

# **Development Plan Amendment**

**By the Council**

## **City of Charles Sturt**

**Draft Findon Road, Kidman Park  
(North) Mixed Use (Residential  
and Commercial) Development  
Plan Amendment (Privately  
Funded)**

**Explanatory Statement and Analysis**

**For Consultation**

**March 2019**

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## Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at the Civic Centre, 72 Woodville Road, Woodville from **Thursday 21 March 2019 until Thursday 23 May 2019**.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to:

### Post

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

### Email

[jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au) (please ensure subject line referenced Draft Findon Road, Kidman Park (North) Mixed Use DPA

### Online Survey

[www.yoursaycharlessturt.com.au](http://www.yoursaycharlessturt.com.au)

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on Monday 17 June 2019 at the Civic Centre, 72 Woodville Road, Woodville at 6pm.

## Explanatory Statement

### Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

### Need for the Amendment

The subject land (the Affected Area) has a primary frontage to Findon Road at Kidman Park, with a secondary frontage to Keele Place. It has an area of approximately 7.8 hectares and is held under multiple ownerships.

The land is currently within the Urban Employment Zone and primarily contains a variety of commercial and industrial land uses, including commercial, office, storage and warehouse uses. There are isolated examples of shops, meat wholesaler, automotive and mechanical repairs, upholstery, fitness and engineering businesses on smaller allotments and premises in Keele Place.

The land is bordered by a Residential Zone to the east, south and west and a Mixed Use Zone to the north (see Figure 1).

The proponent of this Developer Funded DPA is seeking to investigate the potential rezoning of the land to encourage mixed use development to facilitate medium density residential use and commercial activities, making better use of the site's location in close proximity to public transport and the Adelaide CBD.

In further support of the proposal, the proponent has indicated that land within this portion of the Urban Employment Zone (Industry Interface Area) has experienced interface issues with surrounding residential areas. Issues such as truck movements to and from the site and associated noise issues from heavy vehicles and loading and un-loading activities have impacted the site's ability to operate without restrictions.

Other support for the proposed rezoning is provided through:

- Council's Industrial Land Study (April 2008) which identified the land as a secondary industrial precinct with potential for rezoning to residential to recognise the area's higher long-term value (i.e. mixed use).

In particular, the subject land was identified as being within the Kidman Park North Precinct which was described as:

- Being less cohesive than the Kidman Park South Precinct, comprising a series of mixed use and generally smaller developments.
- Providing a curious mixture of industrial and commercial premises and uses, with no particular identity or character.
- Having little to differentiate it from the adjoining Mixed Use Zone to the north, which included a number of industrial uses (and a single street of housing).

In terms of needs and opportunities, it was suggested there was no need to preclude the continuation of industry, but there was an opportunity to relax the overall policy setting by rezoning the precinct as a Main Road policy area – possibly via integration with the adjoining Mixed Use Zone.

- Various Council strategic documents, including the Strategic Directions (Section 30) Report approved in 2014 and which specifically addressed the subject land as follows:

*"Should future rezoning be investigated, there is need to review the broader policy setting. The review should take into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. The application of the new 'Urban Employment Zone' from the South Australian Planning Policy Library could be considered as a 'better fit' to promote employment as a priority and ensure greater protection of employment lands."*

- A letter from the then Minister for Planning to Council dated 23 July 2015. While this letter advised of agreement to Council's Urban Employment Zone Development Plan Amendment Statement of Intent, it also encouraged Council *"to continue to investigate, as a matter of priority, appropriate zoning of strategic sites within its area that provide opportunities for population growth and private sector investment."*

The Minister identified the 'Fraterman site', which is within the subject land, as one of three sites that should be further investigated, noting that current activities were constrained to some extent by access and interface issues and were also within localities that had a clear residential character and considerable amenity.

While the Fraterman site was investigated by DPTI as part of the Minister's Inner and Middle Metropolitan Corridor Infill DPA it was not included in the final version of that DPA. Council subsequently rezoned this site to Urban Employment Zone under its Urban Employment Zone DPA which was approved on 31 October 2017.

This current DPA is undertaking a more detailed review of the Fraterman site as envisaged in the Minister's 2015 letter.

- Recognition in the Desired Character statement for the Urban Employment Zone – Industry Interface Area that:
  - Activities which are potentially hazardous or produce negative off-site impacts, such as noise, air, water and waste emissions, significant volumes of industrial traffic or have a detrimental impact on the amenity of properties in residential or similar environmentally sensitive zones are not appropriate.
  - Residential development can experience impact from some activities in terms of visual appearance, building bulk, minimal landscaping, noise, air quality, overshadowing, 24 hour operation, industrial traffic and on-street car parking.
  - This proximity to residential areas acts as a constraint on industrial operations.

- Consistency with key strategic aims in *The 30-Year Plan for Greater Adelaide* (2017 Update) in relation to increasing population densities in proximity to transport corridors and public transport routes, in walkable neighbourhoods (proximity to public open space, community facilities, public transport and shops) and by providing increased housing choice.

This context strongly suggests it is timely to reconsider the planning policy for the site and the broader area.

In this regard, and in accordance with the City of Charles Sturt Privately Funded Development Plan Amendments Policy, a Statement of Justification was submitted to Council by *iBS Planning & Projects*, acting on behalf of the proponent, seeking a privately funded DPA to investigate re-zoning the land. The subsequent Statement of Intent for the DPA, outlining the investigations required to demonstrate the suitability of the rezoning, was endorsed by Council and the Minister for Planning.

The aim of the DPA is to investigate policy amendments to encourage mixed use development to facilitate a higher density of residential and commercial development to make better use of the site's location in close proximity to public transport and the Adelaide CBD.

## Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 9 October 2018.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

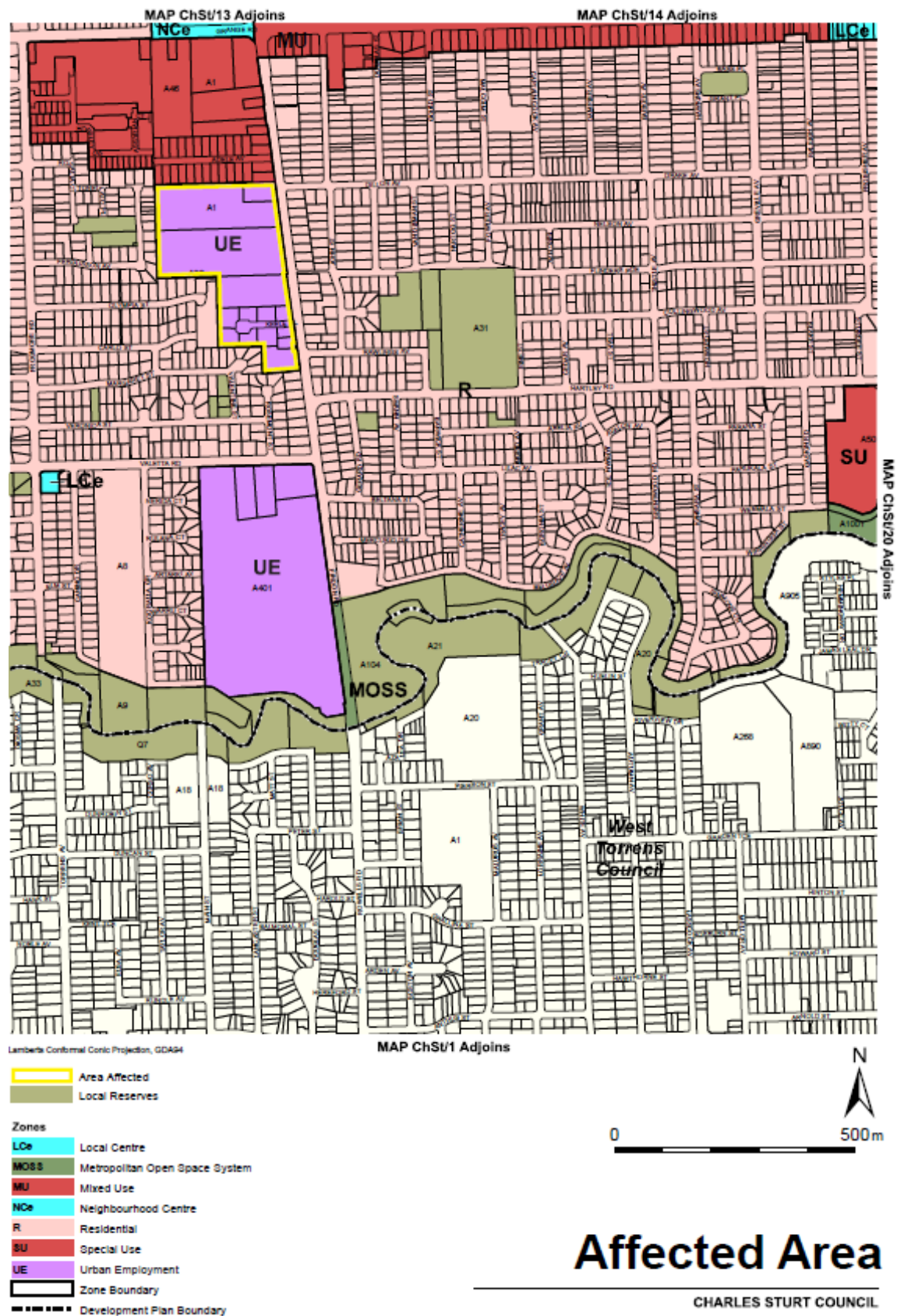
## Affected Area

The Affected Area for this DPA encompasses that portion of the current Urban Employment Zone located on the western side of Findon Road, generally between Adele Avenue and Valetta Road, at Kidman Park. This area is shown on Figure 1 following.

## Developer Funded DPA

This DPA process has been funded by the proponent Leander Investments Pty Ltd (property owners of 344 – 354 Findon Road, Kidman Park) in accordance with a legal and funding agreement with Council. However, Council retains full control over the DPA process and decision-making responsibilities in accordance with the *Development Act 1993*.

Figure 1: Affected Area



## Summary of Proposed Policy Changes

The DPA proposes to extend the adjacent *Mixed Use Zone – Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living* policies over the Affected Area.

In this context, only minor amendments are considered necessary to accommodate specific site circumstances as follows:

- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to the need for new sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing uses.
- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to:
  - the need for further site contamination investigations at the development proposal stage if sensitive land uses are proposed in the Affected Area
  - the need for further consideration of public open space requirements in the Affected Area at the development proposal stage
  - the desirability of retaining a number of mature trees along the Findon Road frontage of the Affected Area
  - the need to provide an internal road network servicing not only immediately adjacent land but also providing convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending PDC 1 for *Urban Village Findon Policy Area 9* to include “service industry” as an envisaged use in the Affected Area.
- Including a new PDC (to be PDC 12) for *Precinct 50 Village Employment and Living* to limit the height of new development in the Affected Area to 8.5 metres (up to 2 storeys) within 25 metres of adjacent residential areas in the Residential Zone and Precinct 52 of *Urban Village Findon Policy Area 9*.
- Amending current PDC 12 (to be PDC 13) for *Precinct 50 Village Employment and Living* to clarify the extent of “shops” envisaged in the Affected Area.
- Amending current PDC 13 (to be PDC 14) for *Precinct 50 Village Employment and Living* to recognise that within the Affected Area dwellings can be constructed irrespective if they are associated with commercial uses or not.
- Including a new PDC (to be PDC 18) for *Precinct 50 Village Employment and Living* to ensure the provision of an internal road network that services the immediately adjacent land and also provides convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending the Map Reference Table to include reference to Overlay Map numbers for new Affordable Housing and Noise and Air Emissions Overlay Maps.
- Including new Maps to indicate the Affected Area is to be subject to additional policies contained in the Affordable Housing and Noise and Air Emissions Overlays.

- Amending various Maps (i.e. relevant Index, Development Constraints, Zone, Policy Area and Precinct Maps) to reflect the rezoning proposed.
- Amending the current Concept Plan for *Urban Village Findon Policy Area 9* to include the Affected Area and to indicate key design features.

## Legal Requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Department of Planning, Transport and Infrastructure – Strategic and Development Planning
- Department of Planning, Transport and Infrastructure – Transport Services
- Department of Planning, Transport and Infrastructure – Public Transport Division
- Department of Justice – State Emergency Services & SA Metropolitan Fire Service
- Department of Environment and Water
- Department for State Development
- Environment Protection Authority
- Department for Education
- Electranet Pty Ltd
- Epic Energy
- SA Power Networks
- APA Group
- SA Water
- Mr Matt Cowdrey (Member for Colton)
- Hon Tom Koutsantonis (Member for West Torrens)
- Hon Joe Szakacs (Member for Cheltenham)
- Hon Steve Georganas (Federal Member for Hindmarsh)

- City of West Torrens
- City of Prospect
- City of Port Adelaide and Enfield
- City of Adelaide
- Land owners within the investigation area
- Land owners immediately surrounding the investigation area.

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

## The Final Stage

When the Council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

## Analysis

### 1. Background

The Affected Area has a primary frontage to Findon Road at Kidman Park, with a secondary frontage to Keele Place. It has an area of approximately 7.8 hectares and is held under multiple ownerships.

The land is currently within the Urban Employment Zone (Industry Interface Area) and primarily contains a variety of commercial and industrial land uses, including commercial, office, storage and warehouse uses. The land is bordered by a Residential Zone to the east, south and west and a Mixed Use Zone to the north (see Figure 1).

The DPA is seeking to investigate the potential rezoning of the land to encourage mixed use development to facilitate medium density residential use and commercial activities, making better use of the site's location in close proximity to public transport and the Adelaide CBD. Additionally, such a zoning is expected to assist in ameliorating current interface issues with surrounding residential areas by reducing truck movements to and from the site and associated noise issues from heavy vehicles and loading and un-loading activities.

As indicated earlier under the Need for the Amendment, other support for the proposed rezoning is provided through:

- Council's Industrial Land Study (2008) which identified the land as a secondary industrial precinct with potential for rezoning to mixed use (industry/commercial/residential) to recognise the area's higher long-term value.
- Council's Strategic Directions (Section 30) Report (2014) which recognised the need to review the broader policy setting for the land, taking into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. It suggested the 'Urban Employment Zone' from the South Australian Planning Policy Library be considered for the land.
- A letter from the then Minister for Planning to Council (2015) which, in part, encouraged Council *"to continue to investigate, as a matter of priority, appropriate zoning of strategic sites within its area that provide opportunities for population growth and private sector investment."* The Minister identified the 'Fraterman site', which is within the subject land, as one of three sites that should be further investigated, noting that current activities were constrained to some extent by access and interface issues and were also within localities that had a clear residential character and considerable amenity.
- Recognition in the Urban Employment Zone – Industry Interface Area (introduced in 2017) that activities which produce negative off-site impacts, such as noise or industrial traffic, can have a detrimental impact on the amenity of residential areas and that this proximity to residential areas can also act as a constraint on industrial operations.
- Consistency with key strategic aims in *The 30-Year Plan for Greater Adelaide* (2017 Update) in relation to increasing population densities in proximity to transport corridors and public transport routes, in walkable neighbourhoods (proximity to public open space, community facilities, public transport and shops) and by providing increased housing choice.

This context strongly suggests it is timely to reconsider the planning policy for the site and the broader area.

