



ENGINEERING

Report

Stormwater and service infrastructure investigations

JOB NUMBER:	S42534 - 263705
CLIENT:	Leander Investments Pty Ltd
SITE:	344-354 Findon Road, KIDMAN PARK, SA 5025
DATE:	3 December 20183/12/2018
REVISION:	B

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Document Status



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Introduction

FMG Engineering was engaged by Leander Investments Pty Ltd to undertake a service infrastructure investigation to support a privately funded Development Plan Amendment (DPA) for a number of properties located in Kidman Park, SA 5025. The DPA area for rezoning to Mixed Use Zone includes the following properties currently zoned as Urban Employment Zone:

- 322 - 366 & 378 - 384 Findon Road, Kidman Park
- 370 - 372 Findon Road, Kidman Park
- 374 Findon Road, Kidman Park
- 1 – 6 Keel Place Kidman Park.

FMG Engineering's scope of works includes utilities infrastructure assessment and high-level flooding and stormwater management assessment for the subject site. Our scope of works includes liaison with:

- City of Charles Sturt (Council)
- SA Water (water and wastewater utilities)
- South Australian Power Networks - SAPN (power authority)
- APA (gas authority)
- NBN, TELSTRA (communications).

The purpose of our investigation is to provide an assessment of the infrastructure currently available to the subject site and to assess the current capacity of the infrastructure. For that purpose, it should be noted that the information as documented in this report was obtained through site inspection, discussion with service authorities and Council and therefore the accuracy of the information provided in this report is dependent on these authorities. The information provided in this report is valid and current to the time of the completion of the report and will be subject to changes as time passes and/or developments commence around Kidman Park. The subject site is as shown in Figure 1 below.

Figure 1: Site location



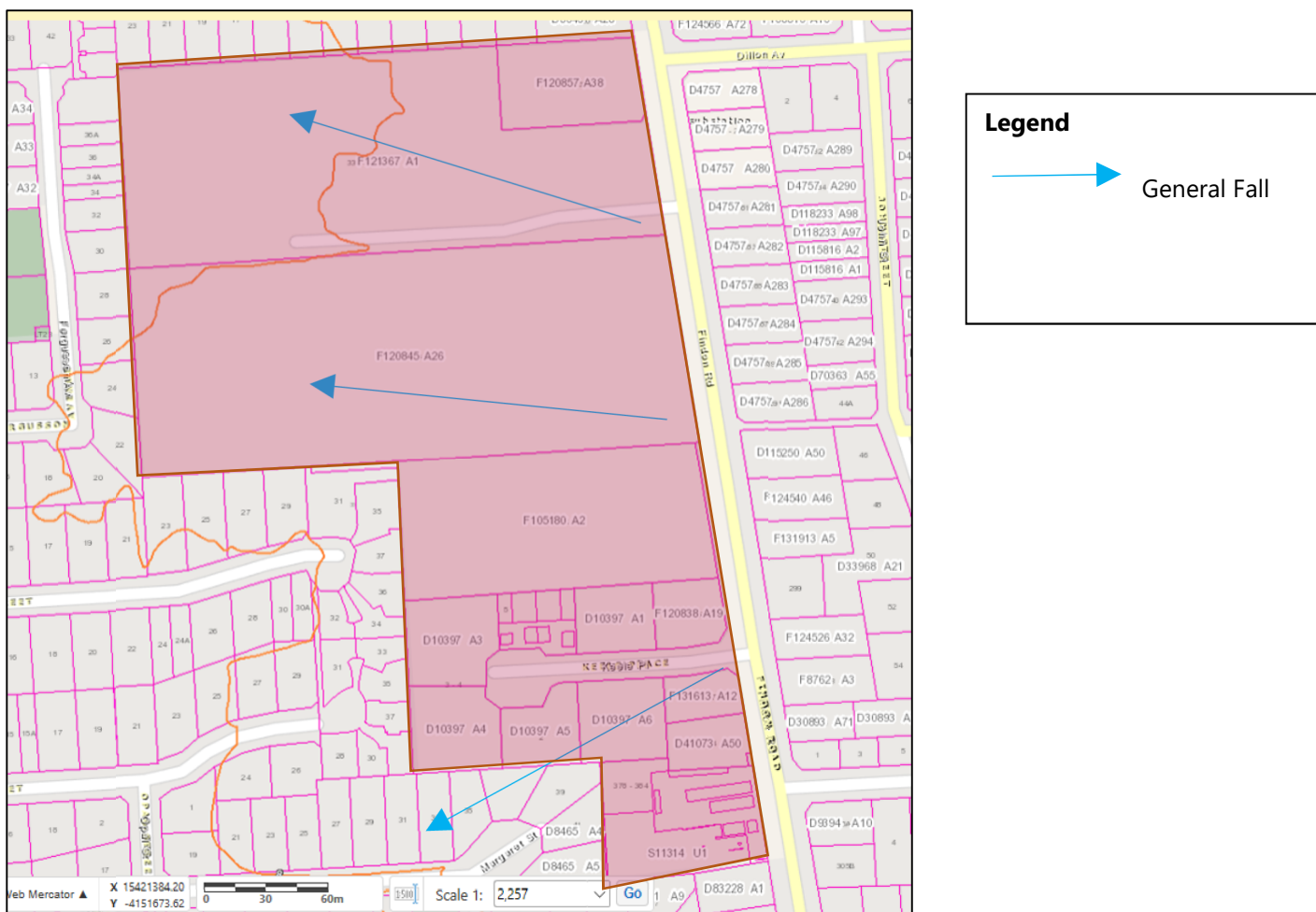
Site understanding

It is understood that the site comprises of a total of 23 properties under 14 separate ownerships summing to a total area of 7.76 hectares. For the purpose of this investigation, unless otherwise clarified, the parcels of lands will be referred to as a single subject site. The site is situated within the jurisdictions of the City of Charles Sturt, and the overall subject land usage is summarised in the Statement of Justification prepared by iBS Planning Projects (Appendix B).

The properties contained in the DPA area are accessible mainly from Findon Road and Keele Place. The site is surrounded by Mixed Use Zone to the north and Residential Zone to the east, south and west boundaries. The subject land is bound by Findon Road on the east, and existing residential fronting Adele Avenue on the north. On the western boundary the site is bordered by existing residential and the southern end terminates at a shared boundary of an existing commercial carpark and residential fronting Findon Road.

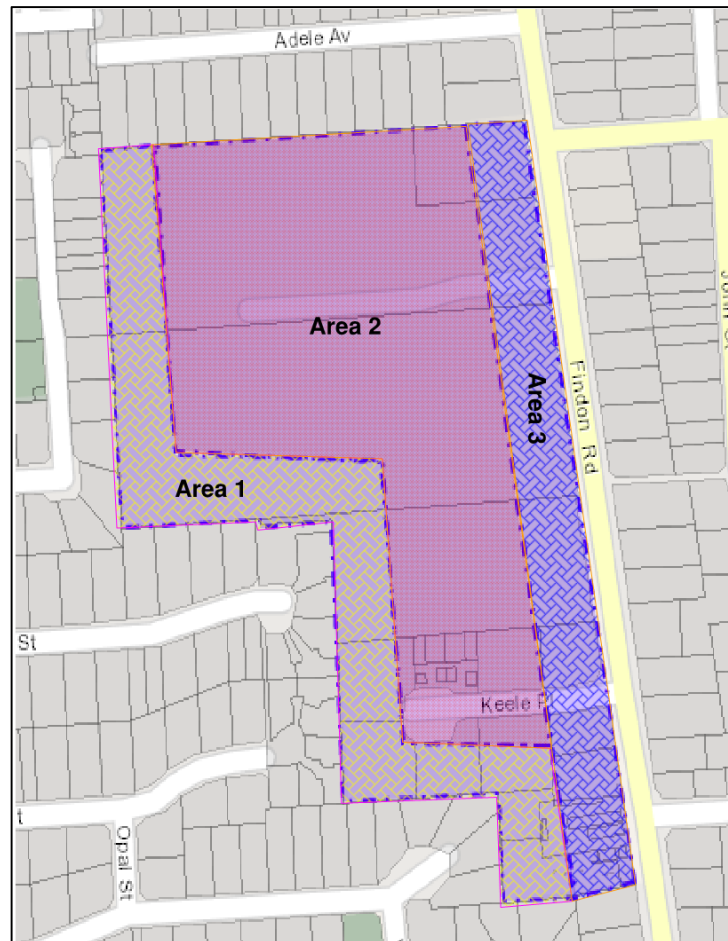
The site is relatively flat with general site grading towards the west as shown on the contour map below. General grading across the site is approximately 0.4%, with a high point along Findon Road and in the immediate vicinity of Keele Place. With the existing services located primarily along Findon Road, raising the western and northern portion of the subject site may assist with grading. Alternatively, there are existing services fronting the western portion of this development that could be potentially drained into. These services are summarised in the latter part of the report and are subject to confirmation of easement, capacity and input from relevant authorities.

Figure 2: General site grading



Information provided by the Client indicated that the subject site could be developed into approximately 200 allotments with a mixture of medium to high density residential with commercial developments to be located primarily along Findon Road, shown as Figure 3.

Figure 3: Proposed development area



- Area 1 – Located at the west of the site and extending into a portion of the southern boundary which is proposed to mainly encompass low density. This will cover approximately 1.56 hectares consisting of about 45 dwelling units (1-2 storey)
- Area 2 – Located at the central median portion of the site, the largest built up area of 4.2 hectares. Area 2 will be mainly medium to high density development, approximately 110 dwellings. This area is also potentially marked for up to 4 storey high development
- Area 3 – The frontage side of the subject site, with greatest access from and to Findon Road. The development over an area of approximately 2 hectares will primarily be commercial/retail activities, subject to the layout of access road(s) into Area 1 and 2. It is assumed that with a mix of commercial and retail development on the ground floor, approximately 35 dwellings will be constructed on the upper floor.

