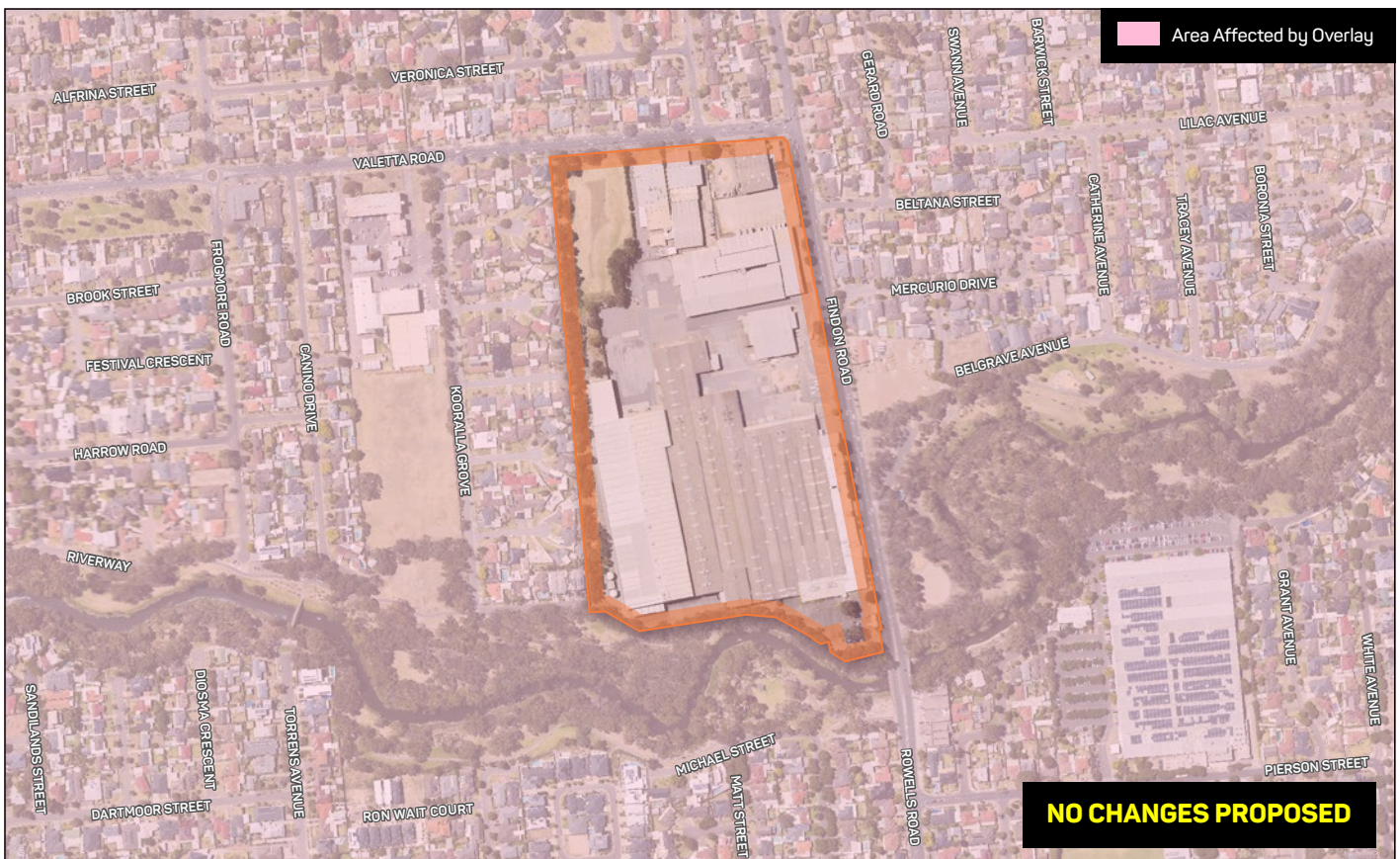
EXISTING: AIRPORT BUILDING HEIGHT (REGULATED) OVERLAY



PROPOSED: AIRPORT BUILDING HEIGHT (REGULATED) OVERLAY



EXISTING: BUILDING NEAR AIRFIELDS OVERLAY



PROPOSED: BUILDING NEAR AIRFIELDS OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



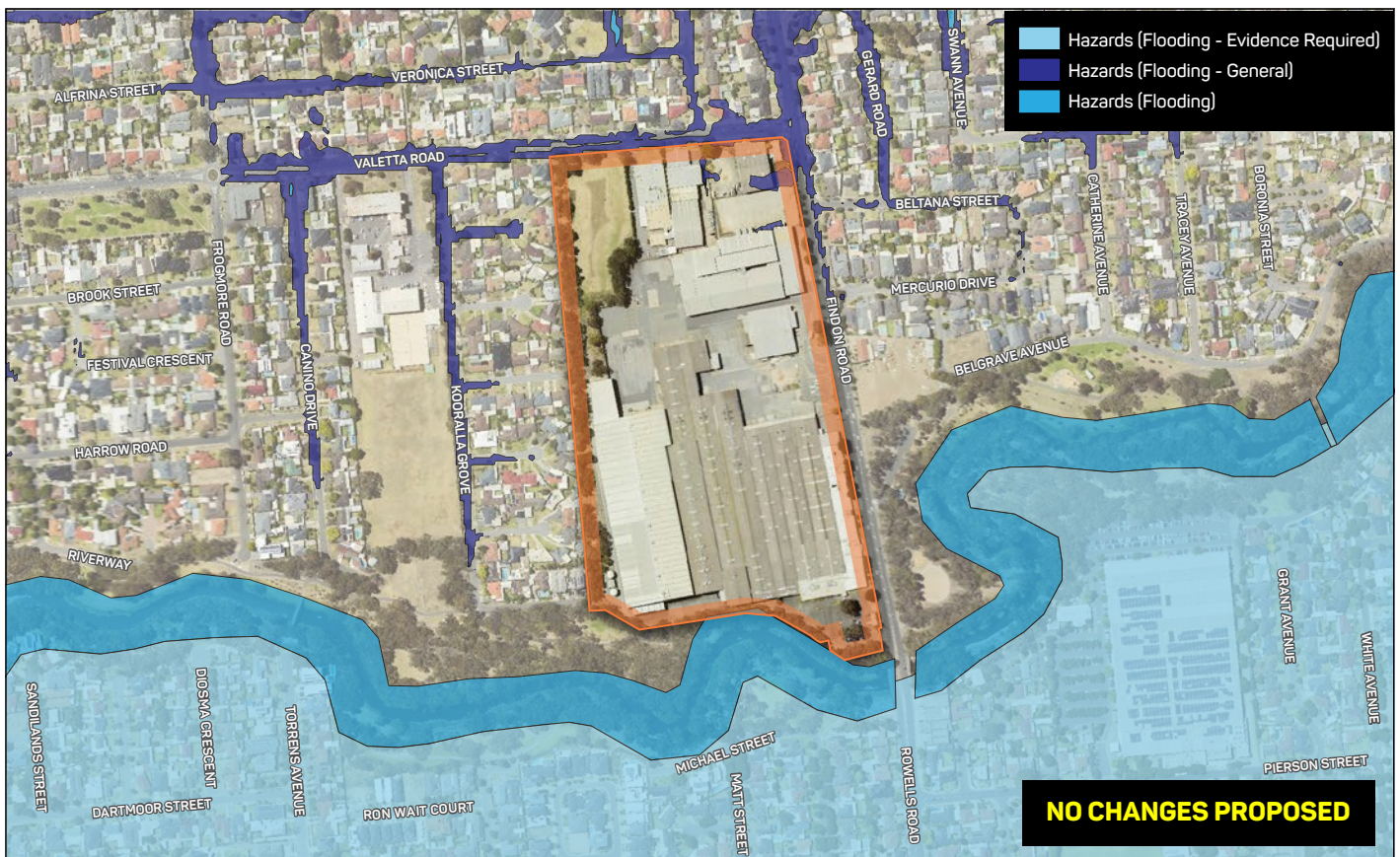
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EXISTING: HAZARDS (FLOODING GENERAL) OVERLAY