## 2. The Strategic Context and Policy Directions

### 2.1 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volume of the Planning Strategy is relevant to this DPA:

- The 30-Year Plan for Greater Adelaide (2017 Update).

The DPA supports the policies of the Planning Strategy by:

- Facilitating additional housing opportunities at increased densities within an established urban area/walkable neighbourhood.
- Facilitating additional housing opportunities at increased densities in close proximity to public transport routes.
- Providing for increased potential in urban green cover through new public open space and street tree plantings.
- Providing for mixed-use developments, including commercial land uses to service residential uses and provide potential employment opportunities.
- Requiring good urban design outcomes.
- Facilitating walking and cycling infrastructure.
- Providing for increased potential for new public open space areas.
- Requiring stormwater management to take into account WSUD principles.
- Ensuring potential land/water contamination and remediation options are investigated to ensure the land is suitable for the intended use.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendix A**.

### 2.2 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

#### 2.2.1 Council's Strategic Directions Report

Council's Strategic Directions Report (as agreed by the Minister in April 2014) commented on the affected site as follows:

- *"Should future rezoning be investigated, there is a need to review the broader policy setting. The review should take into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. The application of the new 'Urban Employment Zone' from the South Australian Planning Policy Library could be considered as a 'better fit' to promote employment as a priority and ensure greater protection of employment lands."*

However, as suggested in the Industrial Land Study (2008) and subsequently by the State Government (2015), a “mixed use” policy framework – which does not preclude a range of commercial and light industrial activities - was also considered appropriate.

### 2.2.2 Infrastructure Planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

Council has identified the following infrastructure matters as requiring investigation as part of this DPA process:

- The capacity of key intersections north and south of the Affected Area to determine whether there is a need for any potential upgrades/signalisation.
- The capacity of the existing stormwater system within the locality and the need for future stormwater management requirements, including WSUD, to accommodate future development.
- Open space provision and walking/cycling network connections.

The findings of the investigations for these matters are discussed later in this DPA.

### 2.2.3 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Woodville Road and Environs DPA	Unlikely to be affected by this DPA.
Brompton Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA.
Grange Road, Findon DPA (Privately Funded)	Unlikely to be affected by this DPA. Potential traffic implications have been considered.
Findon Road, Kidman Park Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA. Potential traffic implications have been considered.
Kilkenny Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA.
Ministerial DPAs	Response/Comment

There are no current Ministerial DPAs on consultation or post-consultation that will be affected by this DPA

#### **2.3.4 Existing Ministerial Policy**

This DPA does not propose any changes to existing Ministerial policy and only proposes minor changes to some local policy additions.

### 3. Investigations

#### 3.1 Investigations undertaken prior to the SOI

##### 3.1.1 Charles Sturt Industrial Land Study (April 2008)

The City of Charles Sturt Industrial Land Study, 2008 reviewed the future of industrial land within the Council area. Industrial areas were assessed against the Prime Industrial Area Assessment Matrix, developed from the Metropolitan Adelaide Industrial Land Study to determine their importance as ongoing industrial land. The areas were also assessed against a Rezoning Potential Assessment Matrix to determine their suitability to being rezoned to an alternative use.

The Affected Area was identified in this Study as the Kidman Park North Precinct. This Precinct was not highly ranked in the Prime Industrial Area Assessment (pg 78). The description of the Precinct states: *“The Kidman Park North Precinct is less cohesive, comprising a series of mixed use and generally smaller developments than its southern counterpart [Kidman Park South Precinct that is the subject of a separate DPA]. By way of comment:*

- *the precinct provides a curious mixture of industrial and commercial; premises and uses, with no particular identity or character; and*
- *there is little to differentiate this precinct from the adjoining Mixed Use zone to the north, which includes a number of industrial uses (and a single street of housing).*

*As to needs and opportunities, there is no need to preclude the continuation of industry, but there is an opportunity to relax the overall policy setting and by rezoning the precinct as a Main Road policy area – possibly via integration with the adjoining Mixed Use zone” (pg 65).*

This Study supports consideration of rezoning the Affected Area to Mixed Use Zone.

##### 3.1.2 Best Practice Open Space in Higher Density Developments Project (2011)

This City of Charles Sturt project investigated the suitability, size and nature of open space for areas with increasing densities around transport nodes (transit-oriented developments), along transit corridors and in mixed-use precincts that integrate housing, employment, transport, community services, recreation and leisure.

The report:

- Highlights the importance of open space in higher density development areas and the justification for open space to be higher quality. For example, a smaller parcel of land could be developed to a district level to compensate for the community living in apartments (without backyards).
- Suggests that more than the statutory 12.5% open space provision could be justified in a higher density development area and consideration should also be given to population size.
- Indicates that for a lower density development (15 dwellings per hectare), 12.5% open space would represent around 4 hectares per 1,000 people, while a 12.5% allocation of land in a higher density development (75 dwellings per hectare) results in only 0.9 hectares per 1,000 people.
- Notes it would not be realistic to require 4 hectares per 1,000 people in a higher density development as this would require too much land and could result in high rise buildings and affordability issues.
- Includes principles and guidelines for open space in higher density development areas.

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, it is not possible to be definitive about the size and location of the final open space provision to be delivered.

In this regard, the key findings of the *Best Practice Open Space in Higher Density Developments Project* report will be considered to ensure any open space provision is relevant to the proposed future development and assists in the creation of a desirable, liveable neighbourhood.

### 3.1.3 City of Charles Sturt Open Space Strategy 2025 – Directions Report (August 2015)

The *Open Space Strategy 2025* is to assist the City of Charles Sturt to strategically provide, develop and manage open space over the 10 year period 2015 – 2025. The Strategy involved a review of the Council's 2006 Open Space Strategy, while also giving consideration to current and future community needs (demand) and open space issues and opportunities (supply).

The Strategy relates to all types of open space including recreation parks, sportsgrounds, linear open space, waterfront reserves, natural areas and other open spaces. Given the large amount of open space in the City and the importance of open space to the community, the Strategy seeks to identify opportunities for further open space enhancements and innovations. In addition, the Strategy aims to address gaps in open space provision and guide the provision of additional open space as part of future urban developments.

In preparing the Strategy, the Council area was divided into five planning precincts (A to E) that connect similar suburbs and reflect main roads and other barriers.

The Affected Area is within the suburb of Kidman Park, which along with Fulham Gardens to the west and Flinders Park to the east, forms Precinct C: River Torrens Linear Park (RLTP) Areas.

Open space provision within Precinct C has been identified as 4.62 hectares/1,000 people, comprising primarily regional open space through the RLTP, otherwise mainly neighbourhood level and some district and local spaces.

The Directions for Reserves within the Precinct are primarily related to the following aspects:

- Collins Reserve
- Flinders Park
- RLTP – Tedder Reserve
- Sunningdale Reserve
- Connected streetscapes along Valetta Road and east of Frogmore Road.

While no specific Directions are identified for the Affected Area, the potential for infill within the wider Precinct has identified some potential general demands for:

- Spaces where ageing and older adults can participate in activity and gather (family and friend gatherings).
- Walking opportunities including to support the older community (including places to walk a dog).
- Family oriented recreation spaces including play spaces and activity opportunities for smaller and older children.

It is noted that *The 30-Year Plan for Greater Adelaide* (2017 Update) suggests that healthy neighbourhoods provide local open space so that all dwellings have at least one option within a 5 minute walk (400 metres). As shown on Figure 2: Locality Map, some of the Affected Area is within 400 metres of the Flinders Park district level open space, with other parts being up to some 600 metres distance. In addition, and dependent on the final form of development within the Affected Area, there may be a requirement to provide local open space within the subject land itself, resulting in the even closer proximity of dwellings to open space.

Figure 2: Locality Map



Figure 2 also indicates the provision of other open space within the wider locality, including district level facilities at Collins Reserve to the west and regional open space along the River Torrens Linear Park between 500 and 1100 metres to the south. Within this context it is contended that only local space is likely to be required to service any residential development within the Affected Area.

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, it is not possible to be definitive about the size and location of the final open space provision to be delivered.

As identified in Council's Open Space Strategy, there is the potential for local open space provision within the Affected Area to be designed to accommodate family and friends gatherings, walking opportunities and family oriented recreation spaces, including play spaces. However, this potential provision also needs to be considered against the needs of likely occupants of new medium density residential development established on the subject land.

Further discussion on this matter occurs later in Section 3.2.3 Public Open Space / Green Space.

#### **3.1.4 City of Charles Sturt Engineering and Open Space Development Guidelines**

These Guidelines were developed by Council with the aim of ensuring existing public infrastructure is maintained in a good condition post development and any new infrastructure handed over to Council is constructed to required standards. They are currently being updated by Council and are expected to be re-released in the future.

As new development proposals are lodged for approval with Council it is expected that the fundamentals of the Guidelines will apply.

#### **3.1.5 Strategic Infrastructure Plan for South Australia, 2004/5 – 2014/15 and 2010 Discussion Paper**

This State Government Plan and 2010 update Discussion Paper set both broad and specific priorities for the State's infrastructure – physical built assets, delivery of infrastructure for social services and natural heritage.

While the Plan and Discussion Paper are now dated, some aspects are still of general relevance to this DPA:

- Encouragement of higher-density residential development near activity centres and transport nodes, with support for more intensive infill redevelopment in appropriate urban areas through planning for land use and infrastructure augmentation.
- The greater uptake of ecologically sustainable development technologies in new residential developments will be encouraged.
- Increase use of public transport.
- Better manage our water resources, including stormwater.

Implementation of the DPA is expected to assist in achieving aspects of the Strategic Infrastructure Plan for South Australia.

#### **3.1.6 City of Charles Sturt Community Plan 2016 – 2027**

This Plan articulates how Council will work with its community to achieve shared goals of forming a strong, connected community with exciting places, sustainable strategies and economic opportunity.

The following Objectives set out in the Plan are considered of relevance:

- Provide accessible social infrastructure and services that engage our diverse community.
- An urban environment that is adaptive to a changing and growing city.
- Create valued urban places that bring people together and reflect local character and identity.
- Support and enable local business prosperity and growth.
- Facilitate an environment for a diversity of business and industry types.

Implementation of the DPA is expected to assist in achieving aspects of Council's Community Plan.

### 3.1.7 City of Charles Sturt North-West Growth Corridors Transport Study (2014)

While this Study has its focus on a corridor in the north-western portion of the Council area (generally between Port Road and Torrens Road), it does provide some translatable directions for the Affected Area in this DPA.

The Study provides a best practice framework for walking and cycling networks and also considers public transport use. It identifies the following key objectives to assist with developing a more sustainable community:

- Balance demand for street space for all users.
- Create walking environments that connect local communities.
- Create cycling environments that encourage cycling for commuting, visiting and recreation.
- Reduce dependency upon the car.
- Strengthen access to and attractiveness of public transport.

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, Council will strive to ensure a coordinated approach to the provision of non-car transport (in its various forms) is taken, particularly in relation to walking and cycling opportunities.

### 3.1.8 Previous Environmental Assessments Undertaken Over the Affected Area

As indicated in the Statement of Intent for this current DPA, investigations in the form of a Preliminary Site Investigation in accordance with Schedule 2B of the *National Environment Protection (Assessment of Site Contamination) Measure, 2013* were to be undertaken to the satisfaction of the SA Environment Protection Authority.

These investigations have now been undertaken by Senversa Pty Ltd, a firm specialising in environmental consultancy and audit services and a summary of its findings are discussed later in Section 3.2.6 Site Contamination.

As part of its investigations Senversa also reviewed previous environmental assessments undertaken for the subject land and a summary of these assessments is also provided in Section 3.2.6.

Previous environmental assessment reports indicate no evidence of significant potential contamination issues for a portion of the Affected Area.

Additional investigations have now been undertaken as discussed later in Section 3.2.6.

Current Development Plan policy provides significant guidance on this issue and requires appropriate remediation when contaminated land is to be used for a more sensitive use.

### 3.1.9 The Integrated Transport and Land Use Plan (July 2015)

This State Government document provides an integrated plan for transport and land use, designed to keep the State amongst the most liveable places on earth.

The Affected Area for this DPA is located within the “Middle Adelaide” area, with discussion indicating that:

- *While development intensity in middle Adelaide will typically be less than in the inner city, initiatives to increase infill and urban renewal of key sites along transit corridors will contribute to a significant shift in the pattern of suburban growth.*
- *Other sites along transit corridors traversing the region will be developed to encourage greater public transport use and stimulate medium density, mixed-use development to support a more compact Greater Adelaide.*

In addition, various general actions identified in the Plan have potential relevance to the Affected Area, including:

- Implement local transport strategies to complement land use directions of local Development Plans, with a focus on accessible neighbourhoods, integration with public transport, cycling and walking networks and state freight/major traffic routes
- Provide attractive and convenient pedestrian and cycling connections to public transport stops and stations
- Create safe and convenient walkable neighbourhoods.
- Local road, pedestrian and cycle networks to reflect and guide precinct planning for areas being revitalised.

While the Plan does not identify any specific requirements for the Affected Area, it is noted that Figure 5-8 Middle Adelaide Solutions indicates “Road improvements” are required to the south of the land, at the intersection of Valetta Road and Findon Road and/or Hartley Road and Findon Road.

While the Plan lists some general actions that could apply to the Affected Area, they are similar in effect to other applicable policies, such as in the Development Plan. No additional Development Plan policies are considered necessary in this regard.

Traffic impacts, including in relation to the “Road improvements” discussed above, are considered later in Section 3.2.1 Traffic Management.

### 3.1.10 Australian Standards, Austroads Guides / Department of Planning, Transport and Infrastructure (DPTI) Code of Technical Requirements

These technical documents cover various aspects of the design, construction, maintenance and operation of the road network in Australia.

While not considered particularly relevant to DPA policies, the codes will need to be taken into consideration when roads, access points and the like are considered at the detailed design stage for development proposals.

### 3.1.11 Streets for People – Compendium for South Australian Practice (2012)

This State Government document supports a South Australian practice of designing people-friendly streets that promote cycling and walking.

The Compendium:

- Gives strategic policy imperatives for increasing levels of cycling and walking in our community
- Explains the rationale for why we need to re-think conventional approaches to street design
- Identifies key issues and barriers to implementing people friendly streets
- Presents key principles to shape pedestrian and cycling friendly street designs in the South Australian context.

The Development Plan already contains a number of policies giving guidance on this matter. While no additional policies are therefore considered necessary, the Compendium provides a key resource for street design at the detailed design stage for development proposals.

## 3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken:

### 3.2.1 Transport Investigations

CIRQA traffic consultants were engaged to undertake transport investigations associated with the potential development of the subject land for mixed use (residential and commercial) development. The investigations noted that it is anticipated in the order of 190 medium and high density dwellings plus 11,300 m<sup>2</sup> of commercial floor area could ultimately be developed within the overall site.

Generally, the redevelopment of the site is considered to present an opportunity to consolidate access provisions on Findon Road and improve safety and efficiency of movements into and out of the site. Of particular note, the future redevelopment will be likely to reduce the number of heavy commercial vehicle movements (including B-Doubles) associated with the site which will provide traffic capacity and safety benefits.