Stormwater

Based on information obtained from Council through correspondence and phone conversations, it is understood that the current stormwater systems on the site are primarily located in Adele Avenue, Fergusson Avenue and Findon Road. Council indicated that a number of limitations are present in the aforementioned drainage systems which will need to be addressed in the case of redevelopment of the site. The limitations are as follows:

- Adele Avenue - is a flooding hotspot and at current form is incapable of sustaining a 1 in 5-year rainfall event
- Fergusson Avenue – currently utilised by the industrial area via an easement drain, and probably will not be able to manage additional discharge due to downstream flooding issues hence discharge rates cannot be increase beyond 1 in 5 year predevelopment event
- Findon Road – also currently utilised by the industrial area of the site. Capacity is limited and any increase in flows beyond 1 in 5 year pre-development flow cannot be managed due to flooding in the immediate location on Findon Road.

Other Council design Criteria for stormwater management to be considered includes the following:

- 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 roadway or reserves provided:
 - No more than 20% of land allocated as public open space is used for creeks or other drainage areas
 - Any slopes of detention basins are not to exceed a 1 in 4 gradient.

Figures 2 and 3 show the flood maps for 1 in 5 and 1 in 100 year pre development (current) rainfall events respectively.

Figure 4 - 1 in 5 year flooding event



Figure 5 - 1 in 100 year flooding event



The condition of the minor flooding on Ferguson Avenue and Findon Road which receives runoff from the industrial areas can possibly be mitigated through addition of more inlet pits and upgrades of the existing drainage system. The positive effect of this (if any) will have to be further modelled to quantify.

Considering the low-lying locality of the site and the overall condition of the stormwater system on site (over-capacity), it is probable that Council will require detention for events up to 1 in 100 year and allowable discharge set at 1 in 5 year event. As the site drains toward the north west, and should the redevelopment be managed by a single developer, consideration can be given into utilising this corner as a localised detention basin. Should the development be segregated into further phases and broken up, detention requirement can be further managed via the following design elements;

- Surface detention – through road reserve, carparks, landscape area (open space – with condition as stated above) and WSUD elements such as swales, bioretention swales
- Underground tanks under road reserve or open space/ public reserves
- Drainage network – upsizing pipes/box culverts to manage additional flow.

In addition to the above-mentioned stormwater detention options, smaller scale detention basins are also possible, subject to this being a pragmatic approach.

It should be noted that the final form of development has not been determined and furthermore, as the 'Site' is owned by multiple landowners, it is no possible to provide a design solution to address the stormwater at the DPA phase. However, this report has identified several typical strategies which can address the stormwater system and ensure that Council's requirements can be met during the development application phase.

Sewer

Initial investigation undertaken via 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.

Figure 6: Sewer services - north

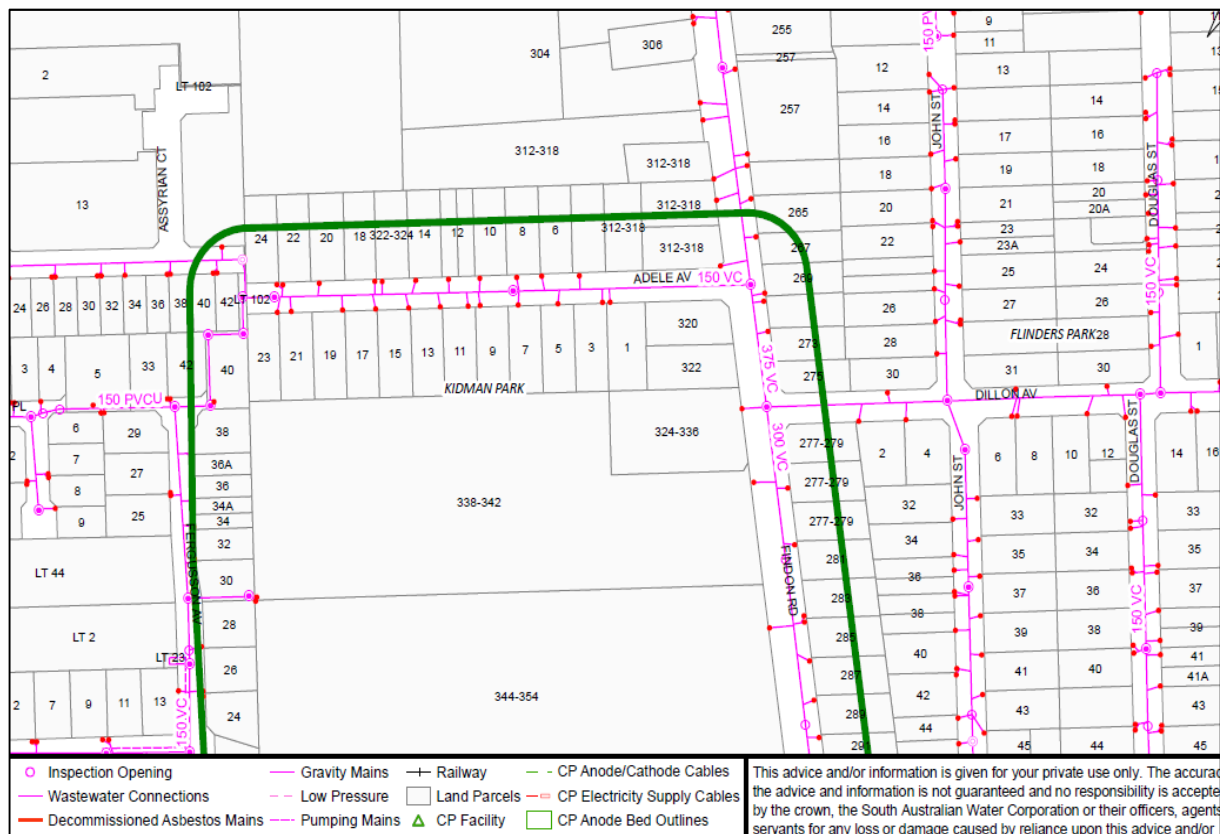
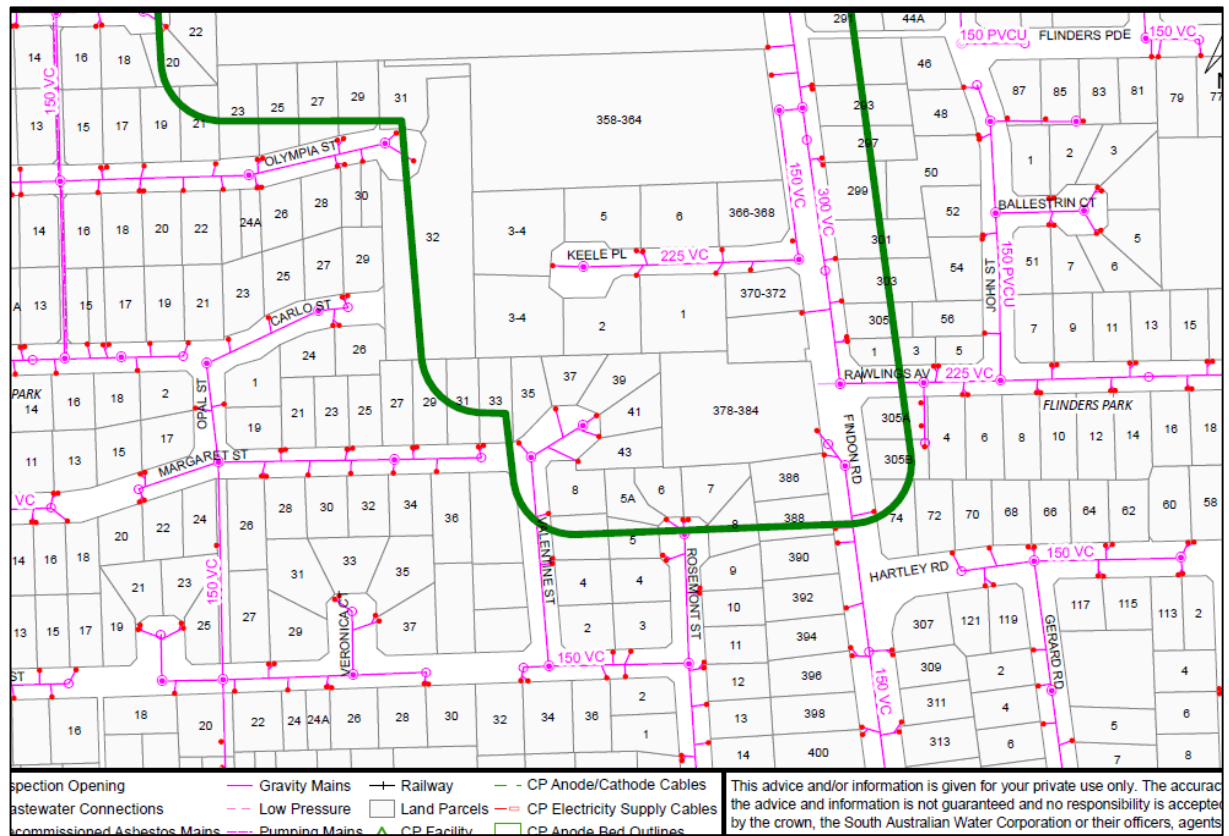


Figure 7: Sewer services – south



Water mains

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

However, if a mid-rise apartment block as potentially proposed in Area 2 (Figure 3) is to proceed, the developer should consider investigating the impact of this development on the likelihood of augmentation works in the vicinity of the subject site to support this development. An equivalent single or double storey development which has same yield will probably be 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.