PROPOSED: HAZARDS (FLOODING GENERAL) OVERLAY

CODE OVERLAY MAPS

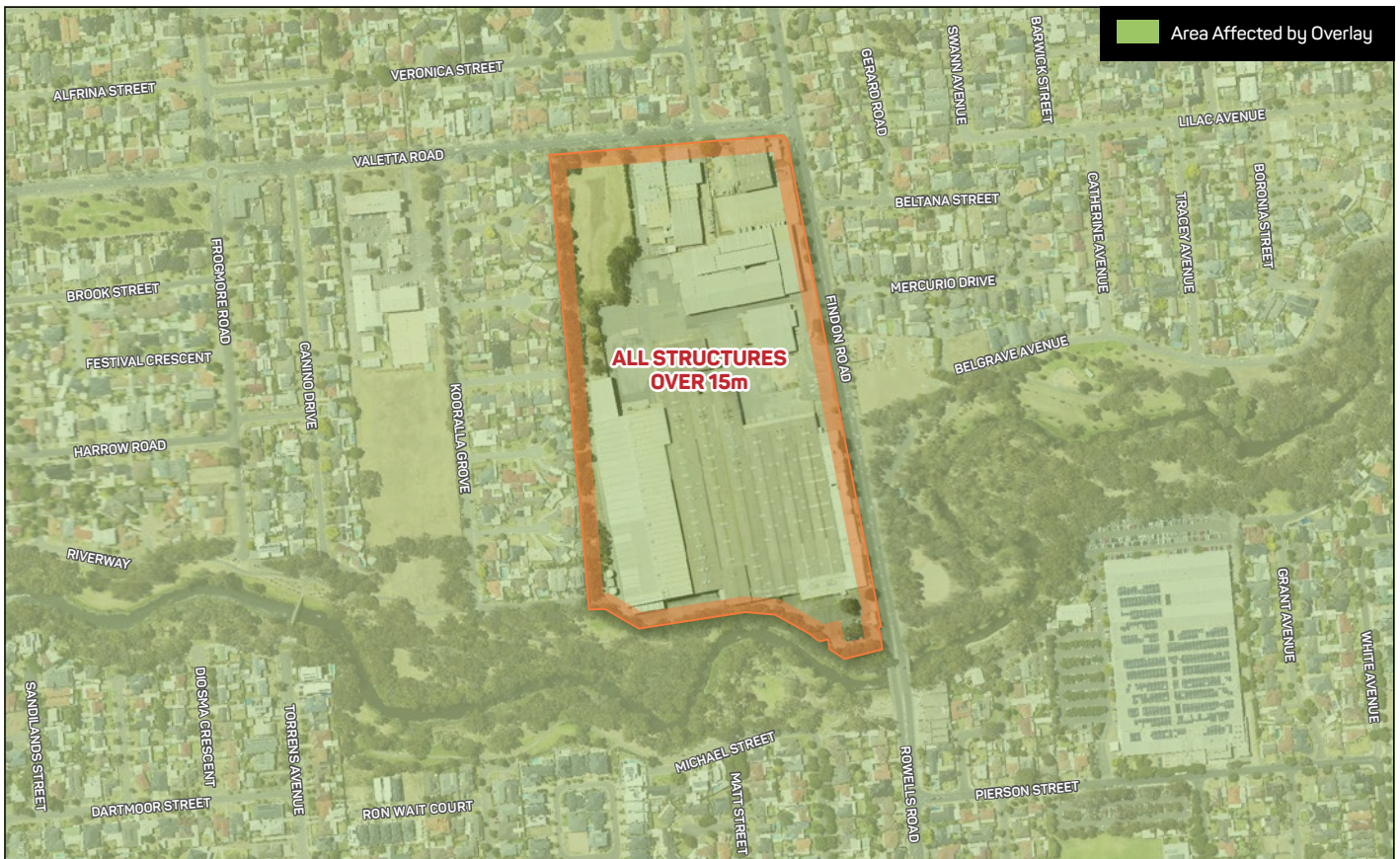
Kidman Park Code Amendment



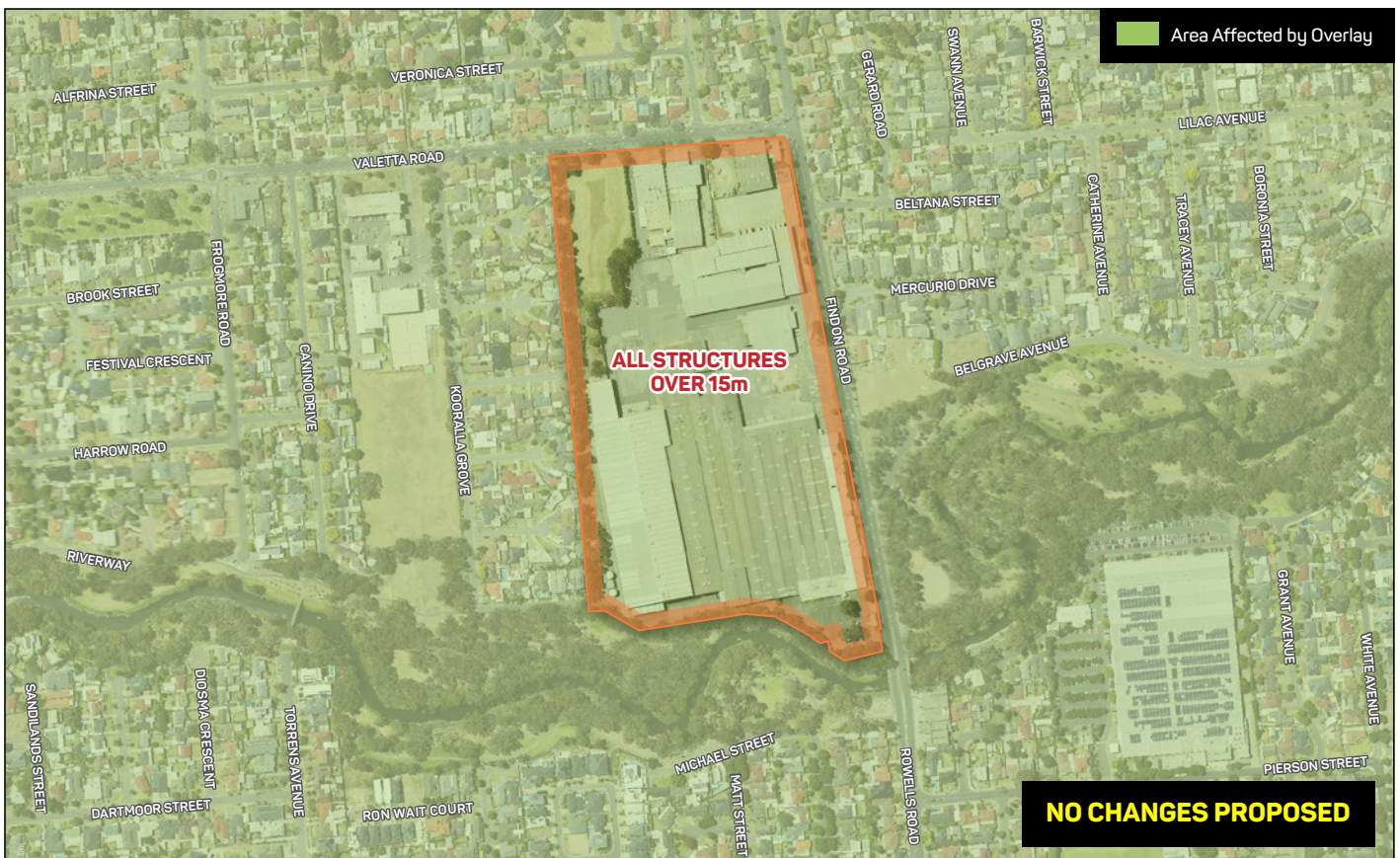
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EXISTING: REGULATED AND SIGNIFICANT TREE OVERLAY