#### Access

CIRQA identified it is considered desirable that at least two primary local road intersections be provided to service the subject site, albeit additional intersections and minor direct access to Findon Road may be considered (subject to appropriate analysis, design and liaison with Council and DPTI). The provision of at least two primary connections will adequately accommodate movements into and out of the site while minimising impact on through-bound movements. These intersections can be provided as priority controlled T-intersections but should be treated with separated right turn lanes on Findon Road, provision for two-stage right-out movements (if right turn movements are proposed) and, desirably, allowance for on-road bicycle lanes. This would likely require widening of the existing road reserve and into the subject site.

The primary intersections should connect to an internal road network designed and constructed in accordance with Council's requirements. The planning and design of the internal layout shall ensure adequate provisions for on-street parking, waste collection vehicle movements and appropriate traffic control treatments within the site.

#### Traffic Generation and Potential Impacts

An assessment has been undertaken of the traffic generation associated with the subject site. This includes a forecast of existing generation as well as that associated with the anticipated future yields. The forecasts identify that there will be a relatively low traffic generation associated with the ultimate redevelopment of the site, albeit heavy vehicles proportions will reduce.

SIDRA intersection modelling software has been used to compare the impacts of existing site volumes against the future forecasts. The SIDRA analyses indicate that the impacts of the proposal on the adjacent road network will be negligible. There will be a minor increase of queues and delays for one movement at the Findon Road/Grange Road intersection, however this will be offset by improvements in performance for other movements at the intersection. For the intersections of Findon Road with Hartley Road and Valetta Road, the modelling indicates the rezoning and subsequent redevelopment would be likely to improve conditions at the intersections. The rezoning is therefore likely to have an overall positive impact on the road network.

### **Wider Cumulative Impacts**

While the rezoning of the subject land has been assessed as being likely to have an overall positive impact on the road network, as requested by DPTI high level consideration has also been given to the cumulative impacts of the potential development of other nearby DPA sites (the ALDI site on the north-east corner of Findon and Grange Roads and the Metcash site located south of Valetta Road on Findon Road). The cumulative impacts indicate a worsening of conditions at the three assessed intersections (Valetta Road/Findon Road; Hartley Road/Findon Road and Grange Road/Findon Road) would be likely. However, the majority of the impact appears related to the assumed Metcash site redevelopment volumes (particularly given the assessment based solely on the subject site indicates negligible impact). Given the high-level assessment nature of the cumulative impacts, it is suggested that further analysis should be undertaken as part of the Metcash DPA investigations to ensure appropriate development yield assumptions are adopted. In general, the future performance of the adjacent road network appears to be more dependent on the traffic generation associated with the redevelopment of the Metcash site.

### **Parking Assessment**

In relation to parking requirements, Cirqa's assessment indicated Council's Development Plan identifies varying requirements for sites dependant on their proximity to public transport, active transport facilities and nearby services. It noted that the northern portion of the site is located within close proximity to high frequency public transport (bus routes) operating along Grange Road, while the southern portion is in the vicinity of high frequency public transport (bus routes) operating along Valetta Road and Hartley Road. However, it also noted the majority of the site is outside of the 200 metres distance from high frequency services noted in *"Table ChSt/2A – Off Street Vehicle Parking Requirements for Designated Areas"* for application of reduced rates.

On the basis of the above, Cirqa considered the parking requirements identified in *"Table ChSt/2 – Off Street Vehicle Parking Requirements"* were generally considered appropriate for application to future development within the subject site. However, the rate for shop(s), of '7 car park spaces for every 100 square metres of total floor area' identified in Table ChSt/2, was considered relatively high. It advised while such a rate was traditionally applied to shop uses in the past, more recent demand data for retail uses recorded over the past decade indicates 'shop' demands are more typically in the range of 4.5 to 5.5 spaces per 100 m<sup>2</sup> (particularly where efficiencies are achieved due to the mixed uses). The assessment concluded consideration of a reduced rate for 'shop' within the Mixed Use Zone could be considered to be included as part of the DPA.

While noting Cirqa's comments relating to the potential for reduced parking rates for shop land uses, current PDC 54 in Council's Development Plan (General Section - Transportation and Access) already enables consideration of such an approach where it states:

'In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.'

Further, it is understood that DPTI is reviewing car parking rates as part of its investigations for the development of the Planning and Design Code and that it is likely amended parking rates will be applied to various land uses in the future.

In this context, Council is not proposing any changes to the current applicable car parking rates at this time.

The transport investigations indicate a relatively low traffic generation associated with the ultimate redevelopment of the site, albeit heavy vehicle proportions will reduce. The redevelopment presents an opportunity to consolidate access provisions on Findon Road and improve safety and efficiency of movements into and out of the site.

SIDRA analyses indicate that the impacts of the proposal on the adjacent road network will be negligible. However, some road works on Findon Road may be required in association with establishing new access points.

In terms of external and internal vehicle access, policy is proposed to be included in the Desired Character statement and as a new PDC requiring an internal road network that connects with a key vehicle access point on Findon Road, services the land immediately adjacent and also provides safe and convenient access to neighbouring land within the Affected Area.

A high level assessment of potential cumulative impacts arising from three proposed redevelopments (the subject land, the ALDI site on the north-east corner of Findon and Grange Roads and the Metcash site located south of Valetta Road on Findon Road) along this portion of Findon Road has been undertaken. While this assessment indicates a potential worsening of conditions at the three associated intersections, this appears to be mainly associated with the potential development of the Metcash site. However, this assessment is based on a number of assumptions that require further investigation as part of the preparation of the separate DPA for the Metcash site.

Given the current ability to apply reduced parking rates where justified, and DPTI's current review of parking rates to inform the Planning and Design Code, no amendment is proposed to the rates set in *Table ChSt/2 – Off Street Vehicle Parking Requirements* at this time.

### 3.2.2 Public Transport

The locality is well serviced by public transport by a number of bus routes as follows (as at April 2018):

Route Number	Servicing	Frequency
J7 / J8	Findon Road (Marion Interchange to West Lakes Interchange) with a bus stop adjacent the southern boundary of the Affected Area and one just to the north of the northern boundary.	Monday to Friday – generally every 60 minutes
286 / 287 / 288	Valetta Road and Hartley Road (West Lakes/Henley Beach to City) with the Hartley Road stop less than 100 metres to the south and the Valetta Road stop less than 200 metres to the south. A <i>Go Zone</i> .	Monday to Friday - generally every 15 minutes Weekends – generally every 30 minutes
300 / B10 / B12	Grange Road (Suburban Connector) with bus stops at Findon Shopping Centre some 350	Monday to Friday - generally every 30 minutes

Route Number	Servicing	Frequency
	- 400 metres to the north of the Affected Area	Weekends – generally every 60 minutes
	Grange Road (West Lakes Interchange to Magill) with bus stops at Findon Shopping Centre. A <i>Go Zone</i> .	Monday to Friday - generally every 15 minutes Weekends – generally every 30 minutes

The Affected Area is in close proximity to frequent (*Go Zone*) bus services, providing convenient east – west connections from Valetta Road/Hartley Road to the City and West Lakes Interchange. Hourly services are also available north – south along Findon Road providing connections to the West Lakes Interchange and Marion Interchange. In addition, it is noted the Findon Shopping Centre is located a 400 – 800 metres walk to the north.

### 3.2.3 Public Open Space / Green Space

Section 50 of the *Development Act 1993* (Open Space Contribution Scheme) provides a legislative framework for the allocation of public open space and the contribution of funds towards future open space.

Where within a council area an application proposes the division of land into more than 20 allotments, and one or more of the allotments is less than one hectare in area, the council may require up to 12.5% of the land to be vested in the Council to be held as open space. Alternatively, a financial contribution may be payable to the council based on a set formula, or a combination of land and financial contribution can be agreed.

Where the division of land is for 20 allotments or less, and one or more allotments is less than one hectare in area, or undertaken under the *Community Titles Act 1996*, the State Planning Commission may require a contribution or enter into an agreement where certain land will be vested in the council or Crown to be held as open space and a contribution will be made.

The statutory provision of open space (either as land, a financial contribution or a combination of both) is therefore dependent on a land division proposal, its type and the number of allotments proposed.

In the circumstances of this DPA there are a number of factors that prevent a definitive allocation of open space at this time.

These factors include:

- The final form of development likely to occur within the Affected Area, and its need for associated land division, has not yet been determined. For example, development could be a mixture of residential, industrial and commercial uses, with some activities not requiring further land division to proceed and therefore not being required to make an open space contribution.
- Depending on the extent of land division proposed, whether the open space contribution is to be provided to Council (primarily as a land contribution, but potentially as a land/monetary contribution) or the State Planning Commission (primarily as a monetary contribution, but potentially as a land contribution).

- Redevelopment is likely to occur over a number of years.
- The final development form will be subject to decisions by multiple landowners (currently 14), in-line with their own development interests.
- Some existing uses are likely to continue (without the need for land division) and therefore their land areas will not be a factor in considering in any open space contribution.

It is also considered difficult to determine where any provision of open space should be located in the Affected Area. Ideally it would be centrally located so as to provide convenient access from adjacent and surrounding residential development, but again at this time it is not clear where such residential development will occur in this Mixed Use Zone. A further complicating factor is that of multiple land owners with their own time lines for development (or not) of their land parcels. Other factors to be considered in locating open space include whether the particular parcel of land is better used for other purposes (i.e. land fronting Findon Road is likely to be more appealing for commercial/retail activities in accord with the Zone objectives – noting however, that it is considered desirable that the mature trees fronting Findon Road be retained, and where practical, incorporated into the design of future developments) or whether it can perform a dual function (i.e. open space is provided in conjunction with stormwater management requirements such as swales or detention basins).

In this scenario Council will need to work with the key landowners within the Affected Area to develop, as far as practical, a coordinated approach to the provision of open space.

As identified in Council's Open Space Strategy (see earlier discussion under Section 3.1.3) the wider area around the subject land already accommodates a number of neighbourhood, district and regional level open spaces. This, together with the relatively small size (7.76 hectares with all existing allotments combined) of the subject land, indicates that only a local open space provision is likely to be required/provided.

The Open Space Strategy suggests, in general terms, there is the potential for local open space provision within the wider area to be designed to accommodate family and friends gatherings, walking opportunities and family oriented recreation spaces, including play spaces. However, this general provision also needs to be considered against the needs of likely occupants of any new medium density residential development established in the Affected Area.

Council's Development Plan already contains a number of General Section policies under *Open Space and Recreation* that provide guidance on open space provision and development.

Acknowledging the statutory uncertainty associated with the provision of public open space within the Affected Area, Council still considers it desirable that an area of local public open space be provided. In this scenario Council will work with the key landowners to develop, as much as possible, a coordinated approach to the provision and design of open space for the local area.

While General Section *Open Space and Recreation* policies apply, and there is some discussion on open space in the Desired Character statement for the Urban Village Findon Policy Area 9, additional discussion on this issue is proposed in the Desired Character statement to ensure the location of local open space is further considered at the development proposal stage. Discussion in the Desired Character statement is also proposed referencing the desirability of retaining the mature trees fronting Findon Road.

### 3.2.4 Utility Infrastructure

FMG Engineering was engaged to prepare preliminary advice in relation to infrastructure available to service the subject land.

Noting that the final form of development has not yet been determined and will likely evolve over time, and that the overall site comprises 23 properties under 14 separate owners, a high-level assessment was necessarily undertaken.

As expected in an urban infill setting, key infrastructure services are available to the Affected Area. The FMG findings are summarised below.

- **Electricity**

South Australian Power Networks (SAPN)' overhead transmission lines (high voltage and low voltage) exist in Findon Rd. Overhead reticulation also exists in Adele Avenue (north of the subject land) and Keele Place. Some isolated sections of underground cable also exist, including connection to a transformer within the site.

There are existing transformer cubicles in Keele Place, whose locations should be taken into consideration in any future planning and factored into the design requirement. The Flinders Park substation is located immediately to the east of the subject land, on the corner of Dillon Avenue and Findon Road.

SAPN has indicated that Findon Road and the surrounding area is not marked for PLEC upgrades and therefore the location of the existing power poles will remain, or have to be relocated at developer cost to suit future development.

SAPN also indicated that the existing system generally does not have high redundancies therefore, once a site layout plan is determined, SAPN would need to be consulted to assess the capacity of the power infrastructure to support the development. As the final form of development has not yet been determined, this matter can be addressed during the development application and/or land development phase.

- **Water Supply**

There are existing water mains in Findon Road (2 x 150mm and 1 x 650mm diameter), Adele Ave (80mm diameter) and Keele Place (100mm diameter) which currently serve the entire site. Discussion with SA Water indicated that no immediate upgrade of the water main for Findon Road is programmed for the foreseeable future.

However, SA Water advised if a mid-rise apartment block was to proceed, the developer should consider investigating the likelihood of augmentation works in the vicinity of the subject site to support the development. An equivalent single or double storey development which has the same yield is probably less likely to require augmentation works compared to a mid-rise development. As the final form of development has not yet been determined, this matter can be addressed during the development application and/or land development phase.

- **Sewer**

Initial investigation undertaken via Dial Before You Dig (DBYD) indicated that there is an existing 300VC (vitrified clay) sewer in Findon Road and an existing 225 VC in Keele Avenue. Further investigation via SA Water records indicated that there is an existing 150 sewer located in an easement in Lot 43 Ferguson Road (west of Lot 338-342) which could potentially be connected into, if the status of the easement on this allotment is determined. As the site naturally drains towards the north and west, connection into this sewer (approximately 2.5m deep) will be viable through gravity drains.

There are also approximately 7 existing connections into the sewer main along this side of Findon Road. These connections can be further extended inward (westward) into the development to service the rest of the site. In the event of Torrens Title development, new sewer main drains would most likely be required in lieu

of some of these connections.

SA Water has indicated that there is no immediate plan to upgrade the services in this area. Considering the overall proposed development (approximately 200 residential allotments and some commercial development on site), it is expected that the existing infrastructure will be able to manage the additional flow from this development.

- **Communications**

NBN has cables in Findon Road and Ferguson Road as indicated by DBYD data. With the NBN network already in place and in active service, connecting to this infrastructure may only incur a standard per premise deployment charge. In addition, there are existing Telstra cables and infrastructure within the site.

- **Gas**

Information obtained from DBYD indicated that there is an existing medium pressure buried gas transmission pipeline owned by APA that runs along Findon Road. Any requirement to upgrade this gas main will need to be assessed in detail once a development proposal has been submitted.

As expected in an urban infill setting, key infrastructure services are available to the Affected Area. Should detailed assessment at the development application stage trigger any upgrading requirements to meet increased demand for infrastructure, the service authority may seek developer contributions to fund these upgrades.

The Development Plan currently contains a number of policies that guide the provision of service infrastructure, primarily General Section policies under Infrastructure and Land Division. In this context, no additional policies are considered necessary for this matter.

### **3.2.5 Flooding & Stormwater Management**

FMG Engineering was engaged to prepare preliminary advice in relation to flooding / stormwater management for the subject land.

Noting that the final form of development has not yet been determined and will likely evolve over time, and that the overall site comprises 23 properties under 14 separate owners, a high-level flooding and stormwater management assessment was undertaken.

FMG reported that the site is relatively flat with a general grading toward the west from Findon Road. The general grading across the site is approximately 0.4%, with a high point along Findon Road and in the immediate vicinity of Keele Place.