Figure 8: Water services – north

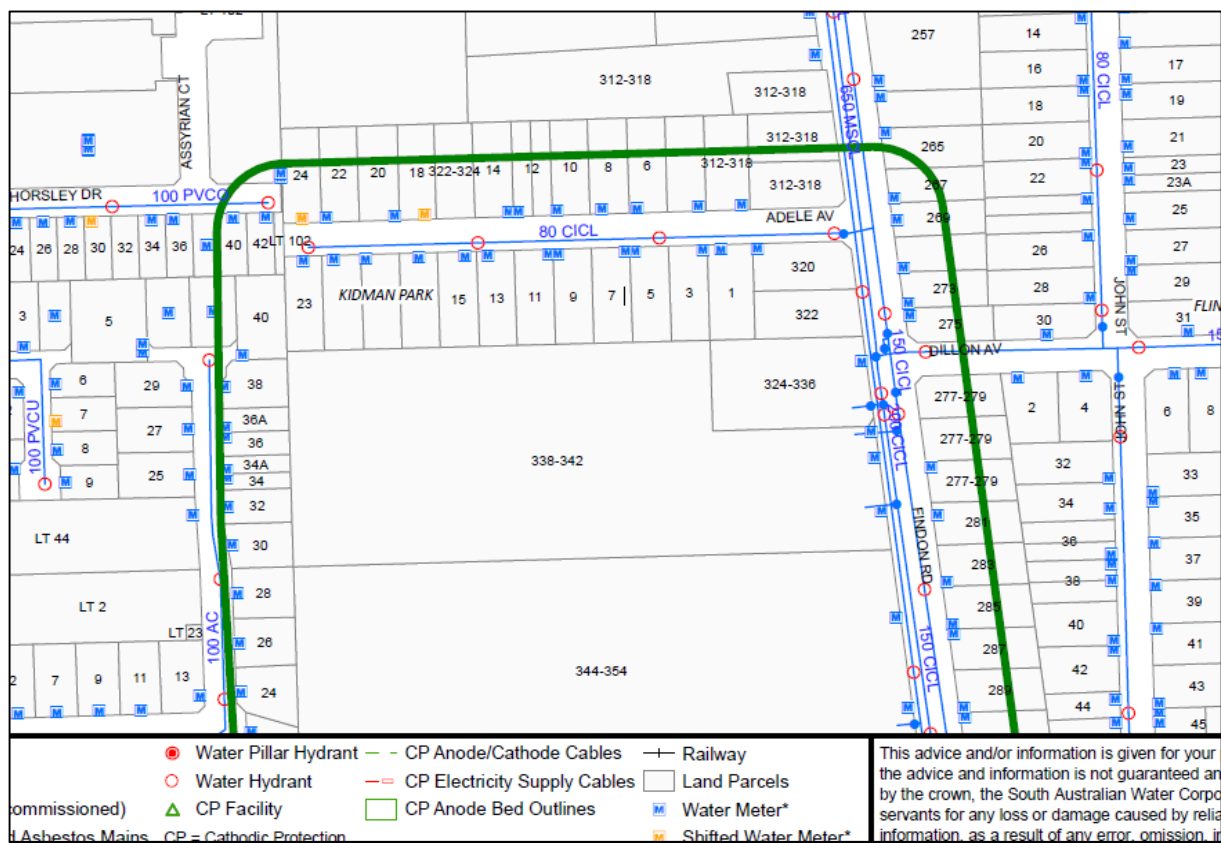
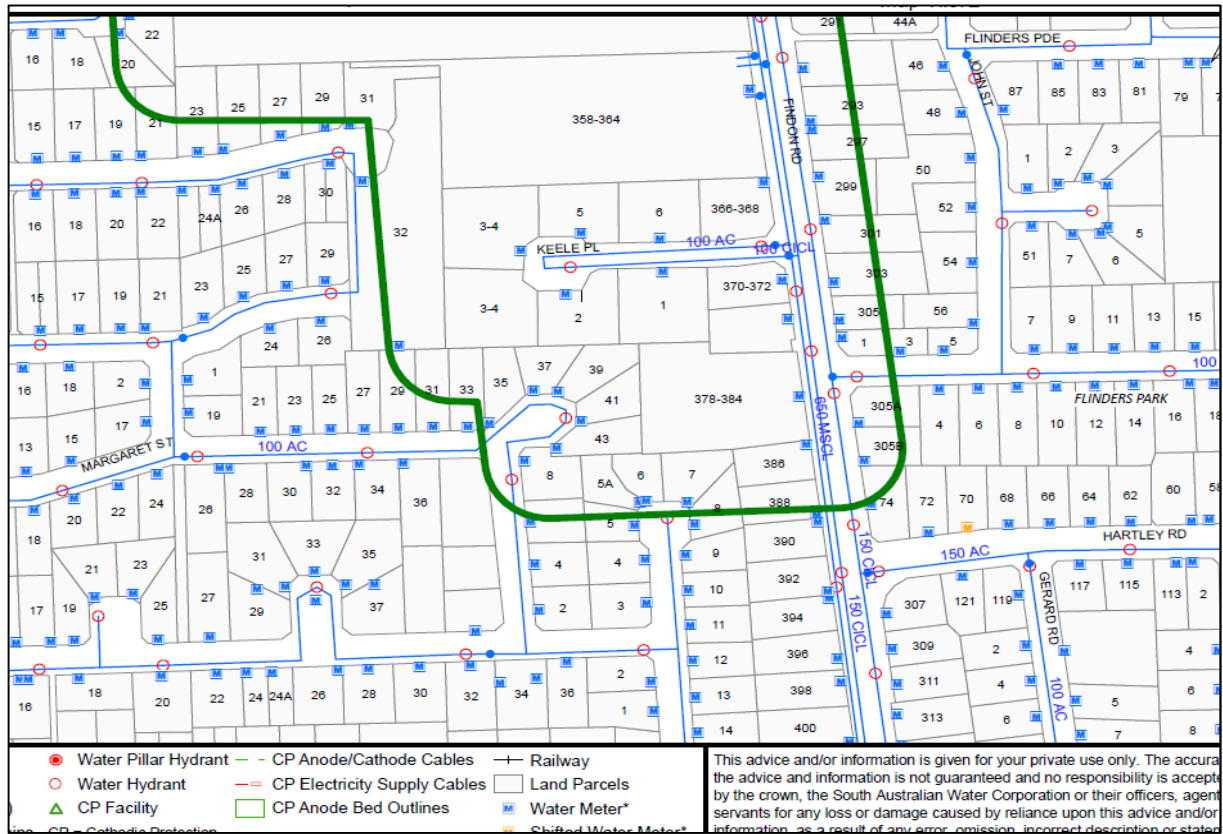


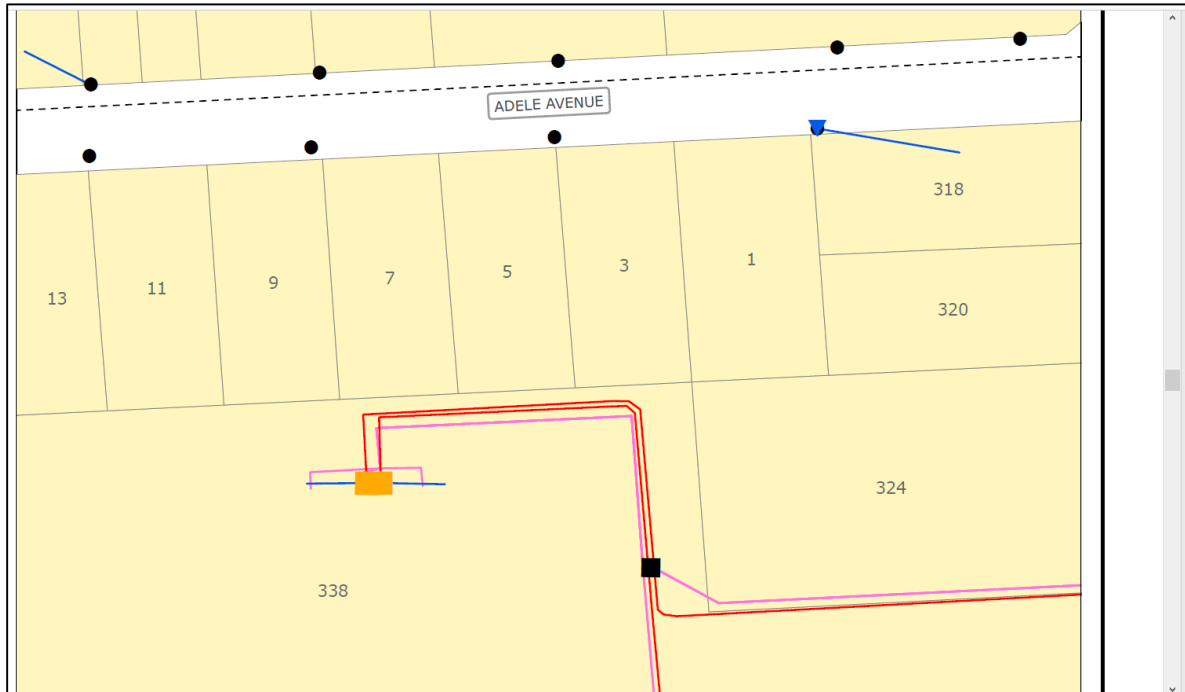
Figure 9: Water services - south



Electrical

Overhead transmission, high voltage and low voltage electrical lines exist in Findon Rd. Overhead reticulation also exists in Adele Ave and Keele Place. Some isolated sections of underground cable also exist, including connection to a transformer within the site (Figure 10).

