

Development Plan Amendment

By the Minister

Port Adelaide Enfield Council Development Plan

The Parks Redevelopment Development Plan Amendment

For Approval

Declared by the Delegate for the Minister for Planning to be
an approved amendment under Section 26 (8), of the
Development Act 1993.


.....
Signature

16 APR 2015

.....
Date of Gazette



Government of South Australia
Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Parks Redevelopment Development Plan Amendment (DPA) by the Minister amends the following Development Plan:

- Port Adelaide Enfield Council

This DPA was undertaken as a DPA process B, which included:

- An Initiation Document agreed on 12 December, 2012.
- A DPA released for concurrent agency, council and public consultation from 7 August 2014 to 1 October 2014.
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) on 15 October, 2014.

Consultation

A total of four (4) public submissions, including one (1) council submission and nine (9) agency submissions were received in relation to the DPA during the consultation period. One (1) verbal submission was made at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, the following changes have been made to the Amendment:

Medium Density Policy Area

1. Principle of Development Control 6 changes:

- dwellings with three or more bedrooms should provide a minimum of two on-site car parking spaces, one of which is to be covered (increased from a possible provision of one space).
- increase the minimum provision of private open space required to a minimum of 24m² with an additional 15m²/ required per additional bedroom
- increase the minimum dimension of open space for above ground dwellings (apartments) from 2 metres to 2.5metres.
- delete the 'minimum setback from rear boundary' component

2. New Principle of Development Control requiring greater building setbacks from rear boundaries:

The walls of dwellings should be setback from rear boundaries in accordance with the following table, providing it can be demonstrated that adequate direct winter sunlight is available to the proposed and adjacent dwellings in accordance with the General Section provisions:					
Allotment size (square metres)	Ground minimum (metres)	floor setback	Second storey minimum (metres)	storey setback	Third storey or more minimum setback (metres)
≤ 300	0 where adjoining a service lane, or 1		2		2 plus any increase in wall height over 6 metres
≥ 300	0 where adjoining a service lane, or 3		3		3 plus any increase in wall height over 6 metres

3. Additional sentence added to the desired character highlighting the importance of the stand of mature trees to the north of the policy area and referring to Concept Plan Map/PAdE/23:

'The existing mature trees located to the north of the policy area, near Cardigan Street indicated on Concept Plan Map/PAdE/23 make a positive contribution to the amenity of the area and should be retained.'

Concept Plan Map/PAdE/23

4. Stand of mature trees to the north of the Medium Density Policy Area to be indicated on the concept plan.
5. New pedestrian linkages to be shown between the residential areas and neighbouring recreational and open space areas.

Other

- 6 Amendments of a more minor or technical nature.

AMENDMENT INSTRUCTIONS TABLE					
Name of Local Government Area: City of Port Adelaide Enfield					
Name of Development Plan: Port Adelaide Enfield Council					
Name of DPA: The Parks Redevelopment DPA					
<p><i>The following amendment instructions (at the time of drafting) relate to the Port Adelaide Enfield Council Development Plan consolidated on 13 June 2013. 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 is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text) Amendments required (Yes/No): No					
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text) Amendments required (Yes/No):					
Residential Zone					
1	Insert	Alphabetically in PDC 1	The words 'residential flat building in Medium Density Policy Area 73'	N	N
2	Insert	Immediately before the heading 'Procedural Matters' the new Medium Density Policy Area	As contained in Attachment A	N	N
Neighbourhood Centre Zone					
3	Replace	The Objectives, Desired Character and Principles of Development Control of the Neighbourhood Centre Zone up to 'Blair Athol Policy Area 22'	With the contents of Attachment B	N	N
4	Replace	The Parks Policy Area 33	With the contents of Attachment C	N	N
5	Replace	All the material under the heading 'Procedural Matters'	With the contents of Attachment D	N	N
TABLES					
Amendments required (Yes/No): No					

The Parks Redevelopment DPA
by the Minister
Amendment Instructions Table

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Amendments required (Yes/No): Yes					
6	Replace	<ul style="list-style-type: none"> Location Map PAdE/29 Zone Map PAdE/29 Policy Area Map PAdE/29 	With the contents of Attachment E	N	Y: add new reference in the Map Reference Table for new Medium Density Policy Area
7	Insert	The following new maps: <ul style="list-style-type: none"> Affordable Housing Overlay Map PAdE/29 Noise and Air Emissions Overlay Map PAdE/29 	As contained in Attachment F	N	N
8	Replace	Concept Plan Map PAdE/23 – The Parks Neighbourhood Centre and Medium Density Policy Area	With the contents of Attachment G	N	N

ATTACHMENT A

Medium Density Policy Area 73

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A residential policy area comprising a range of medium density dwellings, including a minimum of 15 per cent affordable housing, designed to integrate with areas of open space, neighbouring centres or public transport nodes.
- 2 Development that minimises the potential impact of garaging of vehicles on the character of the area.
- 3 Development that supports the viability of community services and infrastructure and reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be developed to provide a wide variety of dwelling types including for affordable housing at a range of densities. The average net residential density will be in the order of 35-70 dwellings per hectare across the policy area.