Localised flooding in a 1 in 5 year flood event primarily occurs along Adele Avenue (to the north of the subject land) and the northern portion of Findon Road (forming the eastern boundary of the subject land) adjacent to the site. A small amount of flooding has also been recorded in the “head” of the Keele Place cul-de-sac.

The extent of this flooding increases in a 1 in 100 year flood event, affecting a small portion of the subject land in the north-western corner of the site, a section of the frontage to Findon Road and an increased area in Keele Place.

Stormwater systems “servicing” the site are currently located in Adele Avenue (to the north), Fergusson Avenue (to the west) and Findon Road (immediately adjacent to the east). Council has advised there are limitations to these systems which will need to be addressed in the redevelopment of the subject land.

Council has indicated the criteria for the design of future stormwater management requires that:

- Predevelopment flows for a 1 in 5 year rainfall event cannot be exceeded by post development

flows for a 1 in 100 year Average Recurrence Interval (ARI) rainfall event

- All flows for a 1 in 5 year event must be contained underground
- All finished floor levels must provide a minimum of 150mm freeboard above all 1 in 100 year flood levels.

Moreover, Council has stipulated that the development must be designed in such a manner that flooding risks to other properties and downstream properties is not increased. Potential ways to mitigate the limitations of the current drainage systems include:

- Upgrading stormwater drains on Findon Road
- Utilisation of surface detention basins or underground storage under roadways or reserves provided.

In relation to detention basins in public open space, no more than 20% of land should be used for drainage purposes and any slopes should not to exceed a 1 in 4 gradient.

Minor flooding on Ferguson Avenue and Findon Road, which receive runoff from current activities on the subject land, can possibly be mitigated through the addition of more inlet pits and upgrades of the existing drainage system. Modelling to quantify the benefits of such upgrades is best undertaken at the development proposal stage.

In addition, as the site drains towards the north west, and should the redevelopment be managed by a single developer, consideration could be given to utilising this corner as a localised detention basin.

Should the overall site continue to be developed by multiple landowners, detention requirements can be further managed via one or a combination of the following design elements:

- Surface detention – through road reserve, carparks, landscape areas (including public and private open spaces) and WSUD elements such as swales
- Underground tanks under road reserves or open space/ public reserves
- Upgrading the drainage network – upsizing pipes/box culverts to manage additional flow.
- In addition to the above-mentioned stormwater detention option, smaller scale detention basins on individual parcels may also be possible, subject to this being a pragmatic approach.

High level investigations have identified some local flooding issues primarily in proximity to the subject land, caused by the surrounding stormwater network. However, a number of options have been identified to mitigate these issues and to ensure that new development is designed in such a manner that flooding risks to other properties and downstream properties is not increased.

These options will be further considered at the development application stage to ensure the stormwater management methods proposed are appropriate to the development proposed.

The Development Plan already contains a significant number of policies that require flooding and stormwater management to be taken into account in assessing development proposals, including: Hazards - PDCs 5 and 6; Infrastructure - Objectives 2 and 5 and PDCs 1 and 4; Land Division - PDCs 1, 13 and 14; Natural Resources - Objective 6 and PDCs 7, 8, 9, 11, 14 and 16; Open Space and Recreation - PDC 2; Residential Development - PDC 1; Transportation and Access PDC 45; Mixed Use Zone - Desired Character statement.

In this context, no additional policies are considered necessary for this matter.

### 3.2.6 Site Contamination

The subject land is currently within the Urban Employment Zone, but it was previously in an Industry Zone. This DPA now proposes to rezone the land to a Mixed Use Zone. While the Urban Employment Zone and the Mixed Use Zone have a number of envisaged land uses in common, the Mixed Use Zone generally accommodates less impacting and more sensitive land uses. For example, the Mixed Use Zone lists community services, dwelling and supported accommodation as envisaged uses.

While noting the land's (previous) Industry Zoning, Council's Industrial Land Study (April 2008) identified little or no manufacturing in the Affected Area, and a dominance of wholesale and service trades. A Phase 1 Environmental Site Assessment prepared by AEC Environment in 2011 for the land at 344-354 Findon Road, Kidman Park concluded that "Based on the historical Investigations conducted for the site, in our opinion there are no significant potential contamination issues associated with the site. It is considered there is nothing precluding the site to be developed for mixed use purposes subject to the relevant environmental approvals and / or audits required."

With the likely introduction of more sensitive land uses, such as residential development as proposed by the rezoning of the subject land to a Mixed Use Zone in this DPA, it was identified there was a need to undertake a preliminary Site Assessment (PSI) to identify potential land contamination issues which could impact on these sensitive uses. These initial investigations would help determine whether there is the need for more detailed investigations at the development application stage, particularly when proposing a more sensitive use (i.e. residential) on a particular site.

These additional investigations have now been undertaken by Senversa Pty Ltd, an environmental and geoscience services firm, and are discussed below.

In summary, the Senversa report (Preliminary Site Investigation – Findon Road and Keele Place, Kidman Park, South Australia) indicated:

- Senversa undertook a Preliminary Site Investigation (PSI) of an approximately 7.76 hectares portion of land ('the site') in Kidman Park. The site was comprised of 16 properties and currently zoned for Urban Employment.
- It understood the site was to be rezoned to Mixed Use to facilitate potential future redevelopment to include higher and more sensitive land uses.
- When considering rezoning of the type proposed it is expected that council will need to consider the contamination status of the site to ensure that it is suitable (or can be made suitable) for the proposed zoned use.
- The objective of the investigation was to provide a preliminary characterisation of the contamination status of the site in the context of information likely required to support the DPA, and to assess whether more detailed investigations are likely required to support more sensitive uses.
- The PSI was conducted in accordance with the following guidance documents made and endorsed by the Environment Protection Authority South Australia (EPA):
  - *NEPC (2013) National Environment Protection (Assessment of Site Contamination) Measure Schedule B2 Guideline on Site Characterisation, National Environment Protection Council.*
  - *EPA (2018) Guidelines for the Assessment and Remediation of Site Contamination, Environment Protection Authority, July 2018.*

The following conclusions were made based on the PSI completed:

- Review of the site history indicates that the site had been privately owned and used for rural purposes including market gardening before being subdivided during the early 1960s. Anecdotal and site evidence

suggests the site was historically used for a variety of commercial businesses, including market gardens, dry cleaner, butcher, freight services, sand and metal depot, air conditioner servicing, mechanics workshop, electrical manufacturing services and an engineering firm.

- Limited previous assessment has been undertaken including some targeted intrusive assessment and remediation work within a portion of 338-342 Findon Road and a Preliminary Site Investigation (PSI) for 344-354 Findon Road. Whilst the assessment of 338-342 Findon Road indicates the property is suitable for ongoing commercial use, the assessments undertaken have provided an overview and at that stage, it didn't contemplate residential land uses. However, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses. The PSI for 344-354 Findon Road identified a range of potential contamination issues although these were noted to all be at the lower end of significance. The PSI appears to have omitted a potential issue, being the property's former use as an engineering and appliance facility, a use that is potentially associated with contamination such as solvents. However, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses.
- Whilst the properties south of 344-354 Findon Road appear less likely to be associated with contamination issues that might be an impediment for higher uses, more investigations are recommended during the 'Development Application' Phase once a proposed development has been finalised and submitted to the Planning Authority seeking a development plan consent /development approval.
- A range of potentially contaminating activities (PCAs) were identified during the site inspection which may impact on the contamination status of the site. Potential contamination sources/activities included:
  - Soil and groundwater impact adjacent to former petroleum related infrastructure.
  - Stockpiled soil used for car parking and vegetated stockpile.
  - Historical market gardens.
  - Potential Underground Storage Tanks on historic service station (off-site).
  - Heavy mechanical manufacturing and servicing.

Senversa indicated that these matters can be further addressed at the 'Development Application' Phase when the planning authority has been presented with a proposed development which will need to be assessed on its merits for mixed use residential and commercial development.

In summary, the PSI has identified a range of potential contamination issues that may warrant further assessment to develop an appropriate characterisation of the site's contamination status. However, investigations undertaken to date have indicated that with appropriate supervision and resources, the site can be made appropriate and ready for residential development.

Any additional site investigations can be undertaken during the 'Development Application' Phase on a 'site-by-site' basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.

It is also to be noted that current Development Plan policy provides significant guidance on site contamination matters, primarily under General Section *Hazards* policies as follows:

*Objective 7: Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.*

*Objective 8: Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.*

*PDC 12: Development, including land division, should not occur on contaminated land or on potentially contaminated land unless either of the following applies:*

- (a) *remediation of the site is undertaken to a standard that makes it suitable and safe for the proposed use*
- (b) *the site will be maintained in a condition, or the development will be undertaken in a manner, that will not pose a threat to the health and safety of the environment or to occupiers of the site or land in the locality.*

A previous Environmental Site Assessment report indicated no evidence of significant potential contamination issues for a portion of the Affected Area.

The additional investigations discussed above indicated, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses and that any additional site investigations can be undertaken during the 'Development Application' Phase on a 'site-by-site' basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.

Current Development Plan policy provides significant guidance on this issue and requires appropriate remediation when contaminated land is to be used for a more sensitive use.

In this circumstance, only minor additional wording is proposed in the Desired Character statement for Urban Village Findon Policy Area 9 to acknowledge the need for further contamination investigations at the Development Application stage when a sensitive land use is proposed.

### **3.2.7 Interface / Integration**

#### **Northern Boundary of the Affected Area**

The northern boundary of the subject land abuts the current Mixed Use Zone – Urban Village Policy Area 9 and Precinct 50 Village Employment and Living and Precinct 52 Village Living Low. The subject land abuts the rear boundaries of allotments on the southern side of Adele Avenue.

Development on this side of Adele Avenue primarily consists of single storey detached dwellings, with commercial development located on the corner of Adele Avenue and Findon Road.

Policies for Precinct 52, which applies over most of the length of Adele Avenue, support low dwelling densities with building heights of up to 8.5 metres (2 storeys). Policies for Precinct 50, which applies to land on the corner of Adele Avenue and Findon Road, support medium to high dwelling densities, commercial and retail development with building heights up to 15 metres (4 storeys).

Noting that the subject land is proposed to be included within Precinct 50, where greater building heights apply, it is proposed to introduce a PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of the boundary with Precinct 52. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential area on Adele Avenue.

No road access is currently provided from the subject land to Adele Avenue and none is proposed. Development on the subject land will therefore not impact on traffic generation in Adele Avenue.

#### **Western, Southern and Eastern Boundaries of the Affected Area**

The western, southern and eastern (Findon Road) boundaries of the subject land abut the Residential Zone – Mid Suburban Policy Area 16. The western and southern boundaries of the subject land abut the rear boundaries of residential allotments fronting onto Fergusson Avenue, Olympia Street, Carlo Street, Margaret Street and Rosemont Street.

No access is currently provided from the subject land to any of these streets and none is proposed. Development on the subject land will therefore not impact on traffic generation in these local streets.

While most development backing onto the subject land is in the form of single storey detached dwellings, some 2 storey residential development is also apparent. Policy Area 16 primarily envisages low density residential development not exceeding two storeys in height.

Noting that the subject land is proposed to be included within Precinct 50 where building heights up to 15 metres (4 storeys) will apply, it is proposed to introduce a PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of the western and southern boundaries with Policy Area 16. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential areas.

The eastern boundary of the subject land has a substantial frontage to Findon Road. While a number of existing access points to Findon Road provide access to/from the subject land, it is expected that over time some access points will be consolidated to reflect the new development forms and internal road system. These access points will be determined in consultation with Council and DPTI. This may result in improved road conditions for residents located adjacent on the eastern side of Findon Road.

In addition, the rezoning of this portion of the Urban Employment Zone and that proposed further to the south (south of Valetta Road) is likely to lead to, over time, a lessening use of Findon Road as a designated B double truck route, resulting in improved traffic and amenity conditions for development along this portion of Findon Road.

The proposed extension of the Mixed Use Zone over the Affected Area will reduce the opportunity for higher impact development forms (currently contemplated by the Urban Employment Zone) to be located in the area. This, in turn, will reduce the potential for adverse impacts on surrounding residential development. In addition, over time, it is expected that some current development forms will also be replaced with more benign activities, leading to further improved amenity for existing residents.

Council's Development Plan already contains a number of policies aimed at reducing the potential for adverse impacts of new development on existing development, particularly on residential areas. General Section policies under *Design and Appearance*, *Industrial Development*, *Interface between Land Uses* and *Medium and High Rise Development (3 or more storeys)* and *Mixed Use Zone* policies all provide guidance on interface issues.

Noting the large number of current policies available to reduce the potential for adverse impacts of new development on existing residential development, the need for additional policies for this matter is considered limited. In this context it is proposed to introduce a new PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of its northern, southern and western boundaries. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential areas.

### 3.2.8 Non-Residential Development

The current Urban Employment Zone over the Affected Area is able to accommodate a range of industrial land uses together with other related employment and business activities. Commercial uses are envisaged in the Zone, including shops (generally up to 250 square metres gross leasable floor area), offices, consulting rooms, personal service establishments and training centres. It is noted, however, these activities have not been specifically identified for the Affected Area.

The proposed extension of the Mixed Use Zone over the Affected Area will accommodate a mix of commercial, community, light industrial, medium density residential, office, and smaller-scale shop land uses. A similar range of retail/commercial uses can therefore be accommodated, with shops (excluding bulky goods outlets) limited to a gross leasable area less than 250 square metres.

The Table below provides a comparison of the land uses listed as envisaged in the Urban Employment Zone and the Mixed Use Zone.

Urban Employment Zone	Mixed Use Zone
Consulting room	Community facility
Electricity substation	Consulting room
Fuel depot	Detached dwelling
High-tech, bio-tech, research and development	Institutional facility
Indoor recreation centre	Light industry
Industry (other than Special Industry)	Low traffic generating uses
Motor repair station	Medium density housing
Office	Motor repair station
Petrol filling station	Office
Prescribed mains	Service trade premises
Public service depot	Semi-detached dwelling
Road transport terminal	Shop or group of shops (less than 250 m2 gla)
Service trade premises	Warehouse
Service industry	
Shop or group of shops	
Training centre	
Store	
Warehouse	

Of the envisaged land uses listed for the Urban Employment Zone, only “Fuel depot”, “General industry” and “Road transport terminal” are listed as non-complying in the Mixed Use Zone. This indicates that a number of land uses envisaged for the Urban Employment Zone can still be considered “on merit” in the Mixed Use Zone.

In addition to the current list of envisaged land uses in the Mixed Use Zone, it is also proposed to include reference to “Service industry” in that portion of Precinct 50 Village Employment and Living that is located south of Adele Avenue, Kidman Park.

The *Development Regulations 2008* define a service industry as follows:

*“service industry means a light industry in which—*

- (a) goods manufactured on the site (but not any other goods) are sold or offered for sale to the public from the site; or*
- (b) goods (other than vehicles or vehicle parts) are serviced, repaired or restored,*

*and the site occupied for such sale, service, repair or restoration (but not manufacture) does not exceed 200 square metres;”*

Such a land use is considered appropriate in the Affected Area and reflects one of the objectives of the Mixed Use Zone to accommodate development that does not impact on the amenity of adjacent residential land.