Figure 10: Transformer on Lot 338



There are existing transformer cubicles on Keele Place, Lot 358 and Lot 378 (Figures 11,12 and 13). The location of the transformers should be taken into consideration in any future planning and factored into the design requirement.

Figure 11: Transformer on Keele Place

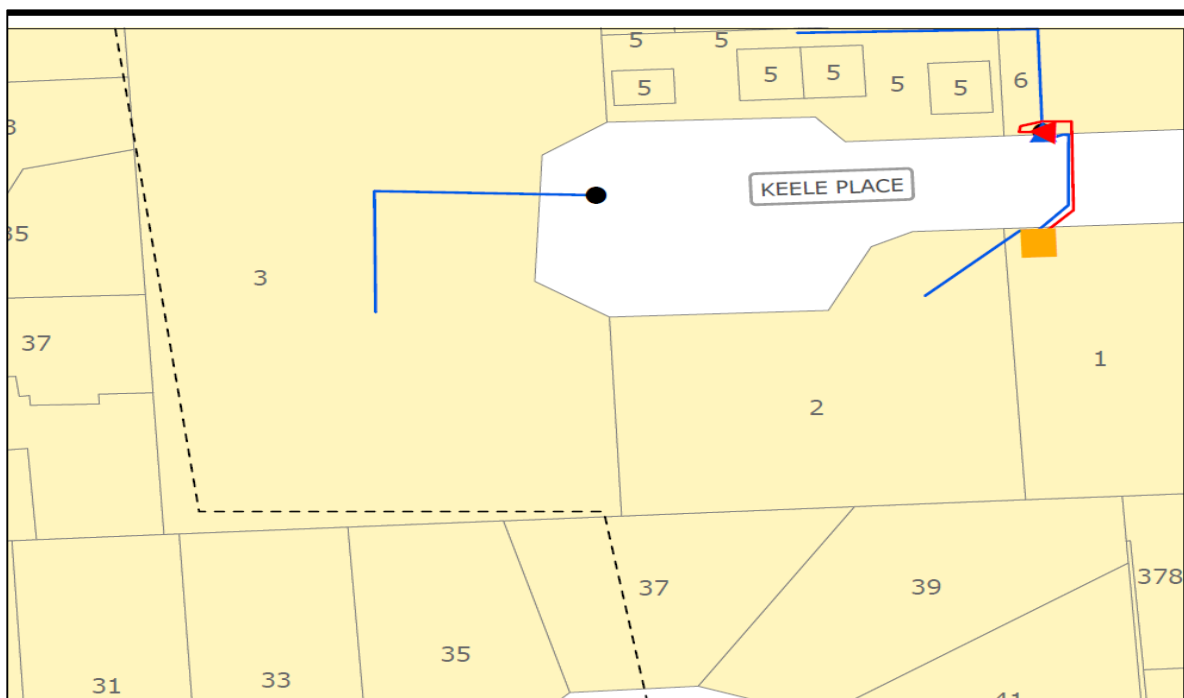


Figure 12: Transformer on Lot 358

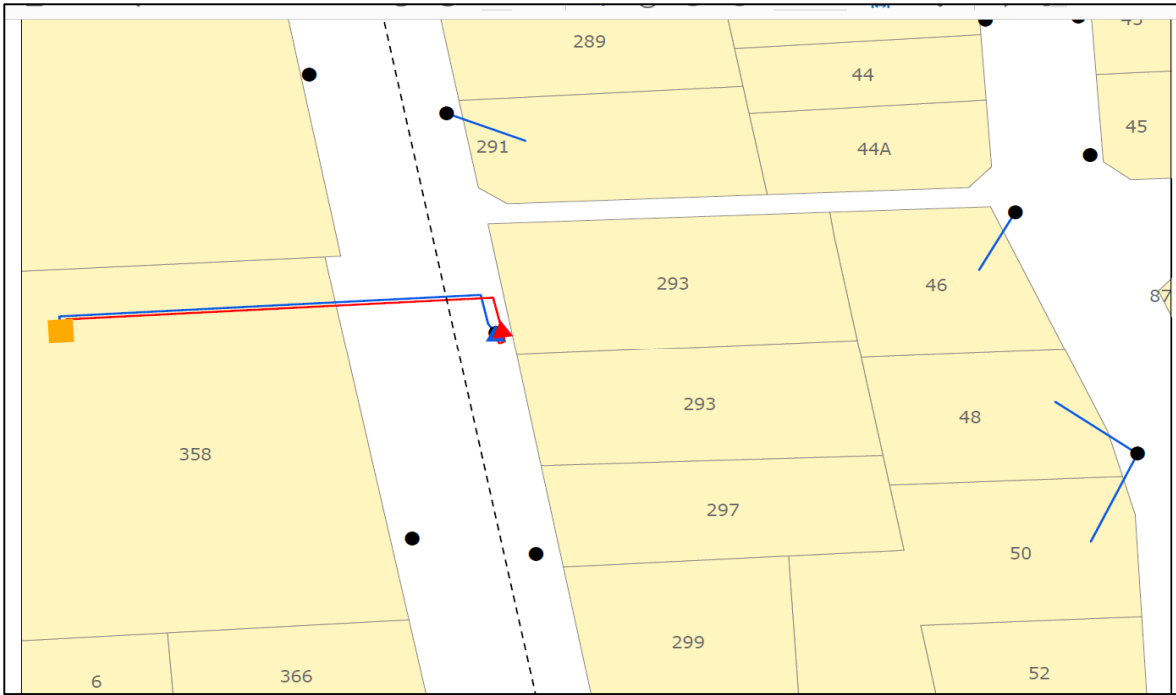
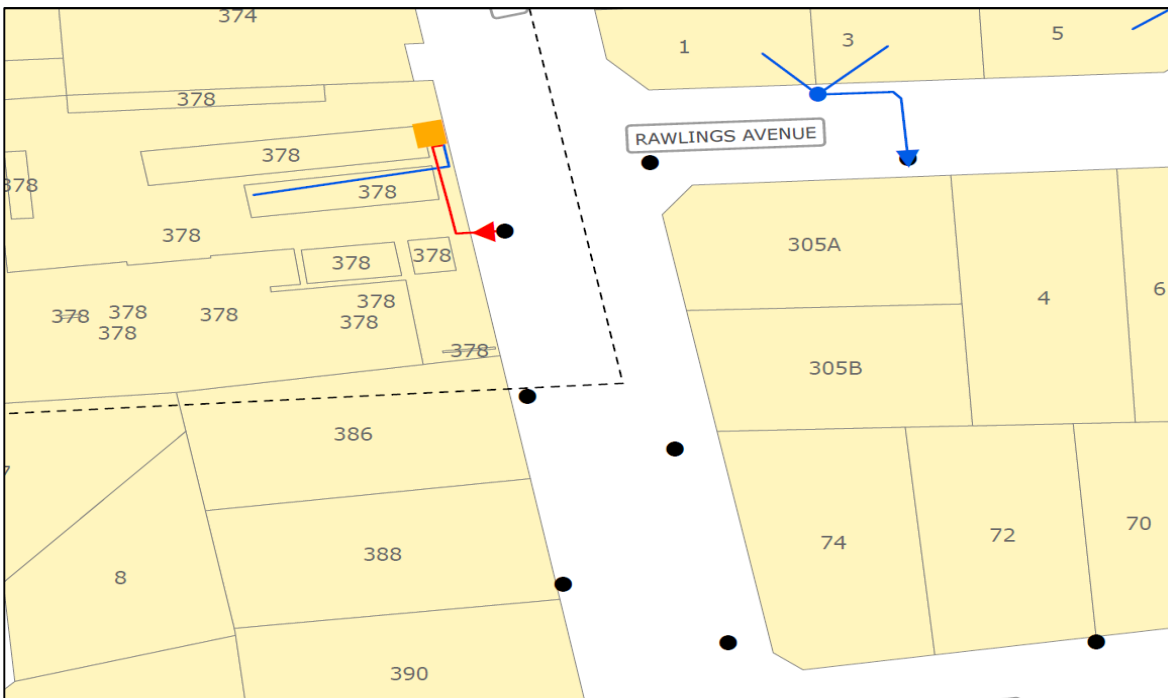


Figure 13: Transformer on Lot 378



Information (on ground and through DBYD) indicated that there is an existing substation on Dillon Avenue and Findon Road (east of the site).