PROPOSED: REGULATED AND SIGNIFICANT TREE OVERLAY

CODE OVERLAY MAPS

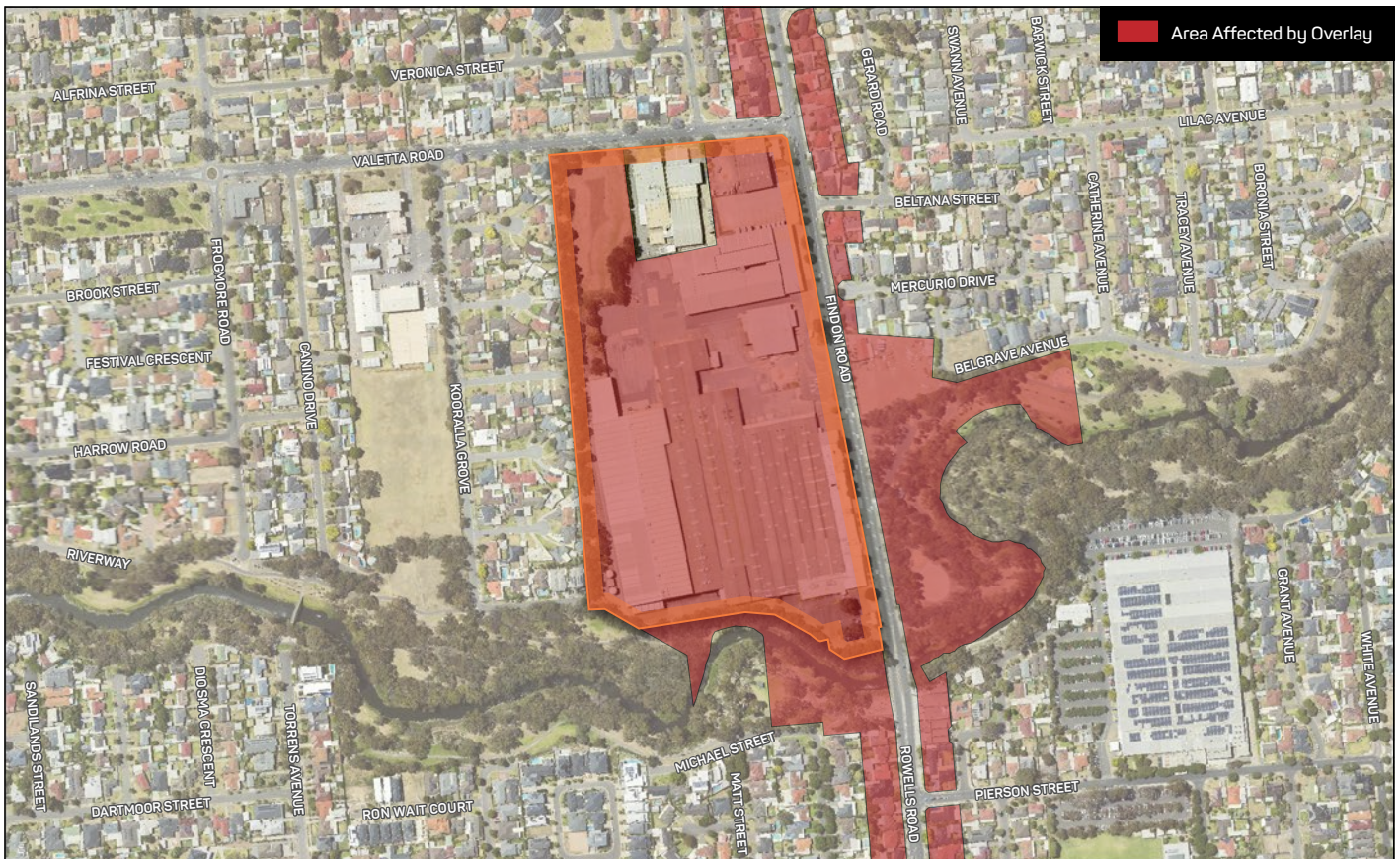
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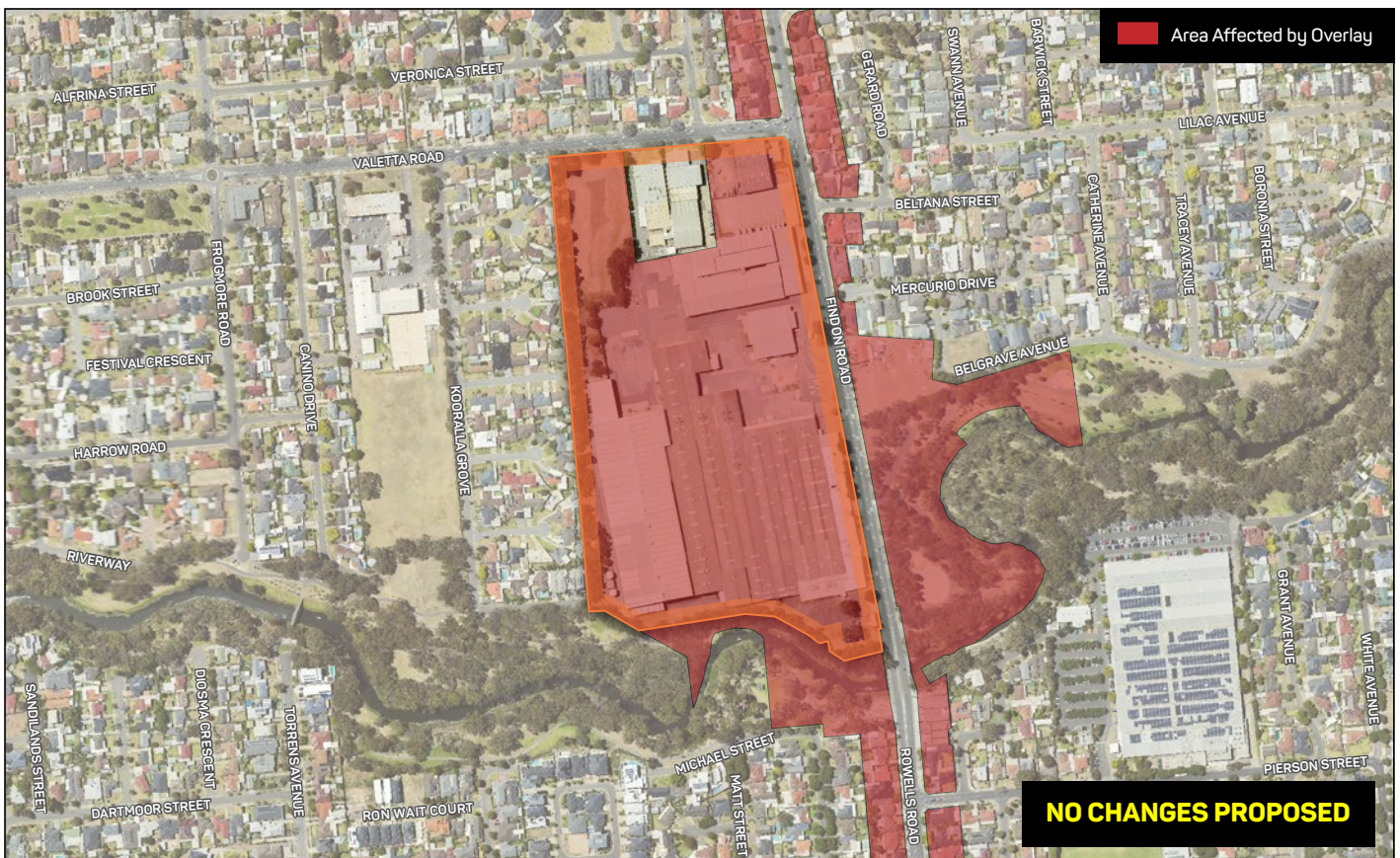
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EXISTING: URBAN TRANSPORT ROUTES OVERLAY



PROPOSED: URBAN TRANSPORT ROUTES OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



SCALE: 1:7500 @ A4



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EXISTING: ADVERTISING NEAR SIGNALISED INTERSECTIONS OVERLAY



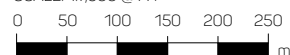
PROPOSED: ADVERTISING NEAR SIGNALISED INTERSECTIONS OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