It should also be noted that the proposed change in zoning of the subject land from Urban Employment Zone to Mixed Use Zone will not affect the ability of existing land uses to continue. An existing use right protects the continued use of a building, work or land where that use was lawfully approved upon commencement. Existing uses can continue to operate without the need for further planning approval, provided the nature of the use remains the same. However, as currently applies, alterations or extensions, increasing the area of the use or intensifying the use is likely to require an approval.

The proposed extension of the Mixed Use Zone over the Affected Area will still provide opportunity for non-residential development to occur, albeit with some less impacting activities than can currently occur under the Urban Employment Zone. Objective 1 for the Zone indicates it is a diverse zone accommodating a mix of commercial, community, light industrial, medium density residential, office and small-scale shop land uses.

It is proposed to add “service industry” to the list of envisaged uses for the Mixed Use Zone, reflecting both the light industrial and retail nature of such a use which is in keeping with the objectives for the Zone.

Existing lawfully approved land uses are protected under “existing use rights” and will enable the continued use of a building, work or land even when the land is rezoned.

### 3.2.9 Flightpath Building Height Limits

Development Plan *Overlay Map ChSt/19 Development Constraints* indicates that the Affected Area is located within Airport Building Heights Zone C.

This designation means that all structures in Zone C exceeding 15 metres above existing ground level invoke the operation of PDC 2 of the General Section policies *Building near Airfields*.

PDC 2 for *Building near Airfields* states:

*Buildings and structures that exceed the airport building heights shown on the Overlay Maps - Development Constraints should not be developed unless a safety analysis determines that the building / structure does not pose a hazard to aircraft operations.*

As indicated, this policy does not necessarily limit building / structure heights to a maximum of 15 metres in Zone C, but does require a clearance for aircraft safety. Clause 9 – Airports in Schedule 8 of the *Development Regulations 2008* requires the referral of a development proposal which would exceed this 15 metres height to be referred to the Commonwealth Secretary for the Department of Transport and Regional Services for “Direction”. Direction means that Commonwealth Secretary may direct the relevant authority to:

- Refuse the application; or
- If the relevant authority decides to approve the development, to impose such conditions as the Commonwealth Secretary thinks fit.

Other policies within the *Building near Airfields* suite of policies, may also apply (i.e. the Affected Area is located approximately 3 km north of Adelaide Airport, requiring that lighting within the Area be designed so that it does not pose a hazard to aircraft operations).

Policies within the Development Plan essentially limit building heights to 15 metres within the Affected Area. Where proposed heights are to exceed this limit, additional consideration will be given to the proposal by the relevant Commonwealth Secretary who has the power to direct refusal if considered necessary.

### 3.2.10 Non-Residential Land Uses – Interface

From a wider area perspective the Affected Area is located adjacent to the eastern boundary of the suburb of Kidman Park. A search of the Environment Protection Authority’s Public Register - Environmental Authorisations, on 24 August 2018, indicated no licensed activities were recorded for the suburb.

A search of the adjacent suburb of Flinders Park, immediately to the east of the Affected Area across Findon Road, indicated one licensed activity was recorded. This activity, a commercial printer, is located at Grange Road/John Street, Flinders Park, and is defined as an activity producing listed wastes. This activity is over 200 metres distance from the closest point of the Affected Area.

The EPA document *Evaluation distances for effective air quality and noise management* (August 2016) does not provide a recommended evaluation distance for a commercial printer or an activity producing listed wastes. However, as there are a number of existing dwellings already located in very close proximity to the commercial printer, it has been assumed that the printing activity will not have any impact on development within the Affected Area, which is over 200 metres away.

From a local perspective it is recognised that within a Mixed Use Zone there is the potential for interface issues to be encountered within the subject land itself, particularly where more sensitive land uses (i.e. residential) are to be located in proximity to existing non-residential land uses.

A number of current policies within the Development Plan can be applied in the assessment of such proposals to ensure adverse impact/ interface issues are minimised. These include Objective 1 and PDCs 2, 4, 5 for the Interface between Land Uses policies contained in the General Section.

In addition, as discussed below in Section 3.2.11, it is proposed to apply the *Noise and Air Emissions Overlay* policies to development within the Affected Area, requiring new noise and air quality sensitive development to be sited and designed to reduce the potential for adverse impact from existing uses.

In this circumstance, it is proposed to add reference in the Desired Character statement for Urban Village Policy Area 9 requiring new, sensitive land uses to be sited and designed to reduce the potential for adverse impact from existing uses.

### 3.2.11 Noise & Air Emissions Overlay

DPTI's Technical Information Sheet 08: *Noise and Air Emissions – Overlay 3* provides direction on the intent of the Overlay and when it is to be applied.

It indicates that when the Overlay is introduced into a Development Plan (via a DPA process), additional planning policies to protect new noise and air quality sensitive development, from noise and air emissions generated from major transport corridors (road and rail) and mixed land uses, come into play for assessment purposes. Noise and air quality sensitive development includes land uses such as residential dwellings and nursing homes.

The Overlay provisions are to be applied when an Affected Area is adjacent to certain designated roads and/or when the Affected Area is to be within a "mixed use zone".

The Technical Information Sheet classifies Findon Road as a "Type B" road, on the basis of it being a freight route or DPTI major traffic route. A Type B road with a speed limit of 50-60 km/hr (i.e. as per Findon Road) requires the Overlay designated area to apply within 60 metres of the cadastral boundary of the road.

However, as the Affected Area is proposed to be rezoned to a Mixed Use Zone, the Overlay designated area should also encompass the extent of the Zone in this location.

In these circumstances, it is proposed to introduce a Noise and Air Emissions Overlay Map for the Affected Area, with the designated area applying to the whole of the Mixed Use Zone proposed in this location.

Associated planning policies are already contained in the Overlay Section of Council's Development Plan and will apply when the Map is introduced.

### 3.2.12 Affordable Housing Overlay

Regard has been given to DPTI's Technical Information Sheet 06: *Affordable Housing – Overlay 1* which provides direction on the intent of the Overlay and when it is to be applied. It indicates the State Government has set a 15% affordable housing target for all significant new developments, including in areas "subject to rezoning that substantially increases dwelling potential...".

The affordable housing component applies to all residential components of significant developments (comprising more than 20 dwellings), including mixed use, centres, aged/ retirement living and multi-unit development, as well as detached dwellings.

While the final composition of the development form is unknown at this time, it is likely the proposed rezoning of the Affected Area from Urban Employment Zone to Mixed Use Zone will result in increased dwelling potential, with a number of policies in the Mixed Use Zone supporting medium to high density residential development.

It is noted that a number of current policies (i.e. for Residential Development and Urban Village Findon Policy Area 9) already reference the need for "affordable" housing to be considered. With the proposed inclusion of an Affordable Housing Overlay Map identifying the subject land as an "Affordable Housing Designated Area", the more specific Affordable Housing Overlay policies will also apply.

In the circumstances discussed above, it is proposed to introduce an Affordable Housing Overlay Map which will apply to the subject land and activate the Affordable Housing Overlay policies which already apply to other areas within the Council boundary.

### 3.2.13 Waste Management

Managing waste, in a higher density infill residential and mixed use development scenario, is an important consideration to ensure that efficient, convenient and sustainable practices are employed.

While the final development form of the Affected Area will unfold over a number of years, functional and affordable solutions to manage waste will encourage greater recovery of resources and enhance the quality of life for the community as development proceeds.

While there are a number of resources available on this issue, particular regard has been given to the City of Charles Sturt' *Residential Waste and Recycling Guidelines For New Developments December 2010*. The Guidelines assist in the development of effective and efficient waste and recycling systems for new developments at the design phase and provides flexibility in options to allow site-specific waste and recycling solutions to be put forward for larger residential developments.

In addition to helping developers comply with Development Plan requirements for waste and recycling, use of the Guidelines will result in waste systems in new residential developments delivering benefits for future residents and the wider community by providing access to waste and recycling services and reducing the disposal of waste to landfill.

In undertaking waste management within the Affected Area, it is expected that the developers will meet the aims of this Guideline.

A review of waste management policies applying in Council's Development Plan has been undertaken with those contained in the Adelaide (City) Development Plan and the Prospect (City) Development Plan, two areas where medium-higher density residential development is relatively common.

No significant difference in Development Plan policy is apparent, with the Charles Sturt Council Development Plan containing references to waste management in a number of sections under:

- Infrastructure
- Medium and High Rise Development (3 or more storeys)
- Residential Development
- Supported Accommodation, Housing for Aged Persons and People with Disabilities
- Waste
- Mixed Use Zone.

In this circumstance, no new policies are considered necessary to provide guidance on this issue.

### 3.2.14 Urban Form & Densities

As discussed earlier in these investigations and in more detail in Section 3.2.15 below, it is proposed to extend the current policies for the Mixed Use Zone – Urban Village Findon Policy Area 9 - Precinct 50 Village Employment and Living over the Affected Area.

In this circumstance, policies provide for an urban form and densities summarised as follows:

- A mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses.
- Generally medium to high density (greater than 35 dwellings per hectare net) residential development, with lower density development adjacent to existing residential areas.
- Activities that generate employment.
- Building heights up to 15 metres (4 storeys) but transitioning down to 8.5 metres (2 storeys) adjacent to existing residential areas.

While the final form of development within the Affected Area is not known at this time as it will occur over a number of years, be subject to demand and development decisions by multiple landowners, a potential development scenario includes:

- Some existing land uses may remain under existing use rights.
- Some new commercial and retail uses may locate at ground level along the Findon Road frontage, with the potential for residential development above.
- Mixed use development, including residential development of medium to high dwelling densities and potential building heights of up to 4 storeys, may locate more centrally to the Affected Area.
- Residential development (1 – 2 storeys) may locate on individual allotments located adjacent to existing residential areas.

Policies proposed to apply to the affected area will result in an urban form and residential densities in accordance with current envisaged development applying to the adjacent land to the north.

### 3.2.15 Development Plan Policy

It is proposed to rezone the Affected Area from Urban Employment Zone to Mixed Use Zone. The Mixed Use Zone, which is based on SAPPL policy, already applies to land within the wider Council area, including the land immediately to the north of the subject land.

This approach to extend the Mixed Use Zone over the Affected Area is based on:

- Directions from various strategic documents at the State and local level.
- Consideration of current interface issues being experienced with the adjacent residential areas and the opportunity to establish less impacting activities.
- The general suitability of some of the land for medium density residential development (land characteristics, proximity to public transport routes and other community services, including open space and shopping).
- Market analysis by the key landowners.

As indicated, the Mixed Use Zone already applies to the land immediately to the north of the Affected Area with more specific policies applying through Urban Village Findon Policy Area 9. This Policy Area has been designated as a location for the establishment of an Urban Village, which is to provide for a variety of mixed uses to support the Village core (located in the adjacent Neighbourhood Centre Zone at Findon) as an activity node. Policies provide for flexibility in site planning and development control to ensure the intensity of development and the vitality of activity considered desirable in an urban village setting.

Policy Area 9 is further divided into three Precincts, offering different dwelling densities and building heights as follows:

Precinct Name	Dwelling Density	Building Height
Precinct 50 Village Employment and Living	Medium to high (greater than 35 dwellings per hectare net)	15 metres (4 storeys)
Precinct 51 Village Living Medium	Medium (35 to 70 dwellings per hectare net)	12 metres (3 storeys)
Precinct 52 Village Living Low	Low (less than 35 dwellings per hectare net)	8.5 metres (2 storeys)

The extent of this Policy Area and Precincts are shown on Figure 3.

Within this context it is proposed to include the Affected Area within Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living. Precinct 50 policies have the advantage of still enabling the consideration of employment generating activities while providing flexibility for higher residential densities.

A primary objective for the Affected Area will therefore change from the Urban Employment Zone focus of accommodating *“a range of industrial land uses together with other related employment and business activities”*

to the Mixed Use Zone focus of accommodating “a mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses”.

As discussed earlier in Section 3.2.8, employment opportunities will still be provided within the Mixed Use Zone. The proposed rezoning from Urban Employment Zone to Mixed Use Zone will not affect the ability of existing land uses to continue. Existing use rights protect the continued use of a building, work or land where that use was lawfully approved upon commencement. This means existing uses can continue to operate without the need for further planning approval, provided the nature of the use remains the same.

In addition, policies for the Mixed Use Zone and Urban Village Findon Policy Area 9 also promote activities that generate employment, including commercial, light industrial, storage and warehousing, bulky goods outlets, office and minor retailing land uses.

While the majority of policies for the Policy Area and Precinct are proposed to be adopted without change, some minor amendments/additions are proposed to recognise the specific circumstances of the Affected Area. These amendments are summarised below in Section 4. Recommended Policy Changes.

The policy setting proposed, to include the Affected Area within the SAPPL based Mixed Use Zone – Urban Village Findon Policy Area 9 and Precinct 50 Village Employment and Living (albeit with minor amendments), reflects a logical extension of the current zoning policies immediately to the north. Rezoning the subject land in such a manner will provide further impetus to achieving the Urban Village concept considered desirable for the wider area.

Such a zoning will also reduce the potential for adverse impacts from future new development and will result in an improved amenity, not only for the subject land but also the wider surrounding community.

Employment generating activities will still be able to occur under the proposed Mixed Use Zone, albeit with some less impacting activities than can currently occur under the Urban Employment Zone. In addition, existing lawfully approved land uses are protected under “existing use rights” and will enable the current use of a building, work or land to continue even when the land is rezoned.

### 3.2.16 Concept Plan

*Concept Plan Map ChSt/6 - Urban Village Findon Policy Area 9* applies to that portion of the Mixed Use Zone located immediately to the north of the Affected Area. As it is proposed to include the subject land within the same policy framework as applies to the land to the north, it is proposed to extend the coverage of this Concept Plan over the subject land.

As the final form of development on the subject land is currently unknown and will develop over a number of years, potential key features can only be indicatively provided.