Figure 14: Substation on Findon Road and Dillon Avenue

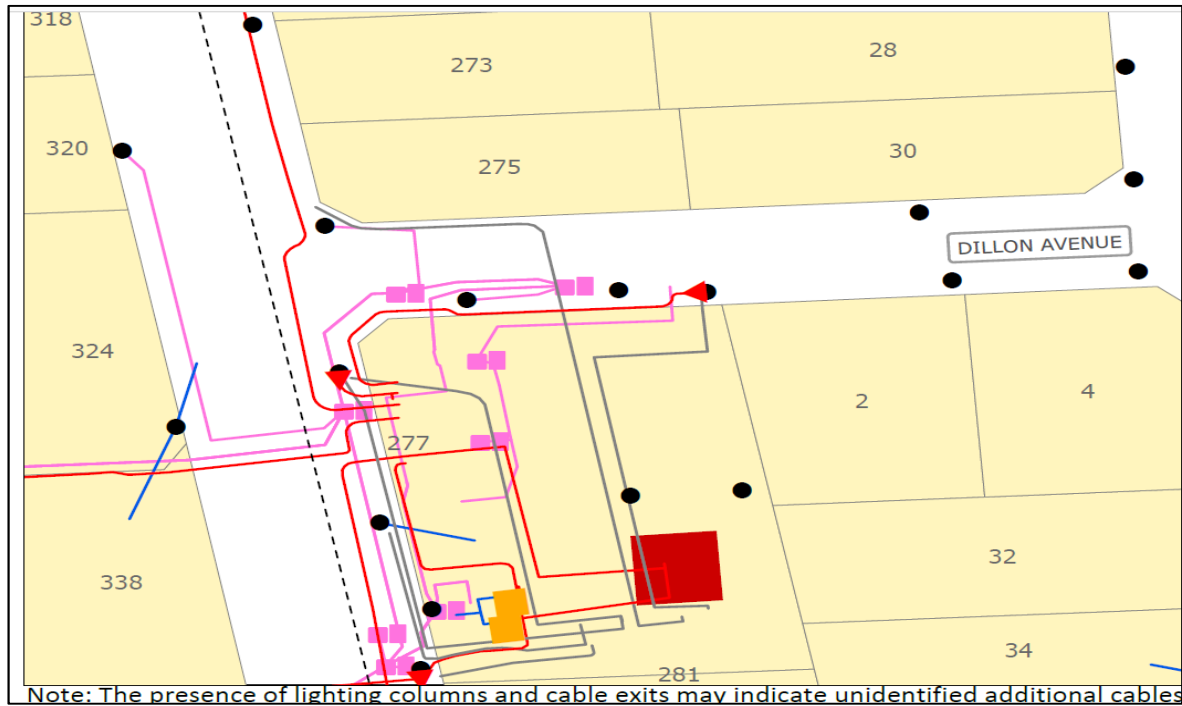


Figure 15: Site photo of substation taken from the west of Findon Road



South Australian Power Networks (SAPN) have 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.

Communications

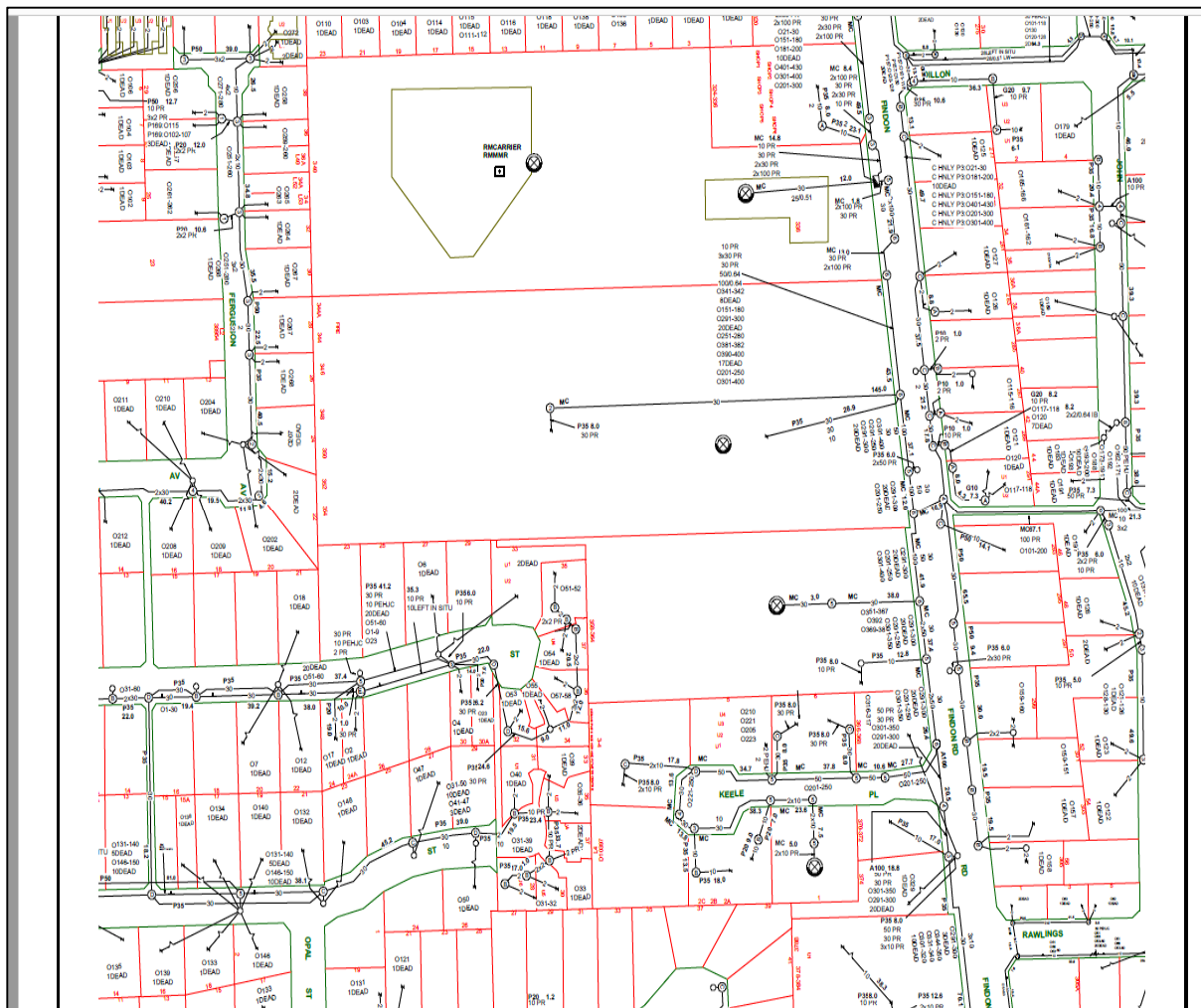
NBN has cables in Findon Road and Ferguson Road. Information obtained through DBYD presented in Figure 15 indicate the current services. With the NBN network already in place and in active service, connecting to his infrastructure may only incur a standard per premise deployment charge.

Figure 16: NBN network on Findon Road and the surrounding site



In addition, there are existing Telstra cable and infrastructure within the site as shown in Figure 16.

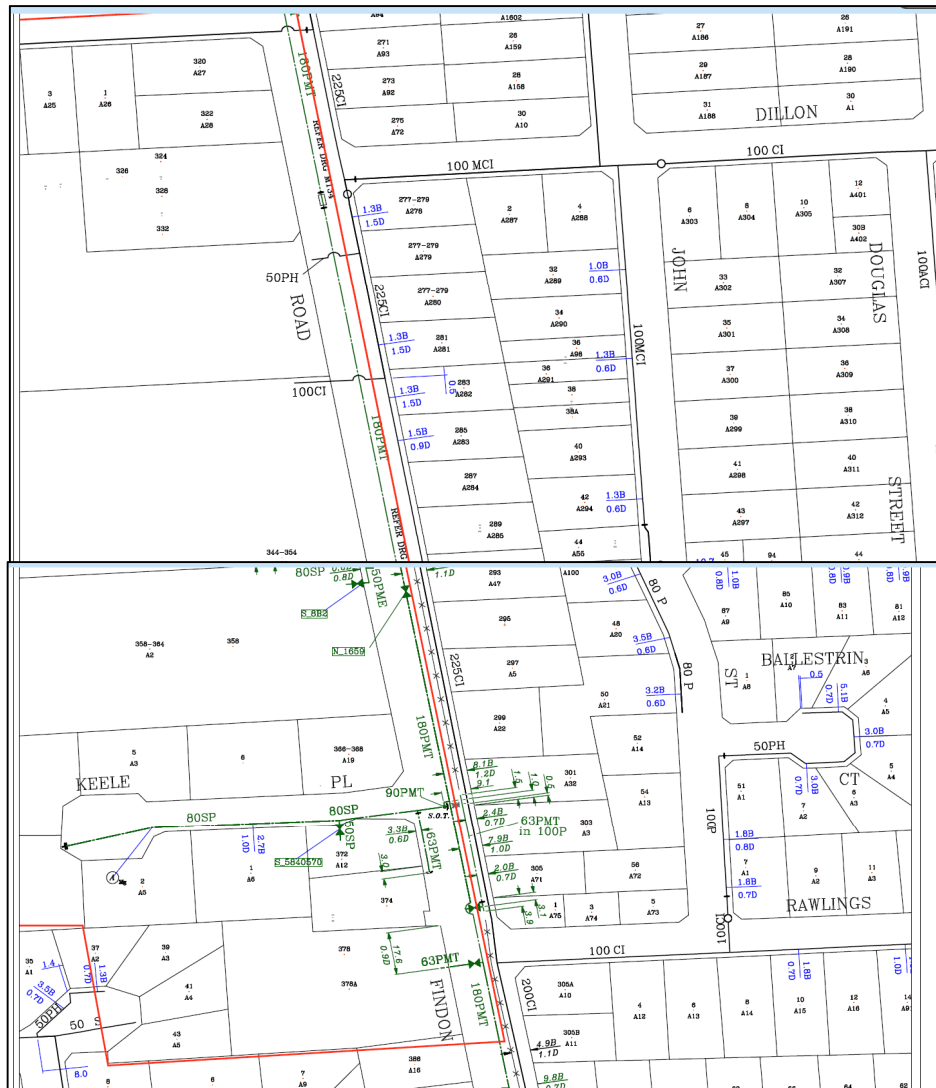
Figure 17: Telstra network



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.