SCALE: 1:7500 @ A4



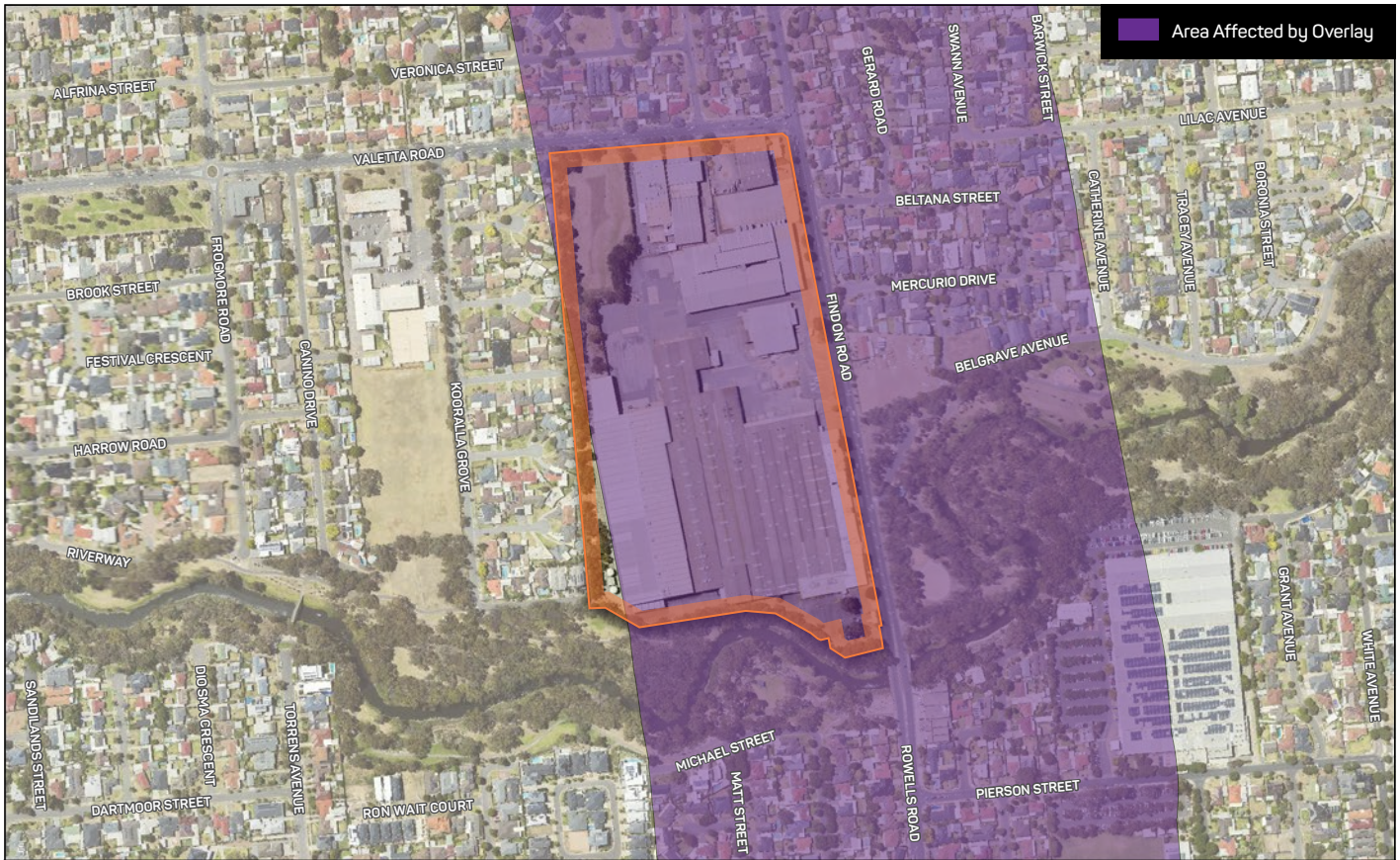
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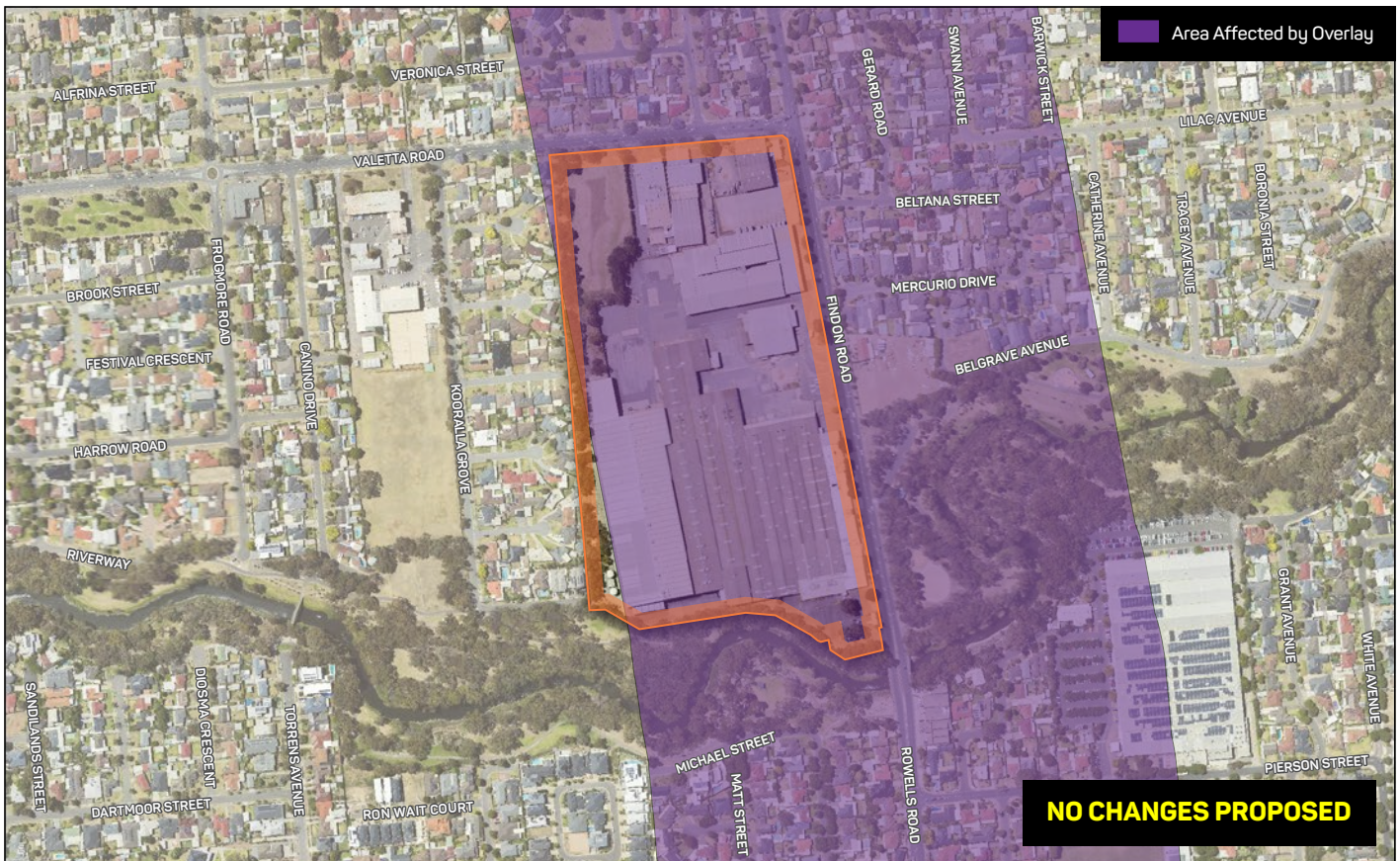
EXISTING: PRESCRIBED WELL AREAS OVERLAY