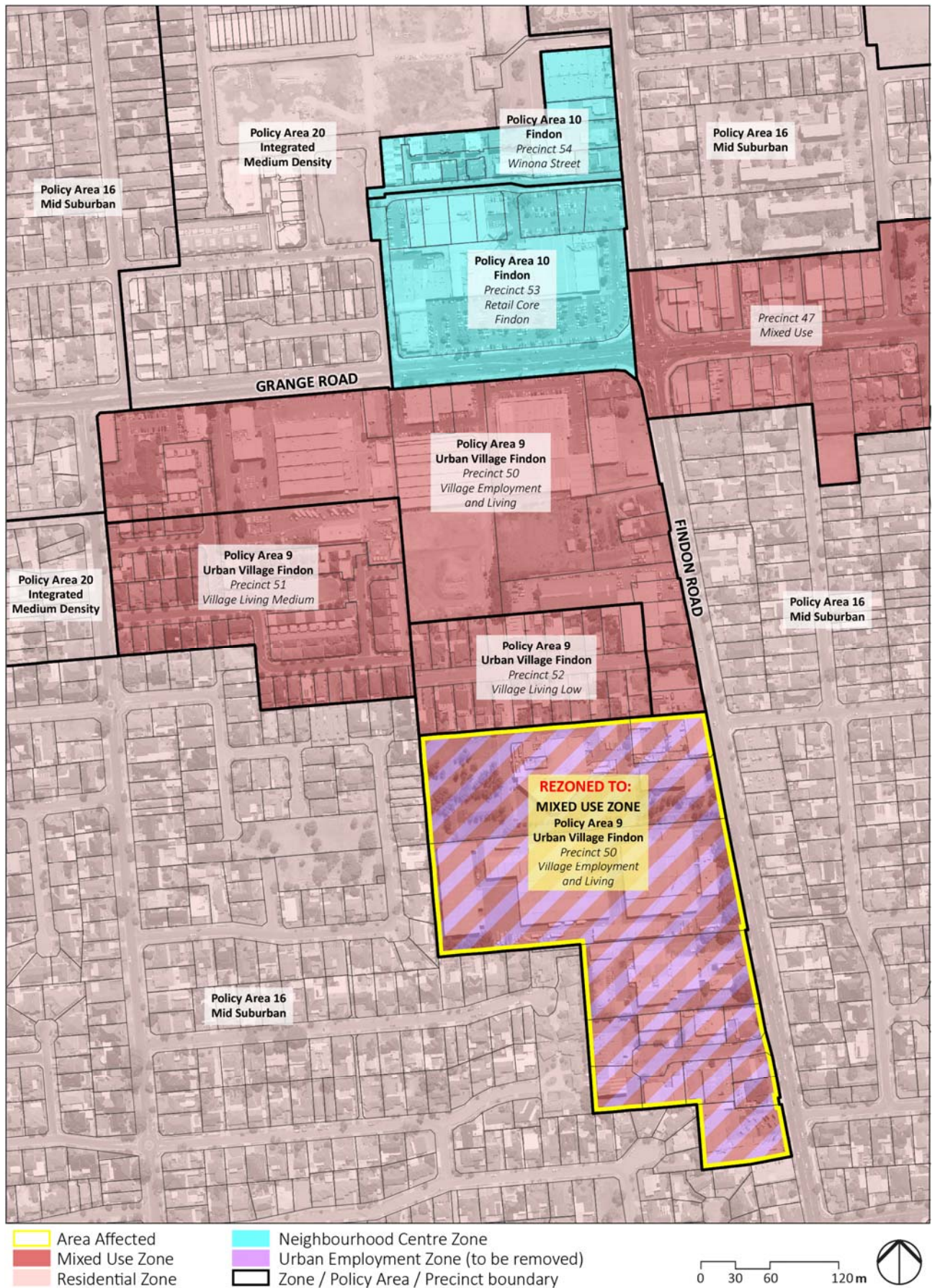
Existing Concept Plan Map ChSt/6 is to be extended to cover the subject land.

Given the uncertainty with the final form of development likely on the subject land, the following features are indicatively shown:

- Transition area where building heights are to be limited to 8.5 metres (2 storeys).
- Key access points onto Findon road (noting that a number of approved access points already exist).
- Existing mature trees fronting Findon Road.

Other guidance on the future development of the subject land is provided by the written policies.

Figure 3: Policy Area and Precincts



## 4. Recommended Policy Changes

The DPA proposes to extend the adjacent *Mixed Use Zone – Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living* policies over the Affected Area.

In this context, only minor amendments are considered necessary to accommodate specific site circumstances as follows:

- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to the need for new sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing uses.
- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to:
  - the need for further site contamination investigations at the development proposal stage if sensitive land uses are proposed in the Affected Area
  - the need for further consideration of public open space requirements in the Affected Area at the development proposal stage
  - the desirability of retaining a number of mature trees along the Findon Road frontage of the Affected Area
  - the need to provide an internal road network servicing not only immediately adjacent land but also providing convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending PDC 1 for *Urban Village Findon Policy Area 9* to include “service industry” as an envisaged use in the Affected Area.
- Including a new PDC (to be PDC 12) for *Precinct 50 Village Employment and Living* to limit the height of new development in the Affected Area to 8.5 metres (up to 2 storeys) within 25 metres of adjacent residential areas in the Residential Zone and Precinct 52 of *Urban Village Findon Policy Area 9*.
- Amending current PDC 12 (to be PDC 13) for *Precinct 50 Village Employment and Living* to clarify the extent of “shops” envisaged in the Affected Area.
- Amending current PDC 13 (to be PDC 14) for *Precinct 50 Village Employment and Living* to recognise that within the Affected Area dwellings can be constructed irrespective if they are associated with commercial uses or not.
- Including a new PDC (to be PDC 18) for *Precinct 50 Village Employment and Living* to ensure the provision of an internal road network that services the immediately adjacent land and also provides convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending the Map Reference Table to include reference to Overlay Map numbers for new Affordable Housing and Noise and Air Emissions Overlay Maps.
- Including new Maps to indicate the Affected Area is to be subject to additional policies contained in the Affordable Housing and Noise and Air Emissions Overlays.

- Amending various Maps (i.e. relevant Index, Development Constraints, Zone, Policy Area and Precinct Maps) to reflect the rezoning proposed.
- Amending the current Concept Plan for *Urban Village Findon Policy Area 9* to include the Affected Area and to indicate key design features.

## 5. Consistency with the Residential Code

N/A.

## 6. Statement of Statutory Compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy.
- accords with the Statement of Intent.
- accords with other parts of council's Development Plan.
- complements the policies in Development Plans for adjoining areas.
- accords with relevant infrastructure planning.
- satisfies the requirements prescribed by the Development Regulations 2008.

### 6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

### 6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 9 October 2018. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

### 6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Charles Sturt Council Development Plan, primarily comprising the extension of the adjacent existing Mixed Use Zone over the Affected Area.

### 6.4 Complements the Policies in the Development Plans for Adjoining Areas

The policies proposed for this DPA are based on the Mixed Use Zone from the SAPPL and already apply to other areas within the City of Charles Sturt.

Adjoining Development Plans comprise a mix of SAPPL based policies, hybrid versions and non SAPPL based versions. The proposed DPA policies will complement the policies of adjoining Development Plans which have been converted to the SAPPL content and format. In addition, as the Affected Area is located a minimum of 3.5

kilometres from the nearest adjoining non SAPPL based Plan, the proposed rezoning is considered unlikely to have any material effect on those Development Plans.

## **6.5 Accords with Relevant Infrastructure Planning**

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.2.2 of this document.

## **6.6 Satisfies the requirements Prescribed by the Regulations**

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be

## References/Bibliography

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- City of Charles Sturt: *Best Practice Open Space in Higher Density Developments Project* (2011)
- City of Charles Sturt: *Community Plan 2016 – 2027*
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- Government of South Australia: *Charles Sturt Council Development Plan* (Consolidated 30 January 2018)
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- Government of South Australia: *Technical Information Sheet 06: Affordable Housing - Overlay 1*
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- GTA Consultants et al: *City of Charles Sturt North-West Corridor Transport Study* (2014)
- Relevant Australian Standards/Austroads Guides/DPTI Code of Technical Requirements (Part 2)
- SA Power Networks: *Distribution Annual Planning Report 2017/18 – 2021/22*
- SA Power Networks: *Distribution Annual Planning Report 2017/18 – 2021/22*
- Senversa Pty Ltd: *Preliminary Site Investigation - Findon Road and Keele Place, Kidman Park, South Australia*

## Schedule 4a Certificate

**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER  
DEVELOPMENT REGULATIONS 2008  
SCHEDULE 4A**

*Development Act 1993 – Section 25 (10) – Certificate - Public Consultation*

**CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A  
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION**

I Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Charles Sturt and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

- Jim Gronthos, Senior Policy Planner

DATED this 1 day of MARCH 2019

  
.....  
Chief Executive Officer

## Appendices

Appendix A - Assessment of the Planning Strategy

The DPA will assist in meeting the following Targets and Policies from *The 30-Year Plan for Greater Adelaide* (2017 Update):

## Targets

Target	How the target will be implemented:
<b>Target 1.1:</b> 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities at increased densities within an established area.
<b>Target 2:</b> 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045.	The DPA will assist the facilitation of additional housing opportunities at increased densities within an established area in close proximity to identified Mass Transit Routes / Go Zones (Grange Road and Valetta Road/Hartley Road).
<b>Target 4:</b> Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and outer Metropolitan Adelaide by 25% by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities, at increased densities, within an established area. The Affected Area is located within 400 metres of public open space (greater than 4000m <sup>2</sup> in area), within 1.3 kilometre of a primary school and it is located between 2 bus GO Zones, some 100 metres to the south and 400 metres to the north. The Affected Area is also located within 400 - 800 metres of an established Neighbourhood Centre Zone (Findon Shopping Centre).
<b>Target 5:</b> Urban green cover is increased by 20% in metropolitan Adelaide by 2045.	Provision of public open space, including appropriate size and location, will be determined with Council as development proposals proceed. Opportunities for street trees will also be determined with Council as land division proposals creating new internal roads are progressed.
<b>Target 6:</b> Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities via a combination of smaller lots and provision for medium - high density in low - medium rise form (i.e. potentially up to 4 storeys) within an established area.

## Policies

Policy	How the policy will be implemented:
<b>Principle 1: A compact and carbon-neutral city</b>	Providing additional housing opportunities at increased densities which can be adequately serviced by infrastructure such as public transport within the footprint of the existing metropolitan area.
<b>Principle 2: Housing diversity and choice</b>	
<b>Principle 3: Accessibility</b>	Providing additional housing opportunities in close proximity to public transport.
<b>Principle 4: A transit-focused and connected city</b>	Providing additional housing opportunities in close proximity to public transport.
<b>Principle 8: Healthy, safe and connected communities</b>	Through current policies encouraging permeability between adjoining residential areas and open space.

Policy	How the policy will be implemented:
<b>Policy 1.</b> <i>Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.</i>	The DPA will provide additional housing opportunity at increased density in close proximity to the Grange Road and Valetta Road/Hartley Road Mass Transit Routes (GO Zones).
<b>Policy 2.</b> <i>Increase residential and mixed use development in the walking catchment of:</i> <ul style="list-style-type: none"> <li>▪ Strategic activity centres</li> <li>▪ Appropriate transit corridors</li> <li>▪ Strategic railway stations.</li> </ul>	The DPA will provide a mixed use development environment in close proximity to identified Mass Transit Routes and an activity centre.
<b>Policy 3.</b> <i>Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</i>	The DPA will provide for smaller lots and medium to high residential density (i.e. 35 – 70+ dwellings/ha) in close proximity to identified Mass Transit Routes.
<b>Policy 5.</b> <i>Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</i>	
<b>Policy 8.</b> <i>Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city. High quality urban design, and economic growth and competitiveness.</i>	The DPA will provide opportunity for retail and commercial opportunities within a mixed use setting, with retail uses at a scale to service local convenience shopping, cognisant that neighbourhood level retail facilities are already provided at the Findon Shopping Centre some 400 – 800 metres from the Affected Area.
<b>Action 4.</b> <i>Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.</i>	The DPA will unlock infill growth opportunities (including medium – high density residential development) in close proximity to identified Mass Transit Routes.
<b>Policy 29.</b> <i>Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</i>	Existing General Section policies within the Development Plan encourage upgrading of the public realm, harmonious development at the interface with existing residential development and, where appropriate, active frontages/interfaces with streets and public open spaces.
<b>Action 16.</b> <i>Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for:</i> <ul style="list-style-type: none"> <li>▪ Medium and high rise buildings</li> <li>▪ Where there should be minimum and maximum height limits.</li> </ul>	<p>Extension of the adjoining Precinct 50 policies over the Affected Area will enable development up to 4 storeys in height. Development at the “fringes” of the area will be 2 storeys in height, rising to a potential 4 storeys in the “centre” of the site.</p> <p>While the Development Plan already contains a number of policies to address interface issues, a specific PDC will be added to limit new development forms to a maximum of 2 storeys height at the interface with existing residential development on the northern, southern and western boundaries of the site.</p>
<b>Policy 36.</b> <i>Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</i>	The extension of the Mixed Use Zone over the Affected Area will provide for increased housing supply near jobs and in close proximity to identified Mass Transit Routes.

Policy	How the policy will be implemented:
<b>Policy 37.</b> <i>Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas.....</i>	The Mixed Use Zone will accommodate a mix of housing densities and types, through a combination of smaller lots and in the form of medium – high density in low – medium rise form.
<b>Policy 45.</b> <i>Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</i>	<p>The DPA supports a mix of housing densities and types in close proximity to public transport.</p> <p>While current policies (i.e. for Residential Development and Urban Village Findon Policy Area 9) already reference the need for “affordable” housing in Objectives, PDCs and the Desired Character statement, it is proposed to introduce an Affordable Housing Overlay Map which will apply to the subject land and activate the Affordable Housing Overlay policies which already apply to other areas within the Council boundary.</p>
<b>Policy 56.</b> <i>Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</i>	The DPA will extend the adjacent Mixed Use Zone (to the north) over the Affected Area. Policies for the Mixed Use Zone support a mix of commercial, community, light industrial, medium density residential, office and small-scale shop land uses.
<b>Policy 73.</b> <i>Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.</i>	The Affected Area, and land further to the south along Findon Road, is currently within the Urban Employment Zone. However, various strategic documents/studies have identified that both parcels of land are not prime industrial lands and are subject to significant interface issues with adjacent residential development. It is within this context that the Affected Area is proposed to be rezoned to Mixed Use Zone, promoting more benign land uses and reducing interface issues. It is understood that the southern land parcel is undergoing a similar rezoning exercise.
<b>Policy 76.</b> <i>Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</i>	The DPA will provide for mixed use development (including medium – high density residential development) in close proximity to Mass Transit Routes (Go Zones) along Grange Road and Valetta Road/Hartley Road.
<b>Policy 78.</b> <i>Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport.</i>	<p>The Affected Area is approximately 500 – 1100 metres from the existing Torrens Linear Park and bikeway network and lesser distances to existing neighbourhood and district level reserves. Public transport options are provided immediately adjacent in Findon Road and in close proximity in Grange Road and Valetta Road/Hartley Road. The Findon Shopping Centre is located some 400 – 800 metres to the north.</p> <p>While the final development form in the Affected Area has not been determined and will evolve over time, it is likely to result in the creation of new internal roadways and the provision of a local level of open space and convenience shopping.</p> <p>Within this context it will be important for Council to work with the developers to ensure coordinated, convenient walking and cycling access and connections to activity centres, open space and public transport.</p>

Policy	How the policy will be implemented:
<b>Policy 104.</b> Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.	<p>Council's Open Space Strategy indicates the area surrounding the Affected Area is generally well serviced with open space provision.</p> <p>While the final development form in the Affected Area has not been determined and will evolve over time, it is likely to result in the provision of a local level of open space. This open space should be developed in a form appropriate to the emerging population profile.</p>
<b>Our policy themes – Climate change</b>	
<b>Policy 105.</b> Deliver a more compact urban form to: Reduce vehicle travel and associated greenhouse gas emissions.	<p>The DPA will facilitate a combination of smaller lots and medium - high density housing form within the Affected Area that will result in a more efficient development footprint. The area's location near to identified Mass Transit Routes (Grange Road and Valetta Road/Hartley Road) and location 500 – 1100 metres from the Torrens Linear Park bikeway, provides an alternative to car dependency. Current Development Plan policies enable Council to consider the establishment of cycle ways and tree lined streets as development proposals are considered.</p>
<b>Policy 111.</b> Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards and tree-lined streets.	
<b>Policy 117.</b> Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of: Run-off from infill development	<p>Stormwater management has been considered in the investigations for this DPA, as discussed in Section 3.2.5. A number of options have been identified to mitigate some local flooding issues and to ensure that new development is designed in such a manner that flooding risks to other properties and downstream properties is not increased.</p> <p>As the Development Plan already contains a number of policies in relation to stormwater infrastructure/WSUD, primarily under General Section policies for Land Division and Natural Resources, no additional policies are considered necessary on this issue.</p>
<b>Policy 121.</b> Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of the land.	<p>Preliminary Site Investigations have been undertaken for the investigations for this DPA, as discussed in Section 3.2.6.</p> <p>While identifying a range of potential contamination issues, the investigations also indicated that with appropriate supervision and resources the site can be made appropriate and ready for residential development.</p> <p>Any additional site investigations can be undertaken during the 'Development Application' Phase on a 'site-by-site' basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.</p> <p>As the Development Plan already contains a number of policies in relation to site contamination, primarily under General Section policies for Hazards, only minor additional policy is proposed to refer to this issue in the Desired Character statement for the Policy Area.</p>