In general, development will seek to provide a transition in dwelling density and height from the lower density residential development in the surrounding neighbourhoods through to the medium to high dwelling density envisaged in the adjacent **Neighbourhood Centre Zone** or open space reserves.

Dwelling density, heights and setbacks of dwellings abutting or close to Trafford Street and Cardigan Street will be particularly complementary to the surrounding built forms except in locations where dwellings are adjacent the **Neighbourhood Centre Zone**, or are orientated towards open space or sporting reserves.

In locations adjacent the **Neighbourhood Centre Zone**, open space or sporting reserves, higher density dwelling types are appropriate.

Dwellings will generally be one to three storeys in height with buildings up to four storeys in height envisaged in areas adjacent to or within close proximity to open space or the **Neighbourhood Centre Zone**.

The built form will have a contemporary urban character and a variety of materials, colours and façade articulation will be used to provide interest and amenity. Buildings will frame the street or adjacent civic or open space and will have minimal setbacks which will contribute to passive surveillance. Rear access to these properties should be contemplated to increase the orientation of living areas towards open spaces.

The policy area will be characterised by open or low-fenced front gardens that are extensively landscaped. Streets will be well landscaped and pedestrian dominated with a high level of amenity enriched by co-ordinated street landscaping, street furniture and paving treatments. Street trees will provide shade as well as soften the built form. The existing mature trees located to the north of the policy area, near Cardigan Street indicated on [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area](#), make a positive contribution to the environmental landscape of the area and should be retained where possible.

The design and location of buildings should ensure that direct winter sunlight is available to the adjacent open space and living areas of dwellings.

Land Division

Land division will result in an area designed to provide pedestrian access to public open spaces, recreation areas, shops and a range of community services.

Land Division will be developed in a north-south / east-west grid design to facilitate allotments and dwellings that primarily orientate north-south to allow for passive solar orientation. Where allotments are orientated east-west, passive solar orientation for living areas should be considered through innovative dwelling design.

Land division and building orientation will minimise the impact of garaging and driveway crossovers on the streetscape.

Future development should ensure that a site or sites are suitable and safe for their intended use, particularly where it involves sensitive uses like residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - detached dwelling
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling addition
 - group dwelling
 - pergola in association with a dwelling
 - residential flat building (buildings between 1 and 4 storeys)
 - row dwelling
 - semi-detached dwelling
 - supported accommodation.
- 2 The use and placement of outbuildings should be ancillary to and in association with residential purposes.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 35 and 70 dwellings per hectare) should be in the form of 2 to 4 storey buildings.
- 5 In the case of multiple dwellings on one site, access to parking and garaging areas from public streets should primarily be via a minimum number of common driveways.
- 6 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	3 metres
Minimum setback from secondary road frontage	1.5 metres
Maximum extension of verandas or balconies beyond the front building line	1.5 metres
Maximum building height (from natural ground level)	3 storeys, or 4 storeys where adjacent large areas of open space or the Neighbourhood Centre Zone .

Parameter	Value
Minimum area of private open space for a single bedroom dwelling (including an area of minimum 3 metres x 5 metres dimensions or 2.5 metres depth for apartments)	24 square metres plus 15 square metres per additional bedroom, or 8 square metres for each one bedroom dwelling in a residential flat building, plus 3 square metres per additional bedroom.
Minimum number of on-site car parking spaces (1 of which should be covered) for: <ul style="list-style-type: none"> a single bedroom dwelling a two bedroom dwelling where on street car parking is available within 50 metres Affordable Housing 	1.
Minimum number of on-site car parking spaces for each dwelling in all other cases (1 of which should be covered)	2

- 7 The walls of dwellings should be set back from rear boundaries in accordance with the following table, providing it can be demonstrated that adequate direct winter sunlight is available to the proposed and adjacent dwellings in accordance with the General Section provisions:

Allotment size (square metres)	Ground floor minimum setback (metres)	Second storey minimum setback (metres)	Third storey or more minimum setback (metres)
≤ 300	0 where adjoining a service lane, or 1	2	2 plus any increase in wall height over 6 metres
≥ 300	0 where adjoining a service lane, or 3	3	3 plus any increase in wall height over 6 metres

- 8 Walls located on the side boundary should be devoid of windows.