PROPOSED: PRESCRIBED WELL AREAS OVERLAY



EXISTING: TRAFFIC GENERATING DEVELOPMENT OVERLAY



PROPOSED: TRAFFIC GENERATING DEVELOPMENT OVERLAY



CODE OVERLAY MAPS

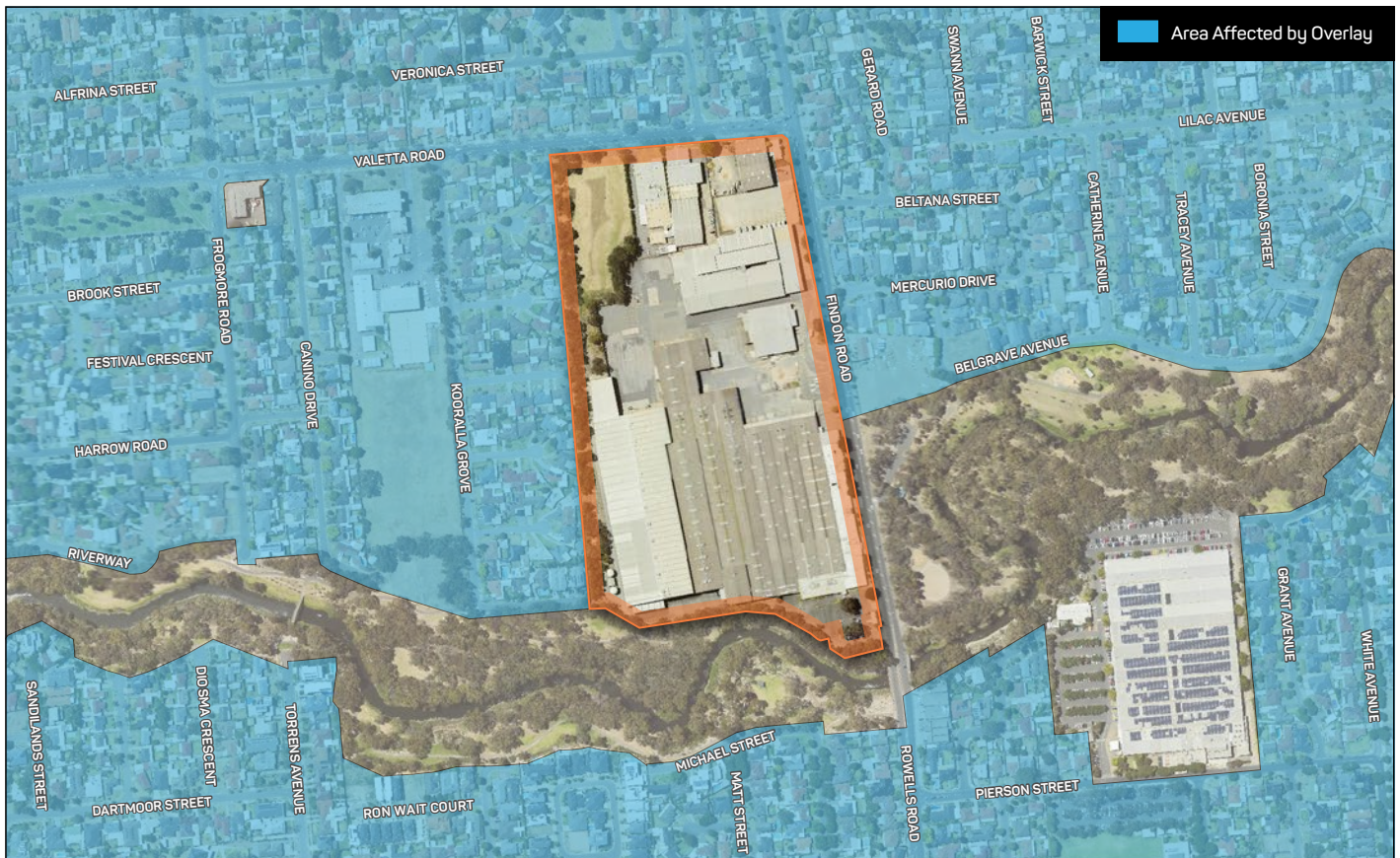
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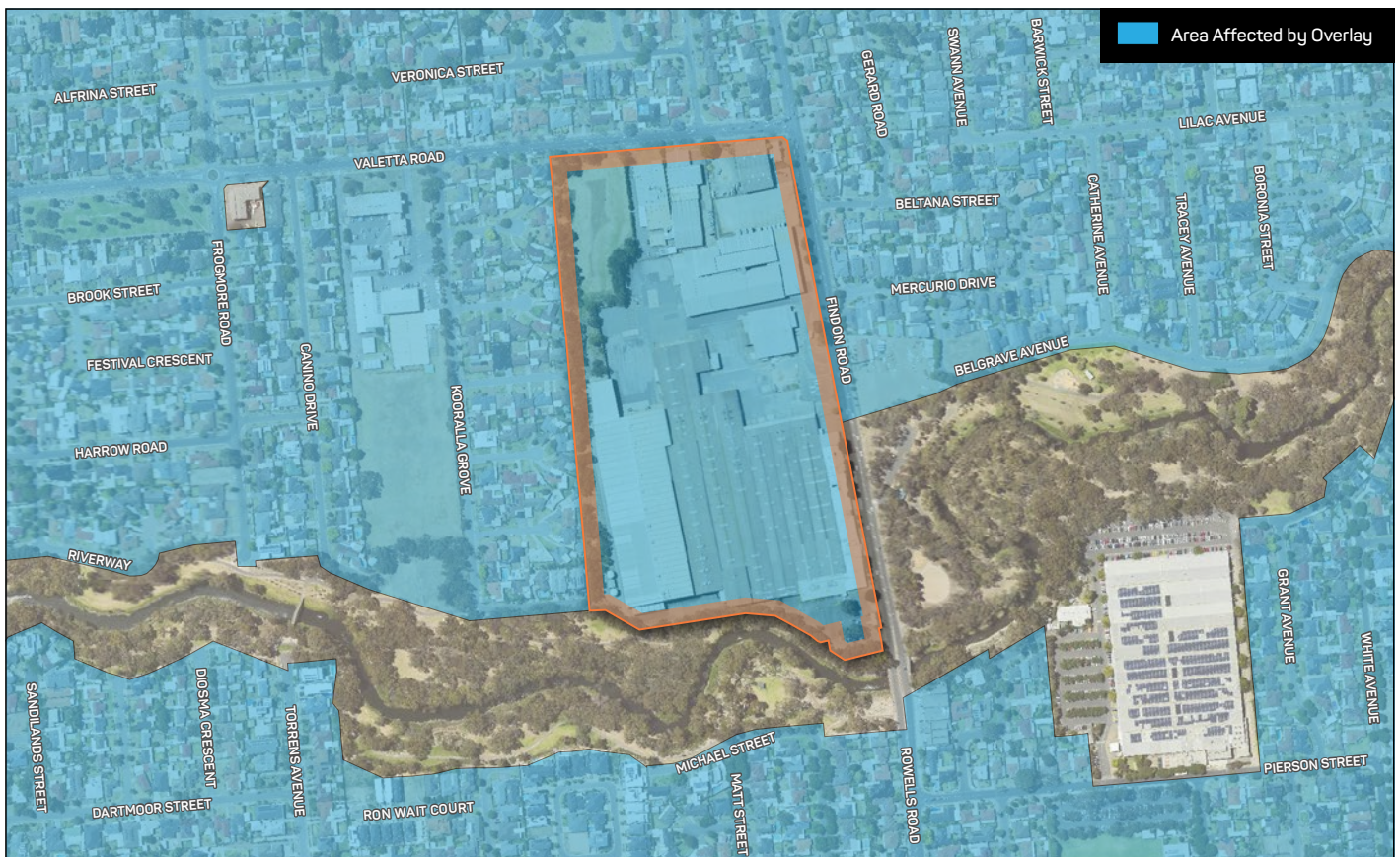
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EXISTING: STORMWATER MANAGEMENT OVERLAY