Figure 18: APA Gas Network



Appendix A

Site plan

Land Services Group

The Property Location Browser is available on the Land Services Group Website: www.sa.gov.au/landservices

Date created:

November 27, 2018

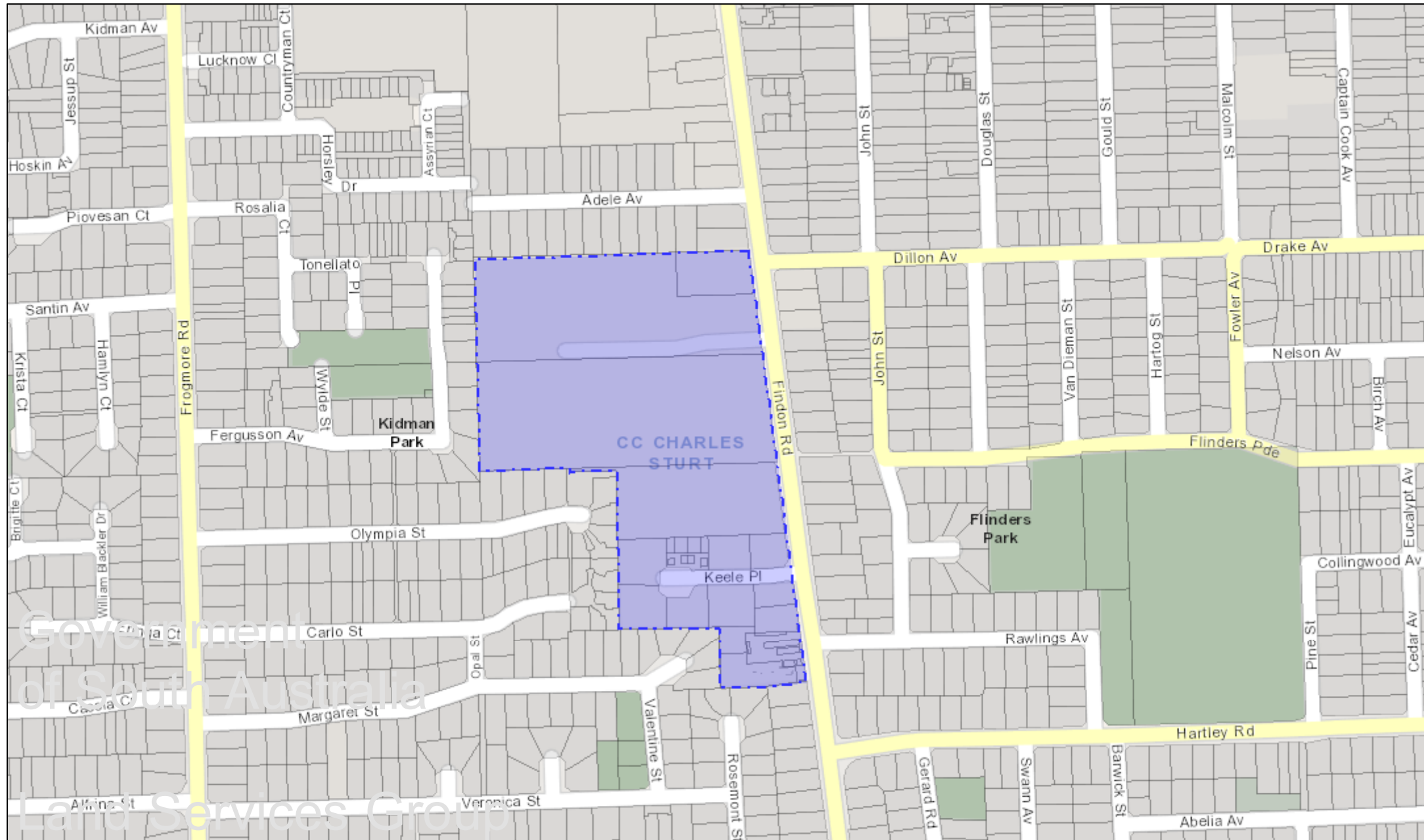


Government of South Australia

Department of Planning,
Transport and Infrastructure

Kidman Park

Site Area is Approximately 77750 m2

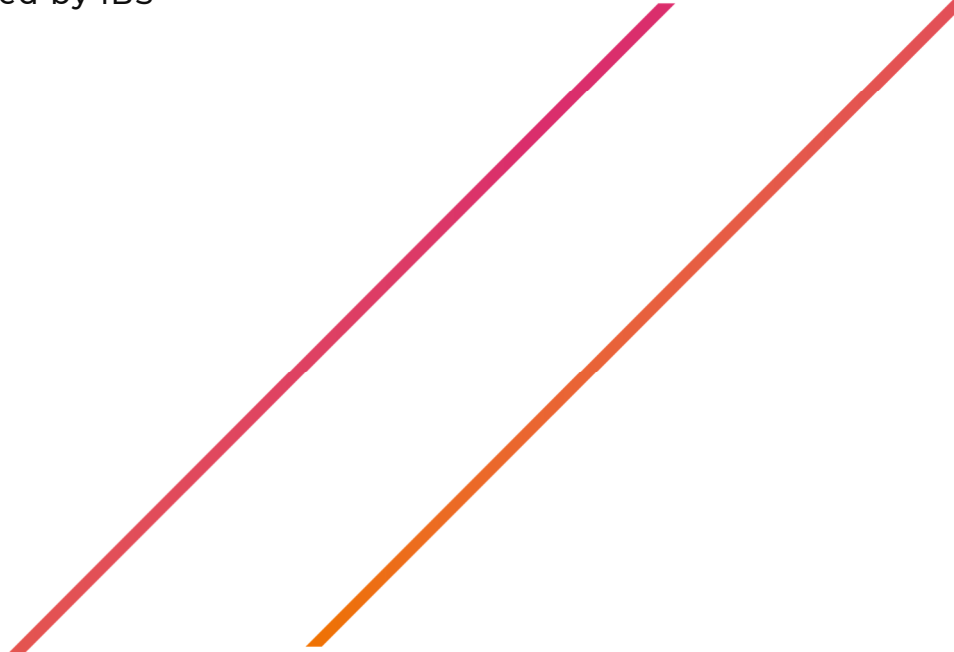


Disclaimer: The information provided above, is not represented to be accurate, current or complete at the time of printing this report. The Government of South Australia accepts no liability for the use of this data, or any reliance placed on it.

A thick diagonal line running from the bottom-left towards the top-right, with a color gradient from orange to red.

Appendix B

Statement of Intent – prepared by iBS

Two thick diagonal lines running from the bottom-left towards the top-right, with a color gradient from orange to red.

31 July 2018

Mr Bruce Williams
General Manager, City Services
City of Charles Sturt
72 Woodville Road
WOODVILLE SA 5011

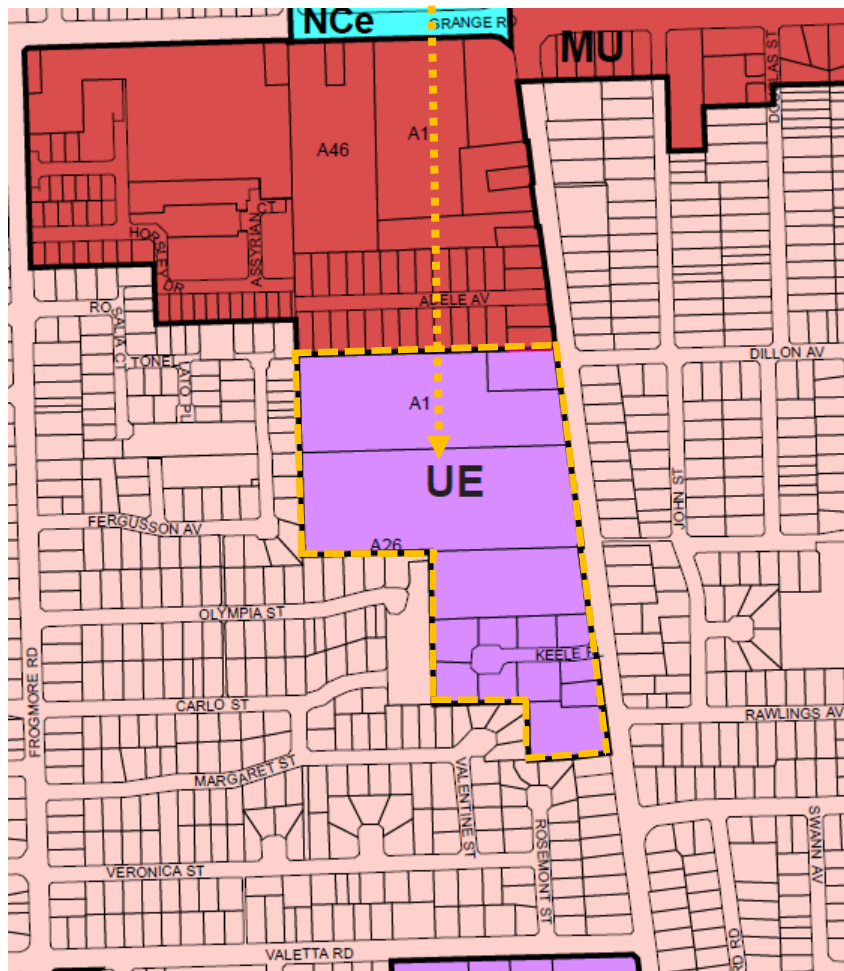
Attention: Mr Craig Daniel, Manager Urban Projects
Mr Jim Gronthos, Senior Policy Planner – Urban Projects

Dear Messrs Daniel & Gronthos

STATEMENT OF JUSTIFICATION - PRIVATELY FUNDED DEVELOPMENT PLAN AMENDMENT (DPA) - PROPOSED REZONING OF KIDMAN PARK NORTH

We act for Leander Investments Pty Ltd, property owner of 344-354 Findon Road, Kidman Park. Following meetings, discussion and correspondence with representatives of Council and owners / occupiers of the subject land and adjoining residences, we wish to formally initiate a privately funded DPA for land located at Kidman Park North (the Subject Land as shown in Figure: 1 below).