- 9 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area	54 square metres
Maximum building height	5 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries	0 metres
Minimum setback from a public road or public open space area	5.5 metres or 3 metres for Affordable Housing

- 10 A dwelling should have a minimum site area (and in the case of and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area other than for affordable housing (square metres)	Minimum frontage (metres)
Detached	200 minimum	8 metres where rear access is available or 9 metres
Semi-detached	180 minimum	7
Group dwelling	150 minimum	15
Residential flat building	80 average	15
Row dwelling	120 minimum	7 metres or 5 metres where rear or secondary road frontage access is provided

Affordable Housing

- 11 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 12 Affordable housing should be distributed throughout the policy area to avoid over-concentration of similar types of housing in a particular area.
- 13 Dwellings constituting affordable housing should be designed within the following parameters and have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) not less than that shown in the following table:

Parameter	Dwelling type				
	Detached	Semi-detached	Group	Residential flat building	Row
Site area (square metres)	180 minimum	160 minimum	120 minimum	80 average	120 minimum
Minimum area of private open space for ground level dwellings (square metres) including one area with a minimum dimension of 3 metres x 5 metres	20	20	20	20	20
Minimum area of private open space in the form of a balcony for dwellings above ground level (square metres)	n/a	n/a	n/a	8 (minimum dimension 2 metres)	n/a

Land Division

- 14 Land division should create allotments with an area of greater than 120 square metres.
- 15 Land division should result in a north-south / east-west grid design to facilitate allotments and dwellings that primarily orientate north-south to maximise passive solar efficiency.
- 16 Land division should result in allotments that allow building orientation that minimises the impact of garages and driveway crossovers on the streetscape and should be designed to provide a maximum number of on street car parks, particularly adjacent allotments intended to be developed for Affordable Housing.

ATTACHMENT B

Neighbourhood Centre Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- 3 A centre accommodating mixed use development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone seeks to accommodate a variety of uses, including shops, consulting rooms, offices, public open spaces, indoor and outdoor recreation facilities, restaurants, cafes, hotels, libraries, mixed use developments and dwellings in the appropriate policy areas.

A significant proportion of the zone shares an interface with residential areas. Except in **The Parks Policy Area 33**, where integration between the adjacent residential areas is desired, activity in the zone needs to be considerate of this and development will use appropriate means of screening the activity of the centre from adjacent residential areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - bulky goods outlet
 - child care facility
 - community centre
 - consulting room
 - dwelling sited above a non-residential use
 - hall
 - library
 - health centre
 - hotel
 - indoor recreation facility
 - office
 - petrol filling station
 - playing field
 - recreation area
 - restaurant
 - service trade premises
 - shop
 - supermarket.
- 2 Development listed as non-complying is generally inappropriate.

- 3 Residential development and development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development in historic townscape character areas should respect and be consistent with the scale, form and materials of existing buildings that contribute to that character.
- 6 Dwellings should be located above compatible ground floor shop, office and consulting rooms, except where not part of a mixed use development within **The Parks Policy Area 33**.
- 7 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 6 metres above natural ground level.

Land Division

- 8 Land division should result in new allotments of a size and configuration that ensure the objectives of the zone or policy area can be achieved.

ATTACHMENT C

The Parks Policy Area 33

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A centre accommodating consulting rooms, shopping, office, mixed use development, community facilities, open space, indoor and outdoor recreation areas and residential development.
- 2 A centre accommodating mixed use development and residential development in accordance with [Concept Plan Map PAdE/23 – The Parks Neighbourhood Centre and Medium Density Policy Area](#).
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be developed with a 'village style' character as a community hub in accordance with [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area](#), comprising a range of land uses including recreational areas, open spaces and recreational facilities towards the eastern parts of the policy area with health services, consulting rooms, multi-storey mixed use residential buildings, shops, offices, restaurants and some residential uses in the western parts of the policy area.

The policy area will be developed in accordance with the following 'sub areas' as illustrated by [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area](#):

- (a) Area 1 - Mixed Use / Residential Area
- (b) Area 2 - Core Area
- (c) Area 3 – Recreation Area.

Area 1 will have a predominantly urban residential character with medium density residential development together with mixed use developments comprising residential and other complementary land uses such as offices and shops. Buildings will predominately be 2-3 storeys in height.

Area 2 will provide the greatest intensity and diversity of land uses and will be a hub of commercial, health, learning and artistic uses and activities. Trafford Street will form the heart of this hub reinforcing the connection between both sides of the street. An open plaza will also be developed in proximity to the theatre and recreation centre. The uses in the 'Core Area' may include a variety of commercial and non-commercial uses such as a library, children services, health services, theatres, shops, offices, banks, consulting rooms, restaurants and mixed use residential with some residential uses. The greatest concentration of mixed use-residential and residential development will be at the edges towards Area 1 (Mixed Use / Residential Area), or adjacent the **Residential Zone**. Ground level uses will primarily be non-residential, while street level residential will be appropriate towards the western boundary of Area 2.

Area 3 will contain a wide range of sporting and recreational facilities that support the needs of the local and wider community including for sporting competitions and special recreational events.

The uses and buildings will contribute and enhance the 'community hub' aspirations of the Parks Centre.

Layout

The centre will be developed with a 'village' character, with a strong pedestrian focus and a street layout and design in a north-south / east-west grid pattern to facilitate greater access and permeability through the policy area. Well defined streets with clear sightlines through the centre will enhance the safety of the local neighbourhood.

The centre will have a primary main street focus along Trafford Street with the main street theme also evident along all streets in the Core Area. Buildings along streets in the Core Area should be built to the front boundary or provide a minimal setback to allow ground level uses to spill onto footpaths, such as outdoor dining.