PROPOSED: STORMWATER MANAGEMENT OVERLAY

CODE OVERLAY MAPS

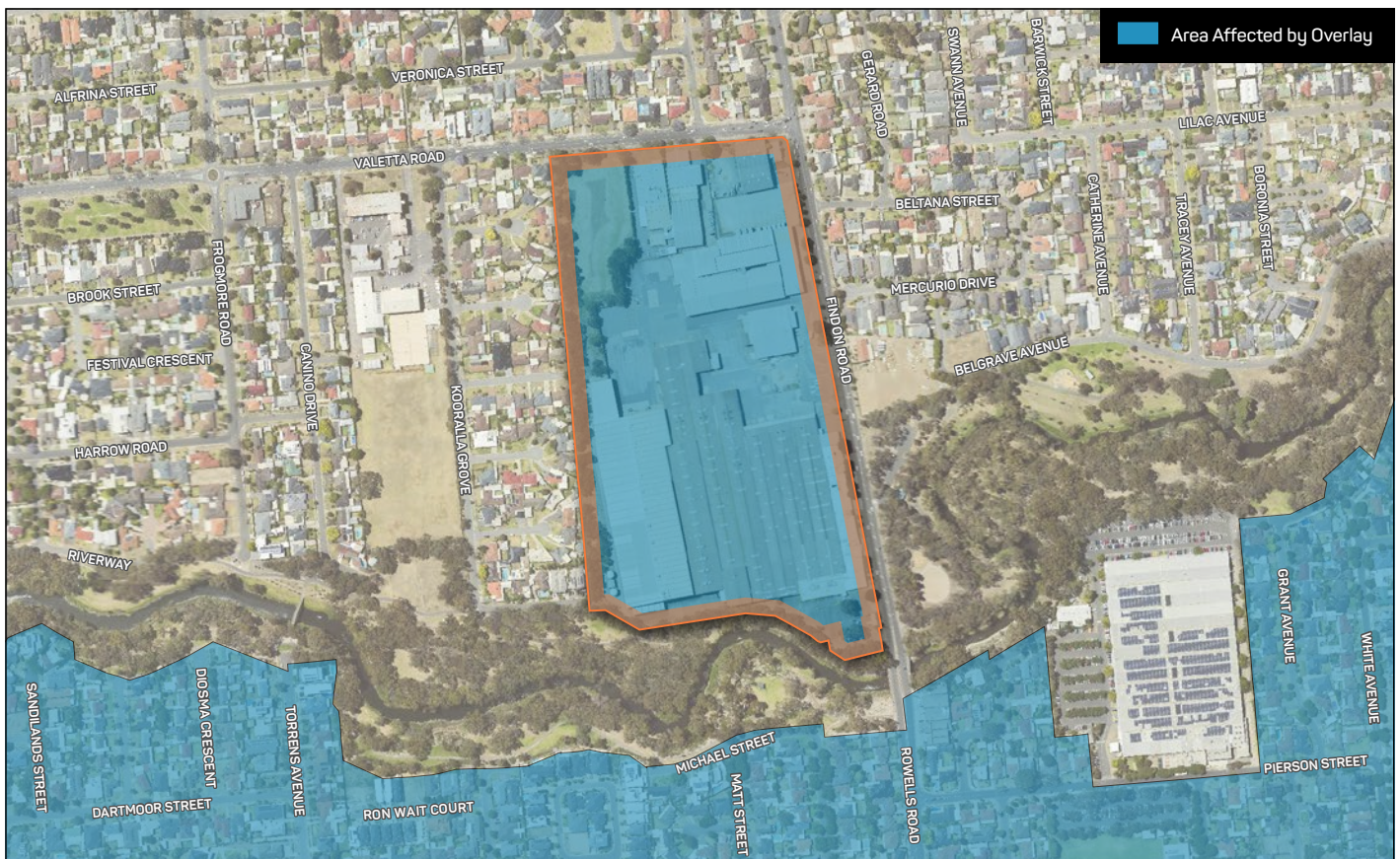
Kidman Park Code Amendment



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CODE OVERLAY MAPS

Kidman Park Code Amendment



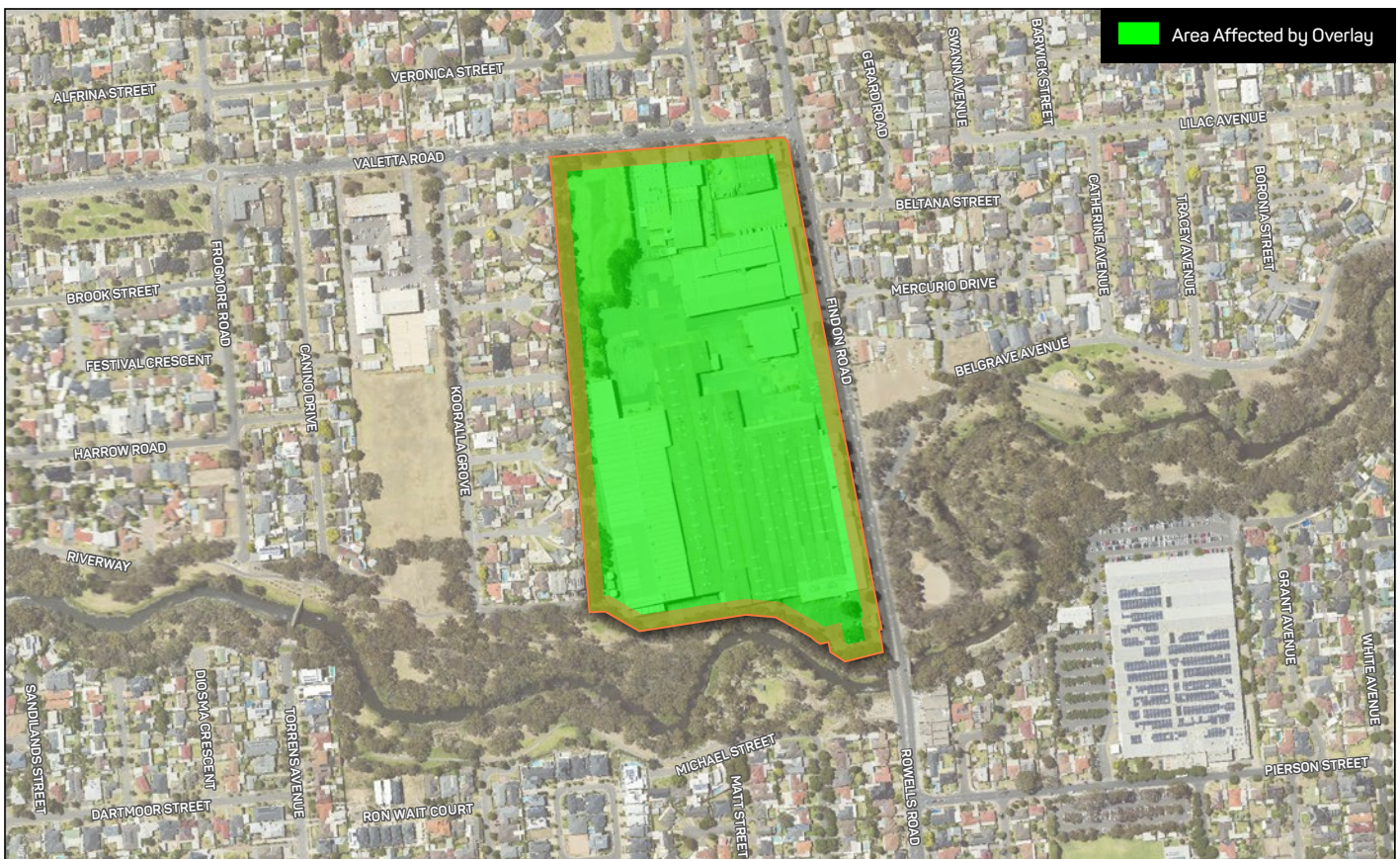
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EXISTING: NOISE AND AIR EMISSIONS OVERLAY



PROPOSED: NOISE AND AIR EMISSIONS OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



SCALE: 1:7500 @ A4



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EXISTING: FUTURE LOCAL ROAD WIDENING OVERLAY



PROPOSED: FUTURE LOCAL ROAD WIDENING OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