Figure: 1 – Location of the Subject Land



The following *Statement of Justification* has been prepared in accordance with Council's Privately Funded Development Plan Amendments Policy (March 2018).

1. Subject Land / Adjoining Properties / Locality

The subject land has a total area of approximately 7.76 hectares and comprises 23 properties (under Council's property system) with 14 separate ownerships as summarized in Figure: 2 below. The majority of the properties are commercial in nature with one (1) residential allotment at 374 Findon Road, Kidman Park.

Subject Land

The proponent (Leander Investments Pty Ltd) has recently contacted the majority of the property owners or their representatives within the Subject Land to discuss their position in relation to the proposed rezoning. Their responses were positive and supportive subject to the following:

"The rezoning would not have any impact on their "existing use rights" to ensure that their existing businesses would not be affected"

Under the Development Act and Regulations, the existing use rights for any property will be maintained unless there is a change of use. Accordingly, a rezoning of the property will not affect existing use rights;

Figure: 2 – Summary of the Subject Land

Item	Property Address	Ownership	Rate Type	Comments (Rezoning)
1	322 Findon Road Kidman Park	Robert Adami & Theresa Adami	Commercial	• Support rezoning
2	324 Findon Road Kidman Park		Commercial	
3	326 Findon Road Kidman Park		Commercial	
4	328 Findon Road Kidman Park		Commercial	
5	330 Findon Road Kidman Park		Commercial	
6	332 Findon Road Kidman Park		Commercial	
7	336 Findon Road Kidman Park		Commercial	
8	338-342 Findon Road Kidman Park	NINEZERO DC SUB TC II Pty Ltd	Commercial	• Met with representatives of NineZero - the Chief Operating Officer indicated that in-principle it should be fine, but their consultant will follow up with iBS & Council during the public consultation process
9	344-354 Findon Road Kidman Park	Leander Investments Pty Ltd	Commercial	• Support Rezoning
10	358-364 Findon Road Kidman Park	ECH Inc	Commercial	• Support Rezoning
11	366 Findon Road Kidman Park	FOO Family Superannuation Pty Ltd + Amos Piero & Olga Angelina	Commercial	• Support Rezoning
12	370-372 Findon Road Kidman Park	Kidman (SA) Investments Pty Ltd	Industrial	• Support Rezoning
13	374 Findon Road Kidman Park	Crescenzo Nicola Ilario Carriera & Maria Giovanna Carriera	Residential	• Support Rezoning

Item	Property Address	Ownership	Rate Type	Comments (Rezoning)
14	Shop Office Whse 1/378-384 Findon Road Kidman Park	Narrawong Pty Ltd	Commercial	• Support Rezoning
15	2/378-384 Findon Road Kidman Park		Commercial	
16	1 Keele Place Kidman Park	Ostomy Association of SA Inc.	Commercial	• Support Rezoning
17	2 Keele Place Kidman Park	Donato Mennillo & Annunziata Mennillo	Commercial	• Support Rezoning
18	Viva Fitness 3-4 Keele Place Kidman Park	DW O'Donnell Nominees Pty Ltd + D & M Cirocco Nominees Pty Ltd + Epique Pty Ltd	Commercial	• Support Rezoning
19	1/5 Keele Place Kidman Park	ABC Productions Pty Ltd	Commercial	• Support Rezoning
20	2/5 Keele Place Kidman Park		Commercial	
21	3/5 Keele Place Kidman Park	B & A Bafile Nominees Pty Ltd	Commercial	• Have tried numerous avenues but unable to contact the owners
22	4/5 Keele Place Kidman Park	Stephen John Gutteridge	Commercial	• Have not been able to make contact with the owner directly but we understand from the adjoining units' owners that they have no issues with rezoning
23	6 Keele Place Kidman Park	FOO Family Superannuation Pty Ltd + Amos Piero & Olga Angelina	Commercial	• Support Rezoning

Adjoining Properties

In addition to the preliminary consultation with the owners and/or representative of the owners within the Subject Land, the proponent also undertook a survey of the adjoining properties back in September-October 2012 based on the proposed rezoning of 338-342 and 344-354 Findon Road, Kidman Park. It was a 'face to face' survey to gauge the reaction of the adjoining residents to the proposed rezoning of the two large land parcels (totaling 4.6ha) to a mixed use zone.

The survey was signed by 37 residents who were supportive of the proposed rezoning as shown in the attachments (*refer Appendix: 1 – Resident Survey*). Furthermore, during the rezoning of the Subject Land from Industry Zone to Urban Employment Zone in 2017, there were no objections received from the adjoining residents or the majority of the commercial land owners within the vicinity of the locality.

Locality of the Area

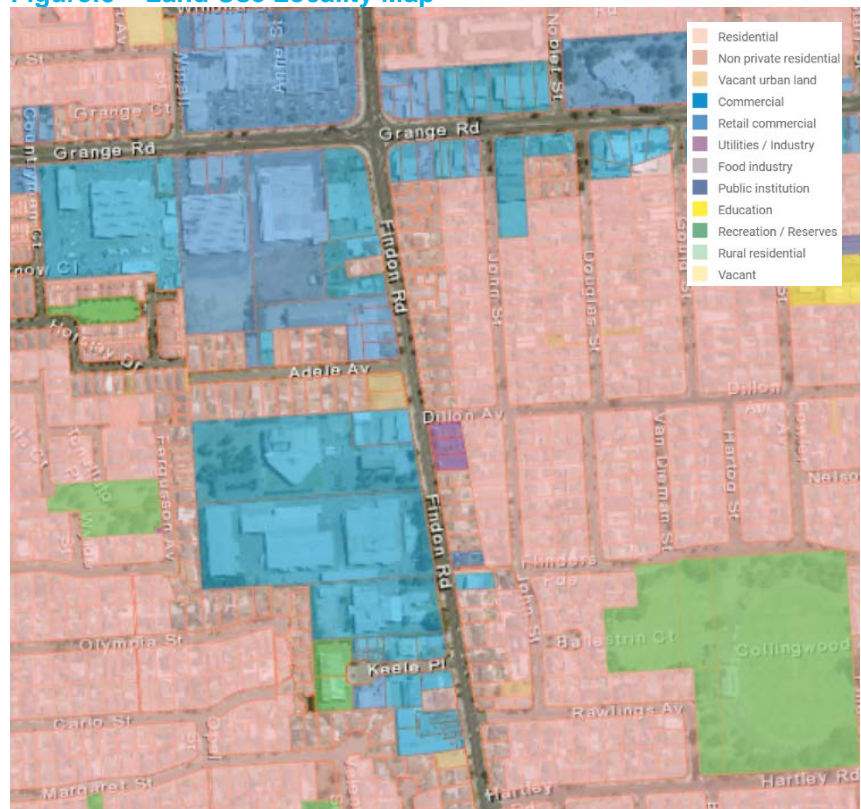
As shown in Figures: 3–4 on Pages: 4-6, the subject land currently accommodates commercial, office, storage and warehouse uses within an existing Urban Employment Zone. There are isolated examples of shops, a meat wholesaler, automotive and mechanical repairs, upholstery, fitness / gymnasium and engineering businesses on smaller allotments and premises at Keele Place.

An electrical substation is located adjacent the subject land on Findon Road and occupies a site of approximately 1,800m². A large public reserve and sports oval (known as Flinders Park) is within walking distance, some 300 metres east. The River Torrens Linear Park is approximately 700m to the south.

Just north of the subject land is the Mixed Use Zone which includes the Findon Urban Village which is approximately 375 metres from the recently redeveloped Findon Neighbourhood Shopping Centre.

The Findon Urban Village is in the process of significant commercial and residential redevelopment, with recently constructed retail showrooms and other commercial activity towards Grange Road and residential allotments to the rear. It is noted that the Precinct level zoning provisions within this area of the Mixed Use Zone support substantial commercial development and medium to high residential development of up to four (4) storeys. To the south, east and west, the subject land is surrounded by residential properties within a Residential Zone.

Figure:3 – Land Use Locality Map



The locality is well serviced by public transport with a number of bus routes (653, 654, 671, J7 and J8 on Findon Road with others on

Grange Road) servicing the area. Findon Road is a secondary arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI) and Findon Road also forms part of Adelaide's heavy vehicle transport network for interstate shuttle B-Double trucks to access Hunter Express site at 344-354 Findon Road and Kidman Park South Precinct (Metcash Site).

Although Findon Road is under the care and control of DPTI, the proposed rezoning of the Subject Land and Metcash Site to Mixed-Use Zone and future relocation of the existing land uses (i.e. Hunter Express Logistic Warehouse and Metcash / IGA Warehousing) would remove the need for B-Double trucks along this section of Findon Road (between Grange Road to the north to the Torrens River to the south).