Public and private spaces will be clearly defined. New buildings will create a consistent and legible built form across the policy area.

Urban design

Active frontages to buildings will be achieved by a variety of design solutions including ground floor uses that have a clear presence through minimal setbacks and orientation that enable buildings to connect to public streets and public areas.

Buildings will frame squares and parks and reinforce the grid pattern, main-street theme. Where possible, development will provide shade and shelter to footpaths by providing verandas, awnings and overhanging building elements. Where buildings are located on two street frontages, entry points are encouraged to be located at the convergence of the two streets (corner of the building) to encourage people activity in highly visual places.

Built form features and activities that attract people to activity centres are encouraged, such as the use of doors and windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths and public spaces. Displays of artistic expression like street art and murals are also encouraged.

A consistent landscaping theme using suitable low water requiring plant species should be adopted throughout the Centre, reinforcing the 'sense of place' and connections between the areas west and east of Trafford Street.

Access

Shared car parking areas including bicycle parking and short-term parking areas will be located on streets and between buildings within the policy area. A higher than normal ratio of on street rather than off street car parking is appropriate in the Core Area east of Trafford Street to ensure parking is shared and dispersed through the centre rather than concentrated in one particular area. This will also increase pedestrian movement and activity in public spaces.

Car parking will be designed to ensure public safety with clearly defined and legible access. Attractive well landscaped walkways will be developed to connect parking areas to buildings and squares.

Interchange and access areas to deliver and receive goods will be provided at the rear of buildings and will be screened from public view.

General

Due to potentially contaminating activities having occurred with the policy area, future development should ensure that a site or sites are suitable and safe for their intended use, particularly where it involves sensitive uses like residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or a combination thereof, are envisaged in Area 1 - Mixed Use / Residential Area in the policy area as identified on [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area:](#)
 - affordable housing
 - detached dwelling
 - affordable housing
 - aged persons accommodation
 - consulting room
 - group dwelling
 - mixed use development
 - office
 - residential flat building
 - retirement village
 - row dwelling
 - shop or group of shops, excluding a bulky goods outlet
 - supported accommodation
 - tourist accommodation.
- 2 The following forms of development, or a combination thereof, are envisaged in Area 2 – Core Area in the policy area as identified on [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area:](#)
 - affordable housing
 - aged persons accommodation
 - community centre
 - consulting room
 - group dwelling
 - library
 - mixed use development
 - motel
 - office
 - parking facility
 - pre school
 - place of worship
 - public open space
 - residential flat building
 - retirement village
 - row dwelling
 - shop or group of shops, excluding a bulky goods outlet
 - sporting club
 - supported accommodation
 - theatre
 - tourist accommodation.
- 3 The following forms of development, or a combination thereof, are envisaged in Area 3 - Recreation Area in the policy area as identified on [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area:](#)
 - community centre
 - clubroom associated with a sports facility
 - indoor and outdoor recreational and/or sporting facility
 - lighting associated with sports and recreational facilities
 - public open space
 - sports ground and associated facility
 - spectator and administrative facilities ancillary to recreation and sporting facilities

- sporting club
- swimming pool.

4 Development listed as non complying is generally inappropriate.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the policy area and consistent with [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area](#).
- 6 Buildings should be developed in accordance with the following parameters:

Parameter	Area 1 - Mixed Use/Residential	Area 2 - Core Area
Minimum setback from primary road frontage	2 metres	0 metres
Maximum setbacks from primary and secondary road frontages	4 metres	3 metres or 2 metres for buildings on Trafford St.
Minimum setback from secondary road frontage	1 metre	0 metres
Maximum extension of verandas and balconies beyond the front building line	1.5 metres	0 metres
Minimum setback from side and rear boundaries (garages and carports 0 metre set back).	1m for single storey and 2m for 2 storeys or more.	0 metres
Maximum building height (from natural ground level)	3 storeys	4 storeys
Minimum Private Open Space (including 3 metres x 5 metres rectangle or 2 metres depth for apartments).	15 square metres per bedroom, or 8 square metres for a 1 bedroom dwelling within a residential flat building, plus 3 square metres per additional bedroom	10 square metres per bedroom, or 8 square metres for a 1 bedroom dwelling within a residential flat building, plus 3 square metres per additional bedroom
Minimum number of on-site residential car parking spaces (1 of which should be covered)	2, or 1 for Affordable Housing or dwellings with 1-2 bedrooms	2, or 1 for Affordable Housing or dwellings with 1-2 bedrooms

Affordable Housing

- 7 A dwelling (including for Affordable Housing) should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type (including Affordable Housing)	Site area for housing (square metres)	Minimum frontage (metres)
Group dwelling	120 minimum average	15
Residential flat building	60 average	15
Row dwelling	120	5 metres with rear or side access or 7 metres with front access

- 8 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 9 Affordable housing should be distributed throughout the policy area to avoid over-concentration of similar types of housing in a particular area.