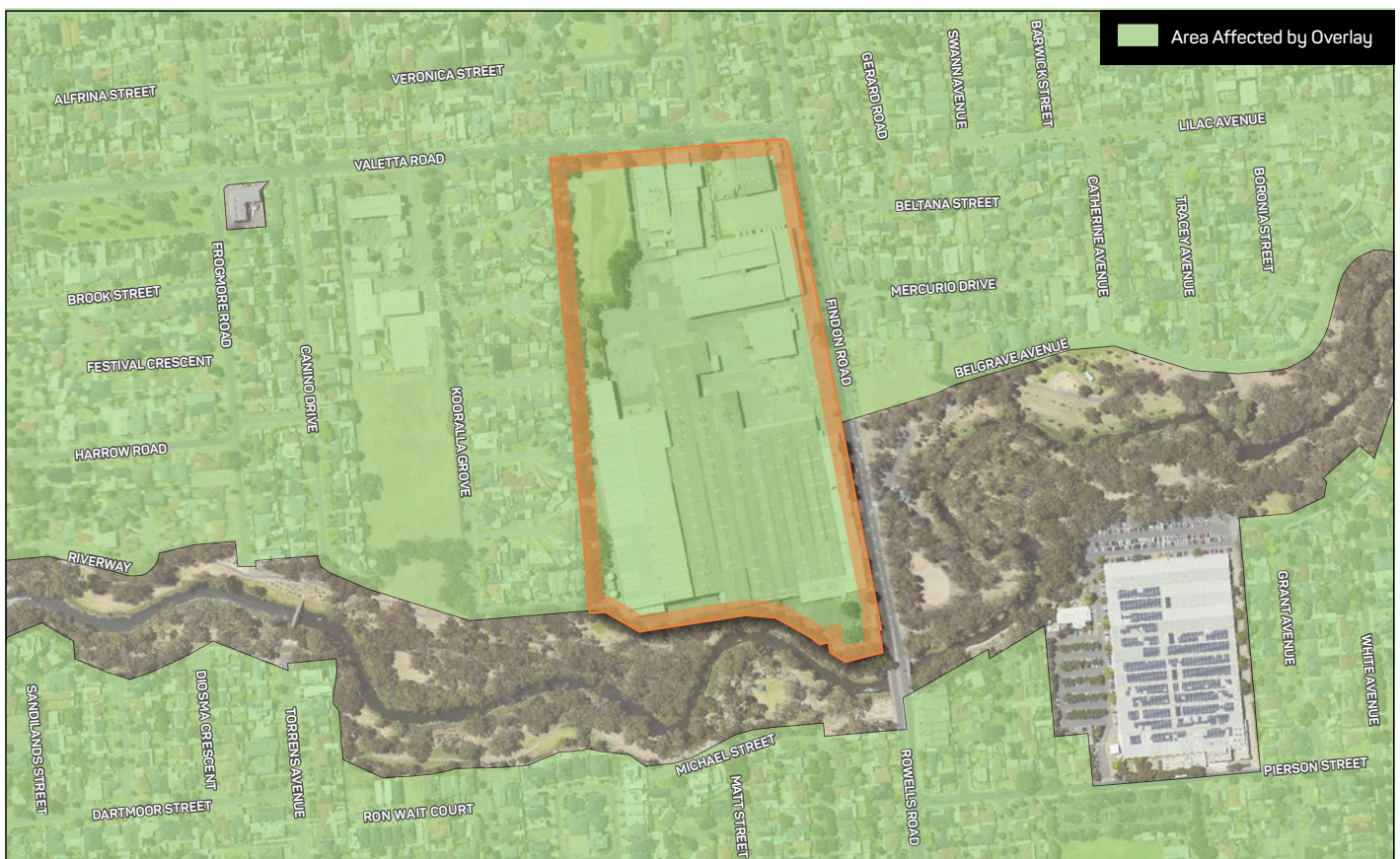
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EXISTING: URBAN TREE CANOPY OVERLAY



PROPOSED: URBAN TREE CANOPY OVERLAY

CODE OVERLAY MAPS

Kidman Park Code Amendment



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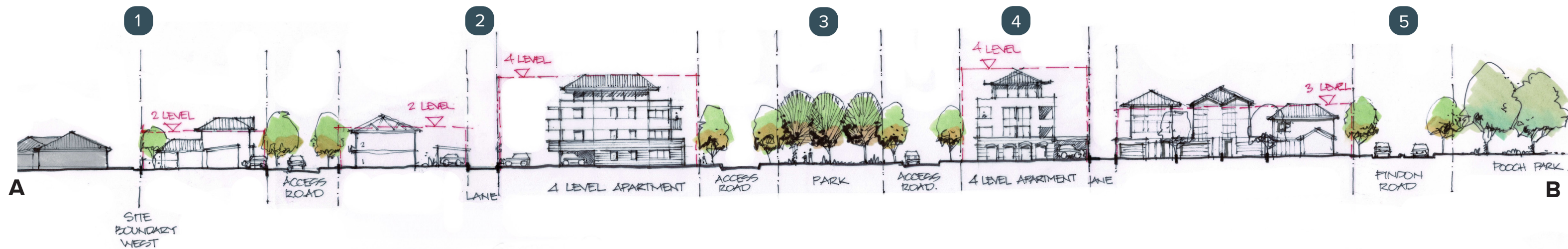
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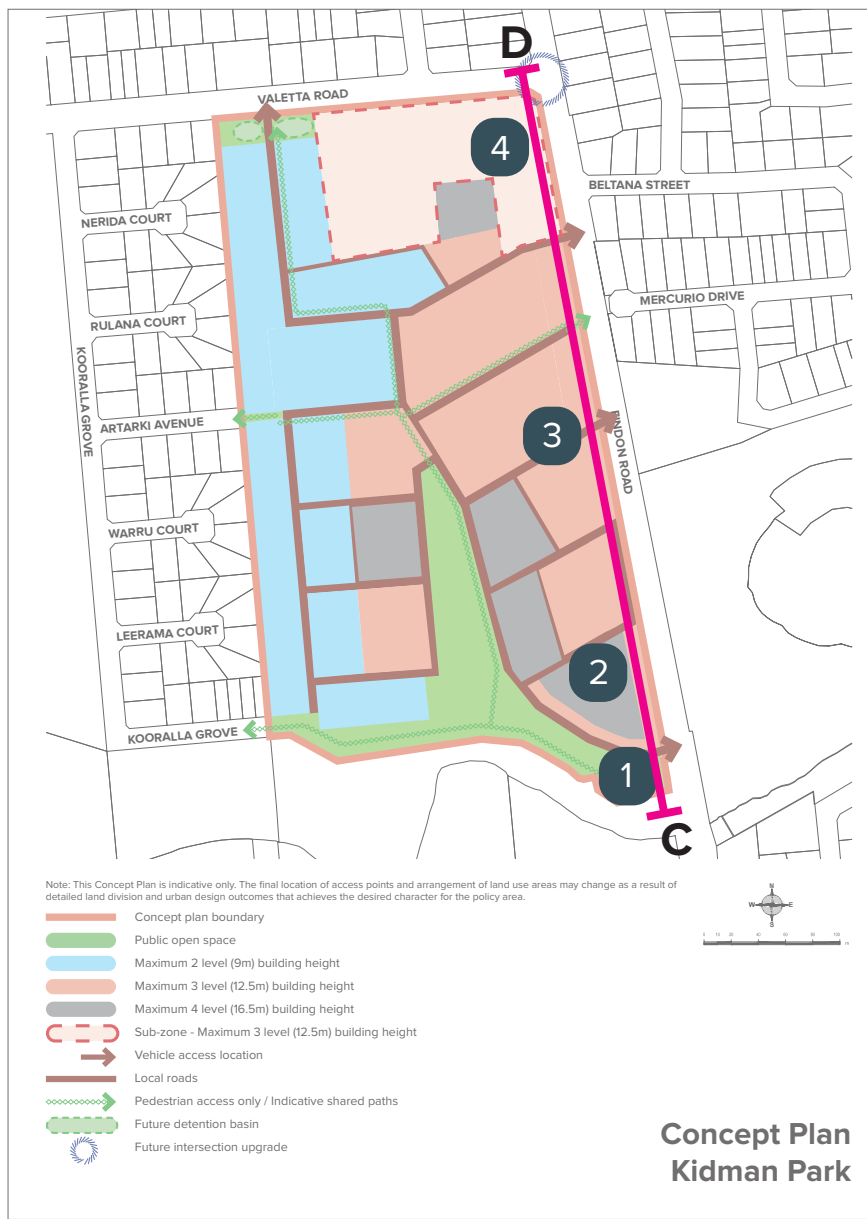
Attachment 10 – Revised Indicative Sections