Figure: 4 - Images of Immediate Locality (from North to South of the Subject Land)

(View West from Findon Road – adjacent Adele Avenue)



(View South from Findon Road – adjacent Dillon Avenue)



(View South along Findon Road – adjacent 344 -354 Findon Road)



(View West from Findon Road – opposite Keele Place)



(View South West – from Keele Place)



(View East from Findon Road – between Rawlings & Dillon Avenues)



(View West from Findon Road – adjacent Rawlings Avenue)



2. Policy Outcomes

The subject land was rezoned from an Industry Zone to an Urban Employment Zone in 2018 following the Charles Sturt Industrial Land Study (2008). The following factors, however, have greatly influenced the need for the subject land to be rezoned to a 'higher long-term value' for mixed use development comprising residential and commercial as summarized below:

- (a) The subject land is surrounded by residential development on all sides with the Mixed Use Zone to the north and the Residential Zone to the south, east and west. The western property boundary has an interface with existing residential properties within the Residential Zone. This land use relationship has placed significant constraints on some of the businesses within the Urban Employment Zone, particularly Hunter Express who have been operating their logistic, storage and warehousing activities on 344-354 Findon Road for many years.

In 2016, a DA: 252/1564/16 was lodged with Council to extend the operating hours and the truck loading and unloading areas. The DA underwent a Category 2 public notification process and five (5) representations were received from adjoining properties along Ferguson Avenue, Olympia Street and Findon Road (*refer to Appendix: 2 – Representation Forms received from adjoining properties*). The main concerns raised in these representations are summarized below:

- Increased in noise due to changes in loading / unloading times (particularly early morning);
 - Noise pollution from forklift and truck activities on Saturday and Sunday;
 - Noise impact from waste trucks loading and unloading waste bins, causing vibration to their house;
 - Noise impact from semi trailer air conditioners and/or refrigerated trucks running while they load and unload, especially summer time, preventing the adjoining residences on Olympia Street from opening their windows or roller shutters at the rear of the house;
 - Trucks arriving at the site at various hours of the night, often between 11pm – 1am and parking either on site or on the road creating nuisance to adjoining residences;
 - B-Double trucks turning left onto Findon Road creating a traffic hazard along Findon Road due to the existing tight turning configuration at the southern exit egress point;
 - Suggested solution to solve all of the problems – “*move to a property where it doesn't matter how much noise you make*”;
- (b) Due to the ongoing interface issues and restrictions in relation to hours and loading / unloading areas, Hunter Express have decided not to extend their lease. Instead they have an agreement with the property owner (Leander Investments) that they will occupy the site for an additional 12 months and at that time will relocate to an industrial site away from residential properties;

- (c) In 2018, the Council decided to keep the Subject Land within the 'Industry Interface Area' of the current Urban Employment Zone (refer to Map ChSt/19). This recognises the existing interface issues in relation to noise etc and the need to maintain the interface area for lower impact industrial activities. The residential interface provisions which apply to the Subject Land highlight the need to address visual appearance, building bulk, landscaping, noise, air quality, overshadowing, 24 hour operation, industrial traffic and on-street car parking where residential properties adjoin industrial activities. The constraint that this has on industrial activities is acknowledged in the Desired Character Statement. The phasing out of intensive industrial development and protection of residential amenity in adjacent sensitive zones is still a key policy focus;

Accordingly, in light of the existing characteristics of the locality, it is considered that the existing Mixed Use Zone and its respective policy areas to the north could be extended and applied to the Subject Land. This may involve further consideration and/or refinements to some policies with particular emphasis on the interface with the residential properties on all sides. This will facilitate not only an improvement in the residential amenity of the locality, it will also allow the establishment of complementary non-residential / commercial land uses that will assist in providing improved services and fostering a sense of place.

3. Criteria to Consider (Privately Funded DPA)

The following factors have been provided to demonstrate that the proposed DPA has merit and should be supported:

Consistent with the State Government Planning Strategy

- (a) The 30-Year Plan for Greater Adelaide ('30-Year Plan'), (updated in 2017) details the Government's aim to contain the urban footprint by increasing densities in appropriate areas such as Mass Transit Routes. The 30-Year Plan aims to achieve population growth by developing new residential areas in greenfield locations and increasing infill development established areas. A portion of the Subject Land is within 400 metres of Grange Road which is an identified Transit Corridor and "Potential Mass Transit" route under Mass Transit Routes in the 30-Year Plan;
- (b) Furthermore, the proposed DPA will assist to:
- Increase the percentage of residents living in walkable neighbourhoods as the subject land is located within 250 metres of public open space (greater than 4000m²) and 1.3 kilometres from a primary school, and its eastern boundary abuts a 'Go-Zone' (i.e. high frequency bus routes) along Findon Road;
 - Increase housing choice to meet changing household needs by facilitating additional housing opportunities at increased densities (e.g. achieved through building height and range of minimum lot sizes) within an established area serviced by infrastructure such as public transport within the footprint of the existing metropolitan area;

Consistent with Relevant Council Strategic Documents

The proposed DPA is consistent with key Council Strategic Documents including the Strategic Directions (Section 30) Report, Community Plan and Industrial Land Study as summarized below:

- (c) Council's Strategic Directions (Section 30) Report (SDR) was finalised in April 2014 with the approval of the Minister for Planning. The SDR has made specific reference to the Subject Land on Pages: 100-101 and it specifically notes *"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". As highlighted in the Industrial Land Study, the proposed rezoning is likely to focus on a Mixed Use Zone policy framework similar to the adjoining Mixed Use Zone;

- (d) Industrial Land Study (2008) – the Study identifies the Subject Land / Kidman Park North for possible re-zoning potential and contemplates a mixed use policy framework consistent and complementary to the adjoining Mixed Use Zone to the north;
- (e) Community Plan (2016 – 2027) – the proposed DPA aligns with the following Objectives and Strategies of the Community Plan:
 - *An urban environment that is adaptive to a changing and growing city;*
 - The draft DPA proposes to provide housing choice that caters for a diverse population and employment needs;
 - *Drive an integrated, responsive transport system and network;*
 - The draft DPA proposes to introduce policy to encourage medium density housing to be located adjacent to existing public transport routes which connect to the Torrens Linear Park;
 - *Enhance the quality and diversity of open and public space;*
 - Provision of public open space will be investigated including appropriate size and location of new open space to ensure visibility and accessibility to the broader locality;
 - *Facilitate an environment for a diversity of business and industry types;*
 - Inclusion of policy that encourages mixed use development including complementary commercial uses to service the proposed residential uses and provide potential employment opportunities;

The City of Charles Sturt will accommodate a portion of the increased population growth, predominantly through achieving greater densities in major infill developments (e.g. Bowden Village, Woodville West, St Clair), and other infill developments around centres and adjacent to transit corridors and along key transit corridors (roads and rail). Having regard to all of the above attributes and strategic objectives, the Subject Land qualifies as a site that has major infill development potential in close proximity to existing services and the CBD.

The DPA proposes to investigate policy amendments to encourage mixed use development to facilitate medium density residential uses and commercial opportunities. This will enable the efficient use of the site's location in close proximity to existing services and the Adelaide CBD and to better respond to the existing residential interface and locality.

4. Triple Bottom Line Outcomes (Social, Environmental & Economic)

As highlighted in the earlier part of this Statement, the proposed rezoning is likely to have a net positive impact on the Subject Land, adjoining properties, locality of the area and beyond as summarized below:

- **Social** – increased housing diversity and type to promote and cater for Council's diverse population. Improved amenity through an integrated urban design approach in addressing private and public realm, landscaping, open space, passive surveillance to promote crime prevention etc;
- **Environmental** – significantly improve land use interface with adjoining existing residential properties through 'lower scale' residential housing adjoining existing residences. The future removal of 'B-Doubles' route through DPTI and reducing heavy

vehicles traffic flows and volume will lower conflicts along Findon Road. Furthermore, environmental improvements re solar orientation of allotments and living areas, stormwater catchment and reuse etc as part of the redevelopment of the Subject Land;

- **Economic** - will assist in creating a more compact and efficient urban form taking advantage of the established networks and infrastructure. It will create greater demand and optimise the use of existing services, networks and infrastructure available within the activity node along Findon Road and Grange Road which will indirectly create greater demand (population mass), justification and the viability to sustain and further improve existing services, networks and infrastructure;

In addition to the above, it should be noted that back in 2015, the Minister for Planning (Hon John Rau) wrote to Council regarding the Urban Employment Zone DPA (*refer Appendix: 3*). In the letter the Minister encouraged Council to continue to investigate, as a matter of priority, appropriate zoning for strategic sites such as the “**Fraterman site**” (within the Subject Land – Kidman Park North Precinct) and the “Metcash” site (Kidman Park South Precinct) which are both located along Findon Road, in order to provide opportunities for population growth and private sector investment. It was also highlighted by the Minister that these two sites are within localities that have a clear residential character and considerable amenity.

Proposal

The proponent, Leander Investment Pty Ltd has indicated that Option: 2 – DPA undertaken by the private funder within Council's Privately Funded Development Plan Amendment Policy is their preferred option.

Leander Investment has been presented with the draft Deed of Agreement between the proponent's and Council, and is in the process of reviewing the draft.

As requested in your letter dated 5 July 2018, in addition to this Statement of Justification, please find attached a draft Statement of Intent (*refer Appendix: 4*) for consideration at Council's City Services Committee meeting on 20 August 2018.

If you have any queries or require any clarification in relation to this matter, please contact me on 0450 533 998 or Mr Grazio Maiorano of URPS on 0400 005 885.

Yours sincerely,



Dennis Chung

Development Consultant

BA Planning / Grad. Dip. Urban & Regional Planning / Grad. Dip. Business Management

Cc D Fraterman & A Fraterman of Leander Investments Pty Ltd

APPENDIX: 1

Resident Survey

APPENDIX: 2

Representation Forms Received from Adjoining Properties

For

DA: 252/1564/16

APPENDIX: 3

Letter from Minister for Planning

dated

23 July 2015

APPENDIX: 4

Draft Statement of Intent

For

Kidman Park North Precinct



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