Car Parking

- 10 For the land east of Trafford Street, other than for residential development, or for the residential component of a mixed use development, car parking may be provided on street rather than on site, provided it can be demonstrated that adequate on street car parking is provided within 100 metres of the site. This may include shared car parking arrangements for land uses generating different peak usage times.

Land Division

- 11 Land division should be in accordance with the desired character, [Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre and Medium Density Policy Area](#) and result in a road network and allotment configuration that:
 - (a) maximises the provision of on-street car parking spaces
 - (b) facilitates buildings that primarily orientate north-south to maximise passive solar efficiency.

ATTACHMENT D

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: <ul style="list-style-type: none"> (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level. 	Except, in regards to subclause (d), advertisements that display third party content where: <ul style="list-style-type: none"> (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Builders yard	
Bus depot	
Bus station	
Demolition of any part of an element described in the extent of listing within Table PAdE/8 - Local Heritage Places .	
Demolition of a State Heritage Place described in the extent of listing within Table PAdE/9 - State Heritage Places or listed within the <i>South Australian Heritage Register</i> established under the <i>Heritage Places Act 1993</i> .	
Dwelling	Except where one of the following apply: <ul style="list-style-type: none"> (a) where located within the Semaphore Road Policy Area 32 (b) in conjunction with, and located above, a non-residential development (c) it is in the form of a group dwelling or a row dwelling located within the Area 1 - Mixed Use / Residential Area or Area 2 - Core Area as identified on Concept Plan Map PAdE/23.
Fuel depot	
Horticulture	
Industry	

Form of development	Exceptions
Intensive animal keeping	
Major public service depot	
Motor repair station	
Residential flat building	Except where located within the Semaphore Road Policy Area 32 or The Parks Policy Area 33 .
Road transport terminal	
Service trade premises where located within the Semaphore Road Policy Area 32	
Store	
Telecommunications facility	Except where located at least 100 metres from: <ul style="list-style-type: none"> (a) any Historic Conservation Area (b) Port Adelaide State Heritage Area Policy Area 48 (c) any Local Heritage Place described in the extent of listing within Table PAdE/8 - Local Heritage Places (d) any State Heritage Place described in the extent of listing within Table PAdE/9 - State Heritage Places or listed within the <i>South Australian Heritage Register</i> established under the <i>Heritage Places Act 1993</i>.
Timber yard	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
An advertisement and/or advertising hoarding where the height is not more than 6 metres above natural ground level, except within the Semaphore Road Policy Area 32 .	An advertisement and/or advertising hoarding where the height is not more than 6 metres above natural ground level, where located within the Semaphore Road Policy Area 32 .
Telecommunications facility located 100 metres or greater from a residential zone.	Telecommunications facility located between 30 metres and less than 100 metres from a residential zone.
Telecommunications antennae located 30 metres or greater from a residential zone.	Telecommunications antenna located less than 30 metres from a residential zone.