Section

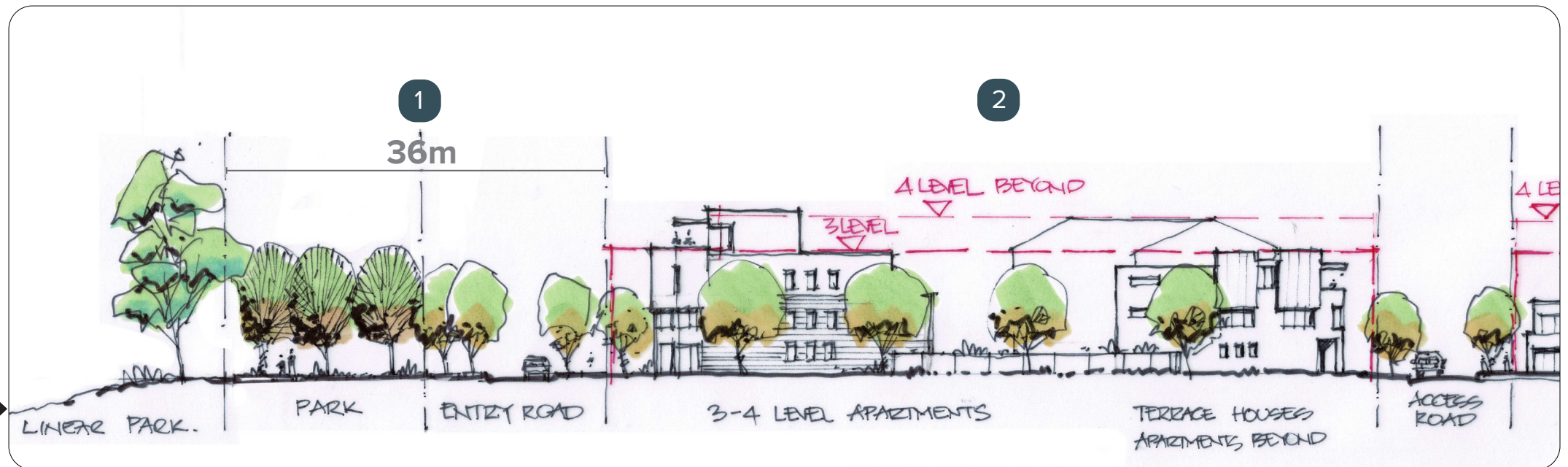
- 1 Two storey maximum building height near existing dwellings
- 2 Transition to four storey maximum building height using laneway and separation
- 3 Public open space
- 4 Four storey maximum building height adjacent public open space and transition down to three storey maximum building height adjacent Findon road
- 5 Findon Road





Section

- 1 Large separation from Linear park to dwellings using public open space and road reserve (36m)
- 2 Podium four storey maximum building height
- 3 Consistent building height along Findon Road
- 4 Subzone



Attachment 11 - Code Amendment Instructions

Code Amendment Writing and Mapping Drafting Instructions					
Designated Entity Name: City of Charles Sturt					
Code Amendment Name: Kidman Park Residential and Mixed Use Code Amendment (Privately Funded)					
Stage: Approval					
Date of Drafting Amendment: August 2022					
Reminder: Scope of Code Amendments must be consistent with the approved Proposal to Initiate and all Conditions					
CODE PARTS	SPATIAL APPLICATION - PART 2 & 5	SPATIAL APPLICATION OF PART 2	SPATIAL APPLICTION OF PART 3	PART 6, 10, 11, 12	POLICY PART 2*
	Zone Mapping + Designated Areas	Sub Zone Mapping	Overlay Mapping	Technical and Numeric Variations (TNVs), Significant Trees, Local Heritage Places, Concept Plans	Zone Policy (with Classification Tables), Sub Zone Policy, Overlay Policy + Referrals (spatially based)
Typical Code Amendment Instructions (<i>examples</i>)	Select Instruction: APPLY an existing or new zone (a rezoning) REPLACE a zone to correct a misapplication of a zone APPLY a spatial representation of a Designated Area(s) (update in line with legislation, as required)	Select Instruction: APPLY an existing or new sub zone REPLACE a sub zone to correct a misapplication of a sub zone REMOVE an existing sub zone (or part thereof)	Select Instruction: APPLY an existing or new overlay(s) REPLACE an overlay to correct a misapplication of the overlay REMOVE an existing overlay(s) (or part thereof)	Select Instruction: AMEND TNVs (changes in metrics and/or additional TNVs) AMEND Significant Trees listing (add, remove, update) AMEND Local heritage places listing (add, remove, update) AMEND Concept plan(s) (add, remove, update)	Select Instruction: CREATE new policies to address gaps or strengthen policy AMEND existing policy to address error(s) in a zone REMOVE superfluous or redundant policy RENAME a zone/sub zone CREATE a new zone/sub zone
AREA 1:	Name: 404-450 Findon Road and 5-7 Valetta Road, Kidman Park				
Summary	Rezone the land from Strategic Employment Zone to Urban Renewal Neighbourhood Zone				
Proposed Code Amendment(s) Instructions	Apply Urban Renewal Neighbourhood Zone to: <ul style="list-style-type: none">Certificates of Title Volume 6154 Folio 507 (allotment 401);Certificates of Title Volume 5415 Folio 550 (allotment 306);Certificates of Title Volume 6155 Folio 62 (allotment 301); andCertificates of Title Volume 5830 Folio 738 (allotment 305).	Apply Mixed Use Transition Sub Zone to: <ul style="list-style-type: none">Certificates of Title Volume 6155 Folio 62 (allotment 301);Certificates of Title Volume 5830 Folio 738 (allotment 305Certificates of Title Volume 5415 Folio 550 (allotment 306);andPortion of Certificates of Title Volume 6154 Folio 507 (allotment 401) as shown in Attachment A.	Apply the Affordable Housing Overlay, Urban Tree Canopy Overlay, Noise and Air Emissions Overlay, Affordable Housing Overlay and Stormwater Management Overlay to: <ul style="list-style-type: none">Certificates of Title Volume 6154 Folio 507 (allotment 401);Certificates of Title Volume 5415 Folio 550 (allotment 306);Certificates of Title Volume 6155 Folio 62 (allotment 301); andCertificates of Title Volume 5830 Folio 738 (allotment 305) AND	Remove the existing TNVs from: <ul style="list-style-type: none">Certificates of Title Volume 6154 Folio 507 (allotment 401);Certificates of Title Volume 5415 Folio 550 (allotment 306);Certificates of Title Volume 6155 Folio 62 (allotment 301); andCertificates of Title Volume 5830 Folio 738 (allotment 305 Apply Concept Plan – Kidman Park TNV to: <ul style="list-style-type: none">Certificates of Title Volume 6154 Folio 507 (allotment 401);Certificates of Title Volume 5415 Folio 550 (allotment 306);Certificates of Title Volume 6155 Folio 62 (allotment 301); and	

			<p>Apply the Future Local Road Widening Overlay to:</p> <ul style="list-style-type: none">• Certificates of Title Volume 6155 Folio 62 (allotment 301);	<ul style="list-style-type: none">• Certificates of Title Volume 5830 Folio 738 (allotment 305) <p>AND</p> <p>Apply the following TNVs to <u>portions</u> of the Affected Area shown in Attachment A:</p> <ul style="list-style-type: none">• Maximum Building Height (Levels) – 2 levels• Maximum Building Height (Metres) – 9 metres• Maximum Building Height (Levels) – 3 levels• Maximum Building Height (Metres) – 12.5 metres• Maximum Building Height (Levels) – 4 levels• Maximum Building Height (Metres) – 16.5 metres	
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**Note: due to the wide reaching application of Zone, Sub Zone and Overlay Policies, these policies should typically only be amended through Code Amendments initiated by the State Planning Commission, or with the support of the State Planning Commission. Private proponents should consult with the Department before proposing any drafting instructions to amend Zone, Sub Zone or Overlay policies.*