# Development Plan Amendment

By the Council

## City of Charles Sturt

### **Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)**

**The Amendment**

*For Consultation*

*March 2019*

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan: Charles Sturt Council Development Plan				
Name of DPA: Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)				
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 13 September 2018.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> <li>• Amend</li> <li>• Replace</li> <li>• Delete</li> <li>• Insert</li> </ul>	<p>If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.</p>		
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>No</b>				
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>Yes</b>				
<b>Mixed Use Zone</b>				
<b>Urban Village Findon Policy Area 9</b>				
1.	Insert	<p>In the Desired Character statement after the second paragraph under the heading Land Uses / Function:</p> <p>New, sensitive land uses will be sited and designed to reduce the potential for adverse impacts from existing uses.</p> <p>There may be areas within that portion of <b>Precinct 50 Village Employment and Living</b>, located south of Adele Avenue at Kidman Park, that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may</p>	N	N

		therefore be required to ensure that sites are suitable and safe for their intended use, particularly for residential development.		
2.	Insert	<p>In the Desired Character statement after the last paragraph under the heading Development Structure:</p> <p>The location of any local public open space provision within that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park, will be further considered by Council at the development proposal stage to ensure, as much as possible, a coordinated approach to the provision and design of open space for the local area.</p> <p>A number of mature trees are located along the Findon Road frontage of that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park. The retention of these trees is considered desirable and, where practical, they will be incorporated into the design of future developments.</p> <p>Vehicle access to that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park will be focussed on the key vehicle access points indicated on <u>Concept Plan Map ChSt/6 – Urban Village Findon Policy Area 9</u>. An internal road network will be provided that not only services the land immediately adjacent to an access point, but also provides safe and convenient linkages with neighbouring land facilitating satisfactory future division of that land and inter-communication.</p>	N	N
3.	Insert	<p>In PDC 1 after “office”:</p> <ul style="list-style-type: none"> <li>▪ service industry within that portion of <b>Precinct 50 Village Employment and Living</b> that is located south of Adele Avenue, Kidman Park</li> </ul>	N	N
<b>Precinct 50 Village Employment and Living</b>				
4.	Insert	<p>New PDC after current PDC 11 as follows:</p> <p>12 Development should comprise one or two storey buildings which do not exceed 8.5 metres building height within 25 metres of the northern, southern and western boundaries of that portion of the precinct south of Adele Avenue, Kidman Park.</p>	Y	N
5.	Replace	<p>Current PDC 12 with the following:</p> <p>13 Retail development should:</p> <ul style="list-style-type: none"> <li>(a) be subsidiary to and reinforce the adjacent Findon Shopping Centre</li> <li>(b) be limited to primarily bulky goods outlets and a limited range of service trade premises along the Grange Road frontage of the precinct</li> <li>(c) be limited to primarily bulky goods outlets and service trade premises and a limited range of other shops along the Findon Road frontage and internal to that portion of the precinct located south of Adele Avenue, Kidman Park.</li> </ul>	Y	N
6.	Replace	Current PDC 13 with the following:	Y	N

		<p>14 Dwellings are appropriate:</p> <ul style="list-style-type: none"> <li>(a) above or at the rear of commercial ground level uses within that portion of the precinct north of Adele Avenue, Kidman Park</li> <li>(b) irrespective if they are associated with commercial uses or not in that portion of the precinct south of Adele Avenue, Kidman Park.</li> </ul>		
7.	Insert	<p>New PDC after current PDC 16 as follows:</p> <p>18 An internal road network should be provided in that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park that:</p> <ul style="list-style-type: none"> <li>(a) connects to a key vehicle access point on Findon Road as indicated on <a href="#">Concept Plan Map ChSt/6 – Urban Village Findon Policy Area 9</a></li> <li>(b) services the land immediately adjacent to the access point</li> <li>(c) provides safe and convenient linkages with neighbouring land facilitating satisfactory future division of that land and inter-communication.</li> </ul>	N	N

## TABLES

Amendments required (Yes/No): **No**

## MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): **Yes**

### Map Reference Table

8.	Insert	Reference to “ChSt/19” in Overlay Map Numbers for Affordable Housing under Overlay Maps.	N	N
9.	Insert	Reference to “ChSt/19” in Overlay Map Numbers for Noise and Air Emissions under Overlay Maps.	N	N

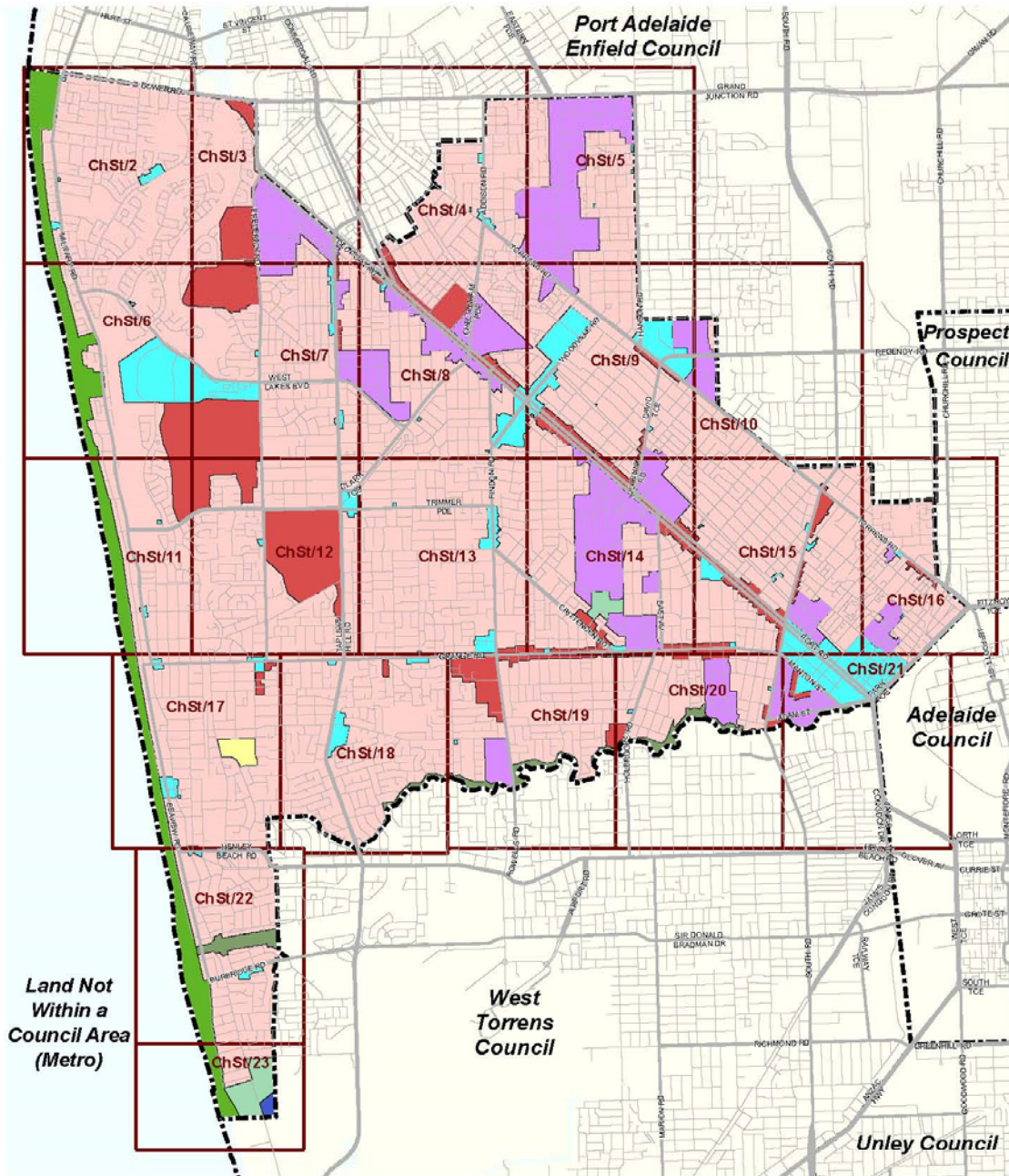
### Map(s)

10.	Replace	Council Index Map with Map in Attachment <b>A</b> .	N	N
11.	Replace	Overlay Map ChSt/1 Development Constraints with Map in Attachment <b>B</b> .	N	N
12.	Replace	Overlay Map ChSt/19 Development Constraints with Map in Attachment <b>C</b> .	N	N
13.	Insert	New Overlay Map ChSt/19 Affordable Housing in Attachment <b>D</b> after Development Constraints Map.	N	Y (Map Reference Table)
14.	Insert	New Overlay Map ChSt/19 Noise and Air Emissions in Attachment <b>E</b> after Affordable Housing Map.	N	Y (Map Reference Table)
15.	Replace	Zone Map ChSt/19 with Map in Attachment <b>F</b> .	N	N

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
***Amendment Instructions Table***

16.	Replace	Policy Area Map ChSt/19 with Map in Attachment <b>G</b> .	N	N
17.	Replace	Precinct Map ChSt/19 with Map in Attachment <b>H</b> .	N	N
18.	Replace	Concept Plan Map ChSt/6 Urban Village Findon Policy Area 9 with Map in Attachment <b>I</b> .	N	N

## Attachment A



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps ChSt/1 to Map ChSt/24 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

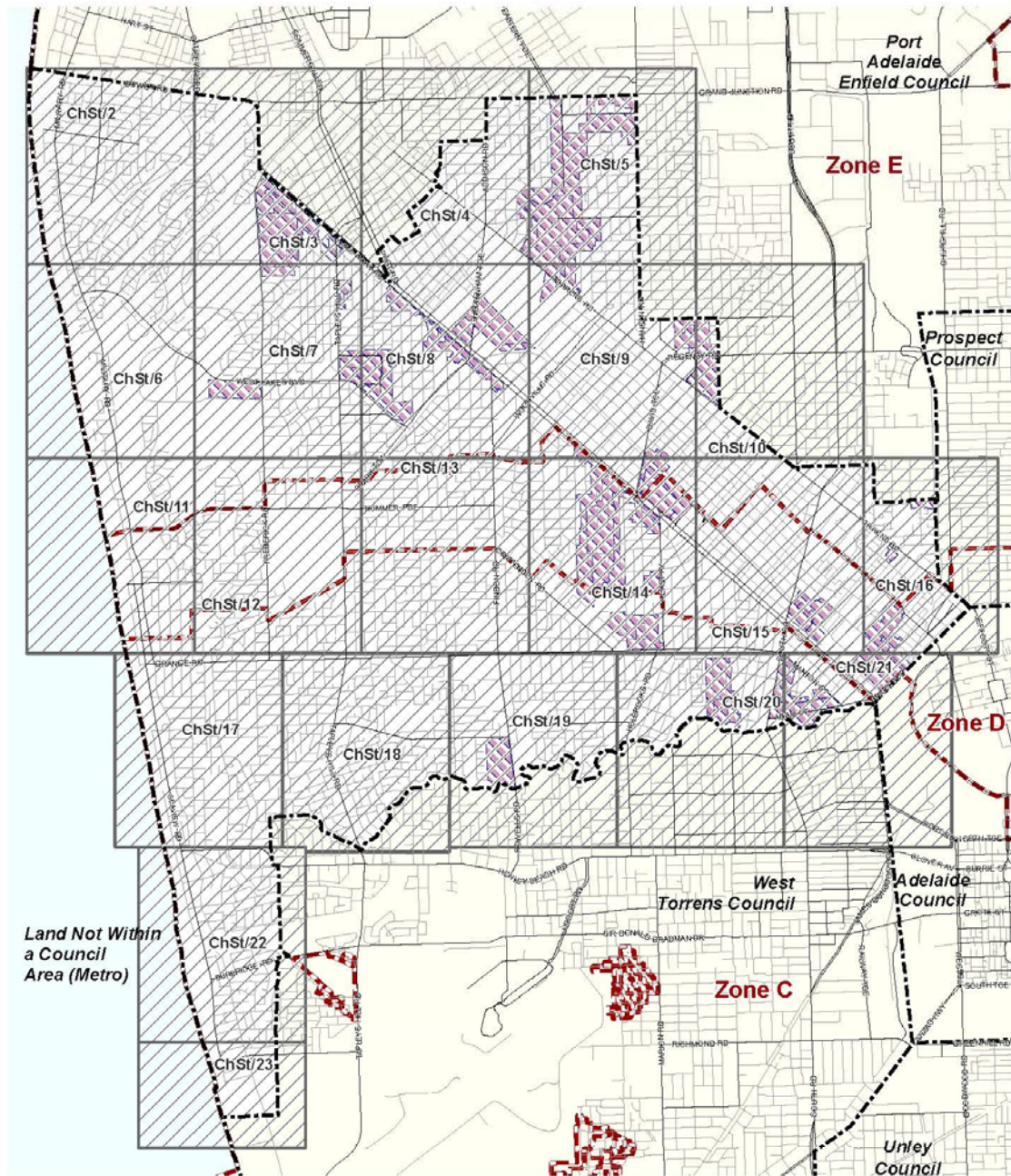
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## Council Index Map