ATTACHMENT E

MAP PAdE/28 Adjoins

MAP PAD/E/30 Adjoins

MAP PAdE/36 Adjoins

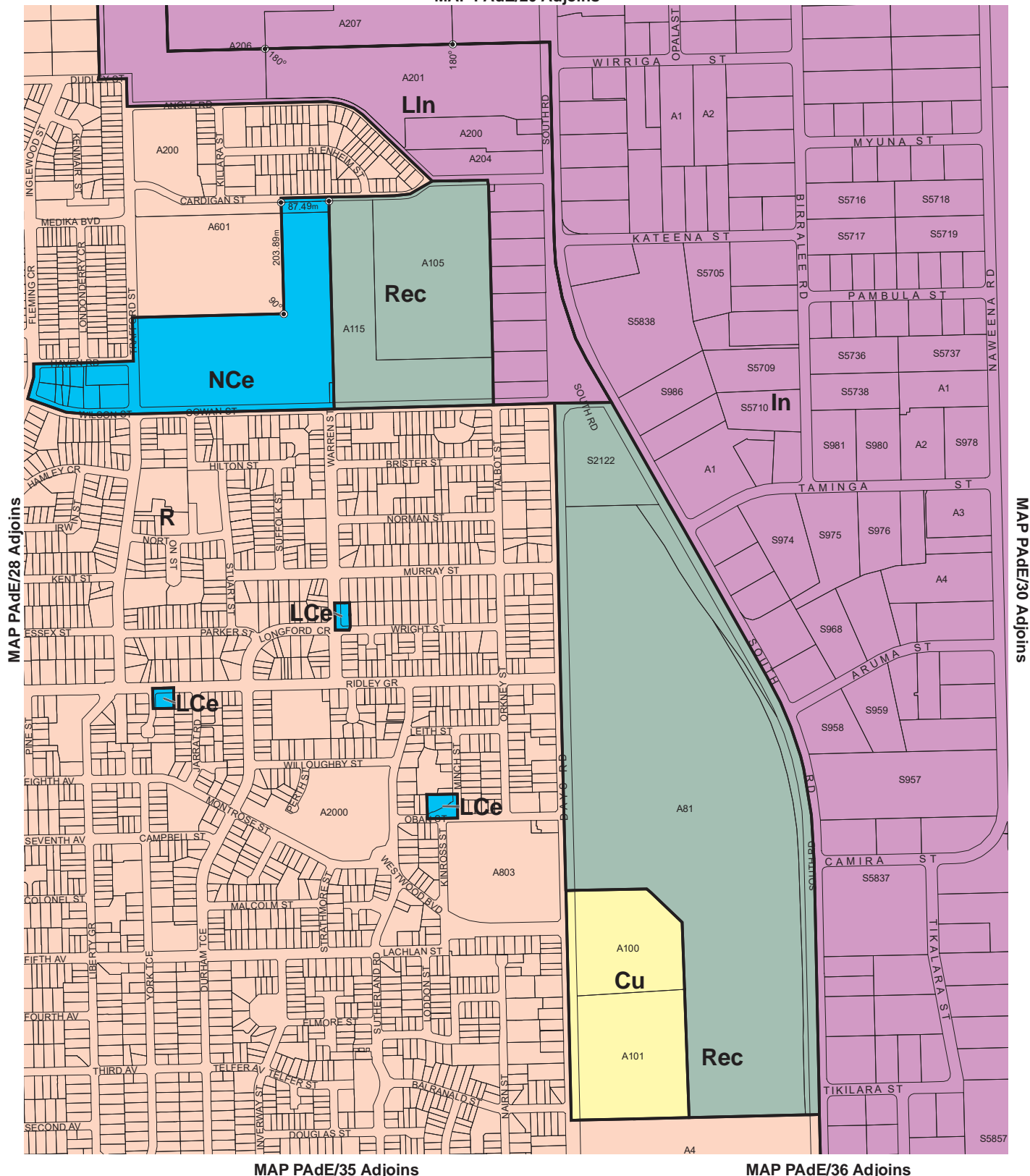


- | | |
|----------|-----------------------|
| S | School |
| L | Public Library |
| P | Post Office |
| H | Other Health Services |
| | Local Reserves |

Location Map PAdE/29

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/20 Adjoins



Lamberts Conformal Conic Projection, GDA94

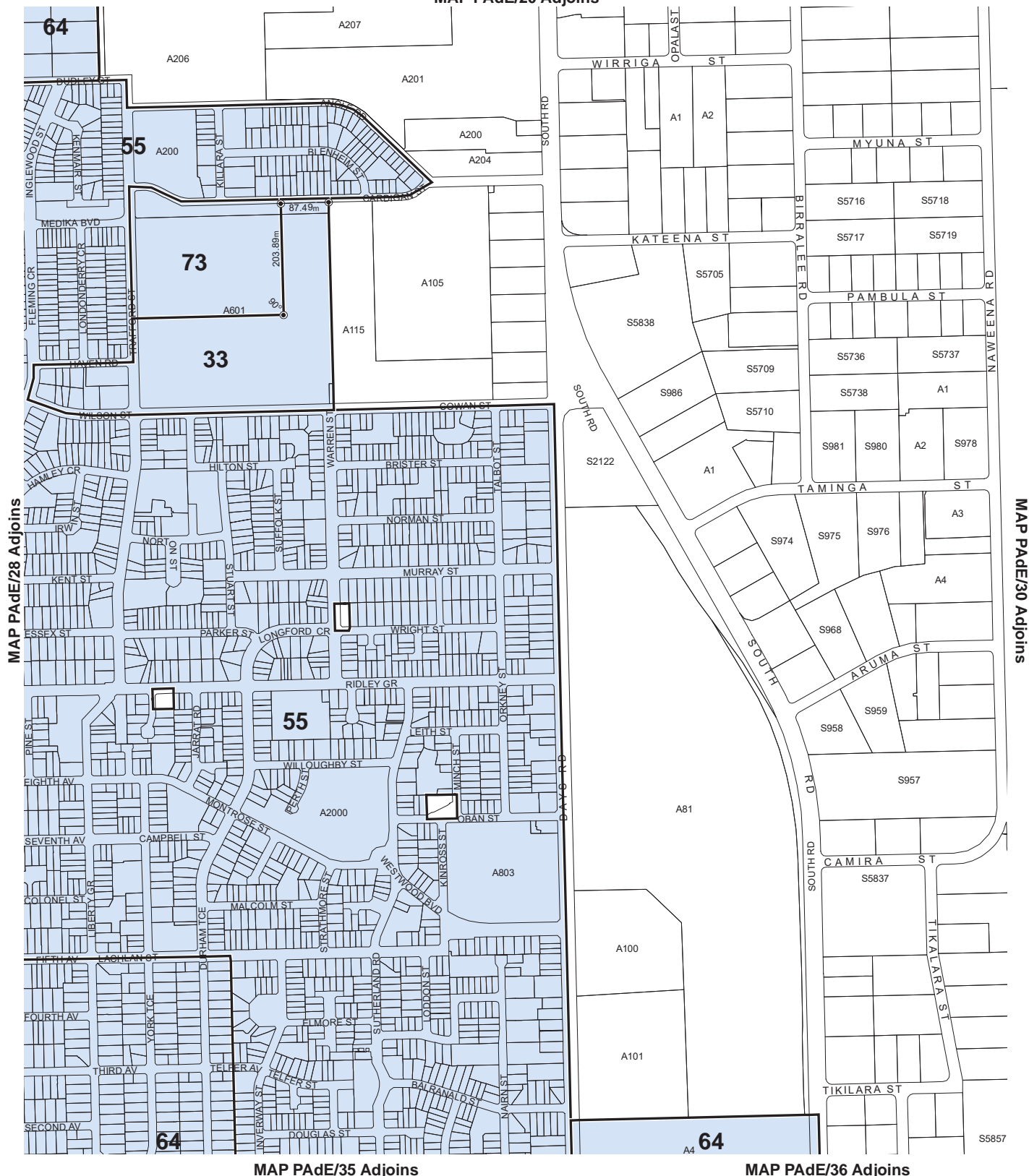


- Zones**
- Cu** Community
 - In** Industry
 - LIn** Light Industry
 - LCe** Local Centre
 - NCe** Neighbourhood Centre
 - Rec** Recreation
 - R** Residential
 - Zone Boundary**

Zone Map PAdE/29

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/20 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

- 33 The Parks
- 55 Comprehensive Development
- 64 Residential East
- 73 Medium Density



Policy Area Map PAdE/29

 Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL

ATTACHMENT F

This is a detailed street map of a residential area in Perth, Australia. The map shows a grid of streets and individual lots. A large area in the upper left is highlighted in green and labeled A601. Other labeled areas include A206, A207, A201, A200, A204, A105, A115, A100, A101, A803, A2000, A81, A4, and S585. Streets shown include Dudley St, Ingleswood St, Kenmare St, Medika Bvd, Londonerry Cr, Haven Rd, Wilson St, Hamley Cr, Kent St, Essex St, Pine St, Eighth Av, Seventh Av, Colonel St, Fifth Av, Fourth Av, Third Av, Second Av, Trafford St, Kilara St, Bleasdale St, Cardigan St, Cowan St, Brister St, Norman St, Murray St, Wright St, Longford Cr, Parker St, Norton St, Hilton St, Suffolk St, Warren St, Ridley Gr, Leith St, Minch St, Oban St, Kinross St, Lachlan St, Loddon St, Balranald St, Douglas St, Telfer St, Inverway St, York Tce, Durham Tce, Jarral Rd, Montrose St, Campbell St, Westwood Blvd, Sutherland Rd, Warriga St, Opal St, Kateena St, Myuna St, Pambula St, Tamunga St, Aruma St, Camira St, Tikilara St, South Rd, Birralee Rd, Naweena Rd, and Days Rd. Lots are labeled with numbers such as S5716, S5718, S5717, S5719, S5705, S5838, S5709, S5710, S986, S974, S975, S976, S968, S959, S958, S957, S5837, S585, S2122, S981, S980, A2, S978, A1, A3, A4, A100, A101, A803, A2000, A115, A105, A206, A207, A201, A200, A204, A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100, A101, A102, A103, A104, A105, A106, A107, A108, A109, A110, A111, A112, A113, A114, A115, A116, A117, A118, A119, A120, A121, A122, A123, A124, A125, A126, A127, A128, A129, A130, A131, A132, A133, A134, A135, A136, A137, A138, A139, A140, A141, A142, A143, A144, A145, A146, A147, A148, A149, A150, A151, A152, A153, A154, A155, A156, A157, A158, A159, A160, A161, A162, A163, A164, A165, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, A180, A181, A182, A183, A184, A185, A186, A187, A188, A189, A190, A191, A192, A193, A194, A195, A196, A197, A198, A199, A200, A201, A202, A203, A204, A205, A206, A207, A208, A209, A210, A211, A212, A213, A214, A215, A216, A217, A218, A219, A220, A221, A222, A223, A224, A225, A226, A227, A228, A229, A230, A231, A232, A233, A234, A235, A236, A237, A238, A239, A240, A241, A242, A243, A244, A245, A246, A247, A248, A249, A250, A251, A252, A253, A254, A255, A256, A257, A258, A259, A260, A261, A262, A263, A264, A265, A266, A267, A268, A269, A270, A271, A272, A273, A274, A275, A276, A277, A278, A279, A280, A281, A282, A283, A284, A285, A286, A287, A288, A289, A290, A291, A292, A293, A294, A295, A296, A297, A298, A299, A300, A301, A302, A303, A304, A305, A306, A307, A308, A309, A310, A311, A312, A313, A314, A315, A316, A317, A318, A319, A320, A321, A322, A323, A324, A325, A326, A327, A328, A329, A330, A331, A332, A333, A334, A335, A336, A337, A338, A339, A340, A341, A342, A343, A344, A345, A346, A347, A348, A349, A350, A351, A352, A353, A354, A355, A356, A357, A358, A359, A360, A361, A362, A363, A364, A365, A366, A367, A368, A369, A370, A371, A372, A373, A374, A375, A376, A377, A378, A379, A380, A381, A382, A383, A384, A385, A386, A387, A388, A389, A390, A391, A392, A393, A394, A395, A396, A397, A398, A399, A400, A401, A402, A403, A404, A405, A406, A407, A408, A409, A410, A411, A412, A413, A414, A415, A416, A417, A418, A419, A420, A421, A422, A423, A424, A425, A426, A427, A428, A429, A430, A431, A432, A433, A434, A435, A436, A437, A438, A439, A440, A441, A442, A443, A444, A445, A446, A447, A448, A449, A450, A451, A452, A453, A454, A455, A456, A457, A458, A459, A460, A461, A462, A463, A464, A465, A466, A467, A468, A469, A470, A471, A472, A473, A474, A475, A476, A477, A478, A479, A480, A481, A482, A483, A484, A485, A486, A487, A488, A489, A490, A491, A492, A493, A494, A495, A496, A497, A498, A499, A500, A501, A502, A503, A504, A505, A506, A507, A508, A509, A510, A511, A512, A513, A514, A515, A516, A517, A518, A519, A520, A521, A522, A523, A524, A525, A526, A527, A528, A529, A530, A531, A532, A533, A534, A535, A536, A537, A538, A539, A540, A541, A542, A543, A544, A545, A546, A547, A548, A549, A550, A551, A552, A553, A554, A555, A556, A557, A558, A559, A560, A561, A562, A563, A564, A565, A566, A567, A568, A569, A570, A571, A572, A573, A574, A575, A576, A577, A578, A579, A580, A581, A582, A583, A584, A585, A586, A587, A588, A589, A590, A591, A592, A593, A594, A595, A596, A597, A598, A599, A600, A601, A602, A603, A604, A605, A606, A607, A608, A609, A610, A611, A612, A613, A614, A615, A616, A617, A618, A619, A620, A621, A622, A623, A624, A625, A626, A627, A628, A629, A630, A631, A632, A633, A634, A635, A636, A637, A638, A639, A640, A641, A642, A643, A644, A645, A646, A647, A648, A649, A650, A651, A652, A653, A654, A655, A656, A657, A658, A659, A660, A661, A662, A663, A664, A665, A666, A667, A668, A669, A670, A671, A672, A673, A674, A675, A676, A677, A678, A679, A680, A681, A682, A683, A684, A685, A686, A687, A688, A689, A690, A691, A692, A693, A694, A695, A696, A697, A698, A699, A700, A701, A702, A703, A704, A705, A706, A707, A708, A709, A710, A711, A712, A713, A714, A715, A716, A717, A718, A719, A720, A721, A7