CHARLES STURT COUNCIL

## Attachment B



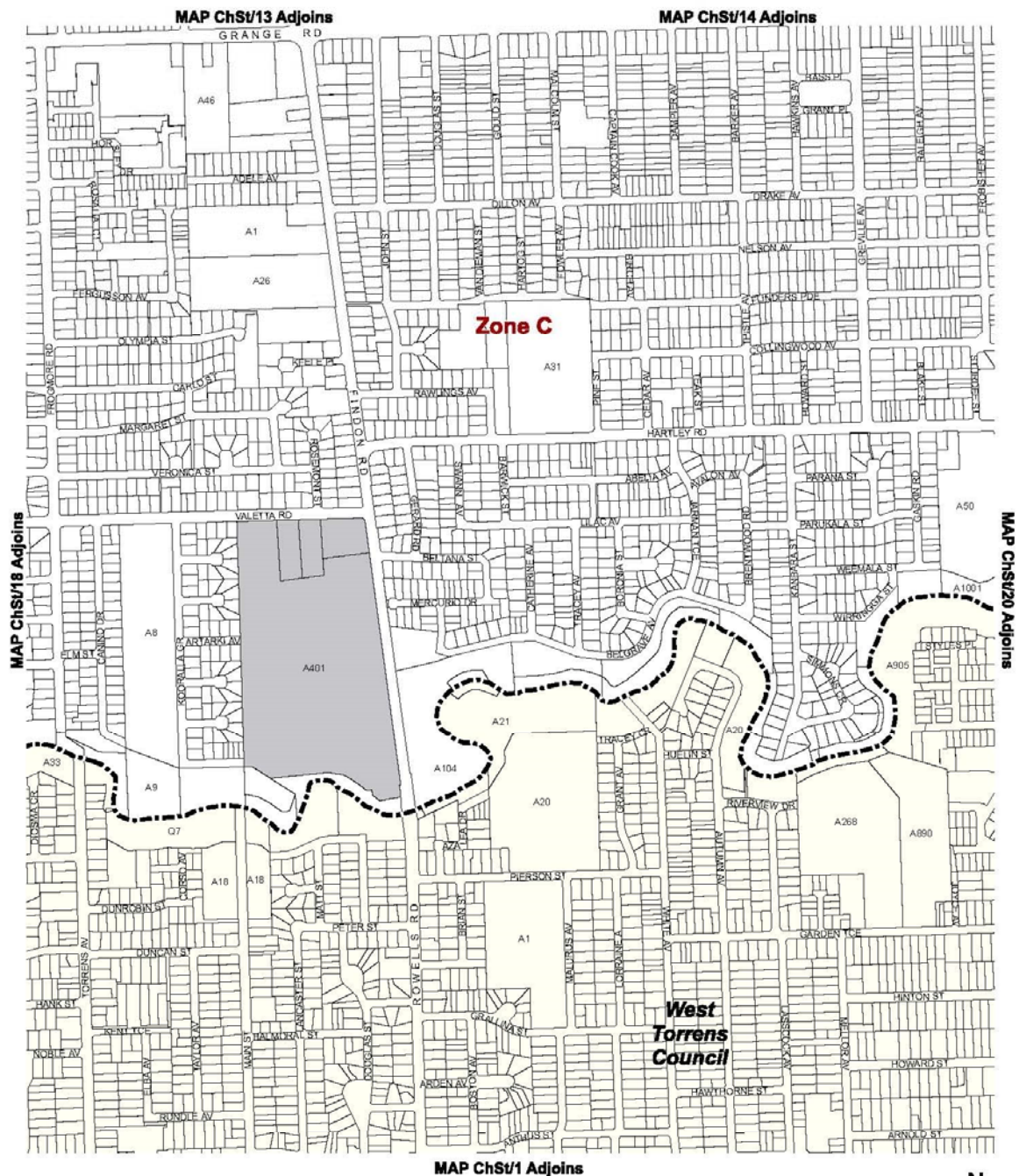
**Airport Building Heights**  
4 - 14m All Structures restricted to height identified on maps  
(above existing ground level, measured from the top of the nearest roadside curb)  
**Zone C** All Structures Exceeding 15 metres above existing ground level  
**Zone D** All Structures Exceeding 45 metres above existing ground level  
**Zone E** All Structures Exceeding 100 metres above existing ground level

 Airport Building Heights  
 Industry Interface Area  
 Development Plan Boundary

## Overlay Map ChSt/1 DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL

## Attachment C



**Airport Building Heights**  
**Zone C** All Structures Exceeding 15 metres above existing ground level



- Airport Building Heights
- Industry Interface Area
- Development Plan Boundary

# Overlay Map ChSt/19 DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL

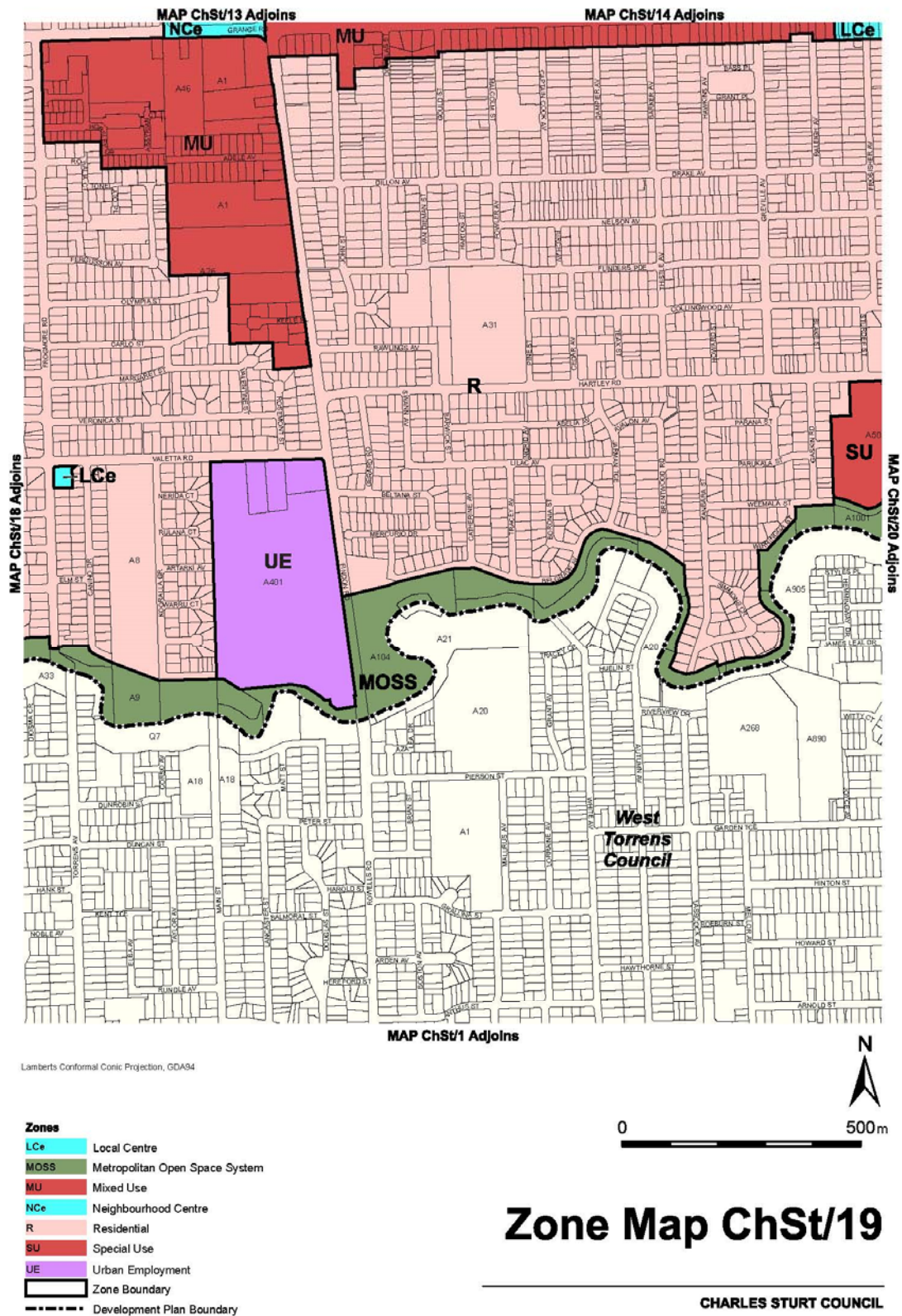


**CHARLES STURT COUNCIL**

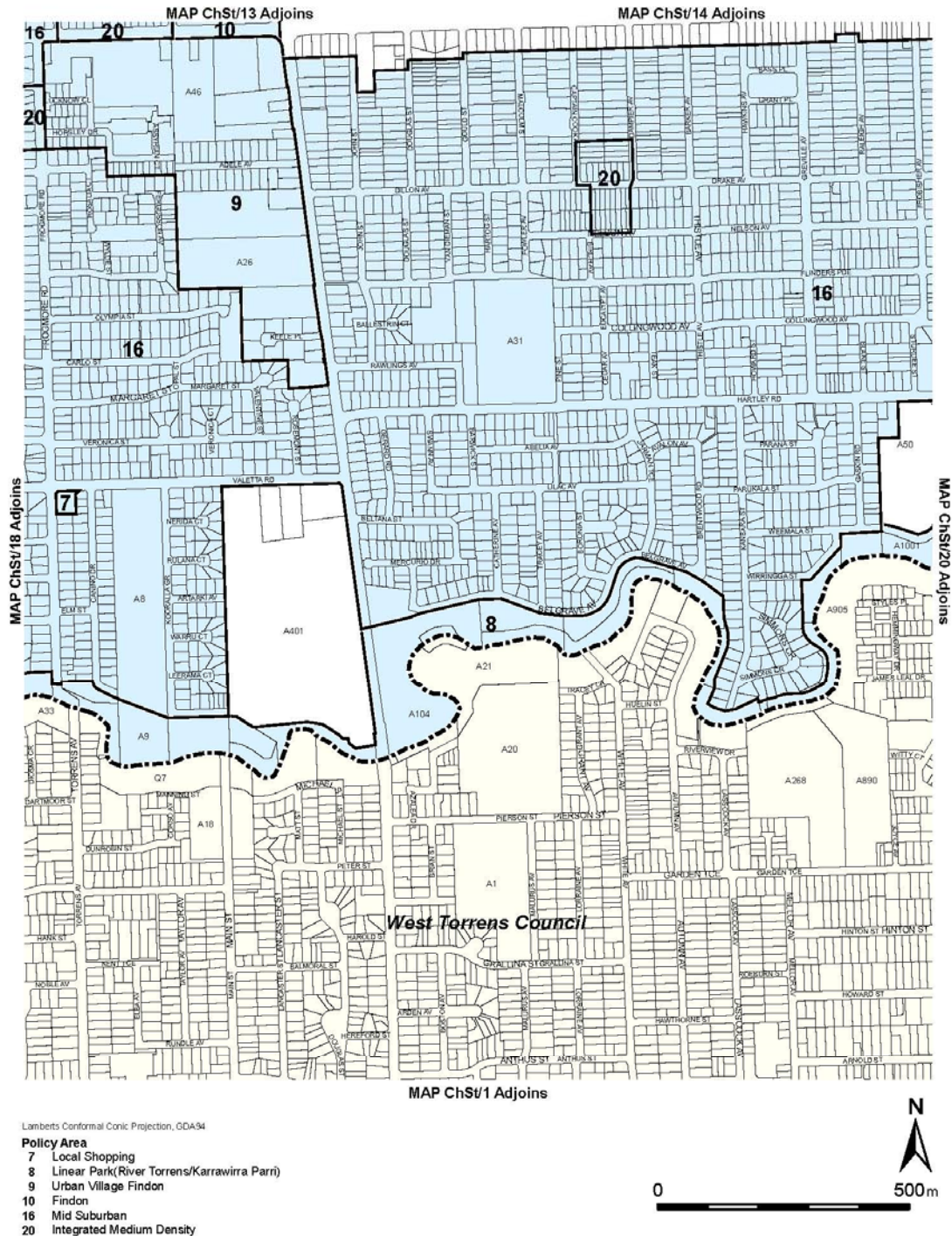
 Affordable Housing Designated Area  
 Development Plan Boundary

**CHARLES STURT COUNCIL**

## Attachment F



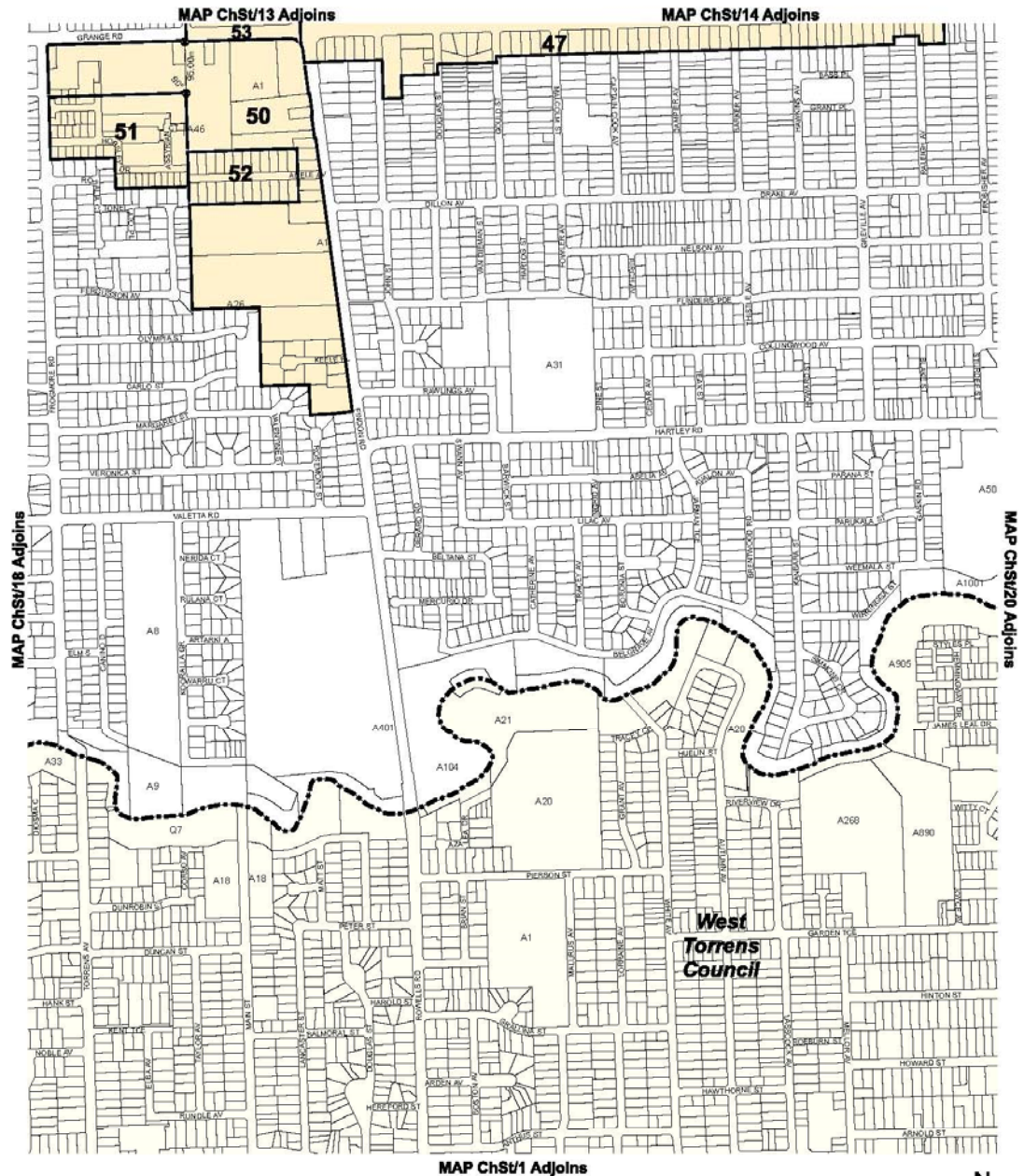
## Attachment G



## Policy Area Map ChSt/19

CHARLES STURT COUNCIL

## Attachment H



Lamberts Conformal Conic Projection, GDA94

### Precinct

- 47 Mixed Use
- 50 Village Employment and Living
- 51 Village Living Medium
- 52 Village Living Low
- 53 Retail Core Findon

- Precinct Boundary
- Development Plan Boundary

## Precinct Map ChSt/19

CHARLES STURT COUNCIL

## Attachment I