PORT ADELAIDE ENFIELD COUNCIL

Urban Affordable Designated Area

[illegible]

MAP PAdE/28 Adjoins

MAP PAGE/30 Adjoins

MAP PAdE/35 Adjoins

MAP PAdE/36 Adjoins



Overlay Map PAdE/29

NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL

Urban Emissions Designated Area

ATTACHMENT G



Area 1 - Mixed Use/Residential Area



Area 2 - Core Area



Area 3 - Recreation Area



Medium Density Policy Area



Traffic Calming Measures



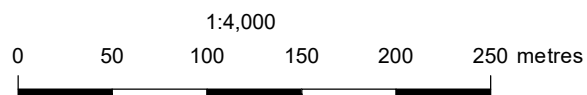
Pedestrian Links



Notable Vegetation



Concept Plan Boundary



Concept Plan Map PAdE/23

THE PARKS

NEIGHBOURHOOD CENTRE AND

MEDIUM DENSITY POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

Development Plan Amendment

By the Minister

**Port Adelaide Enfield Council
Development Plan**

**The Parks Redevelopment
Development Plan Amendment**

EXECUTIVE SUMMARY AND ANALYSIS



Government of South Australia

Department of Planning,
Transport and Infrastructure

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
Introduction.....	i
Need for the amendment.....	i
Area(s)/land affected/affected Development Plans	ii
Proposed policy change(s).....	iv
Legal requirements.....	v
Consultation	v
The final stage.....	v
ANALYSIS.....	1
1. BACKGROUND.....	1
2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS	2
2.1 Consistency with South Australia's Strategic Plan.....	2
2.2 Consistency with the Planning Strategy.....	3
2.3 Consistency with other key policy documents.....	7
2.4 The State's Planning Policy Library	13
2.5 Infrastructure Planning.....	13
3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN	14
3.1 The Parks Community Centre: A Practical Approach for the Future (April 2011)	15
4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA	15
5. SUMMARY OF RECOMMENDED POLICY CHANGES.....	27
6. STATEMENT OF STATUTORY COMPLIANCE	29
6.1 Accords with the Planning Strategy	29
6.2 Accords with other parts of the Development Plan	29
6.3 Complements the policies in the Development Plans for adjoining areas	29
6.4 Satisfies the requirements prescribed by the Regulations	29
REFERENCES/BIBLIOGRAPHY	30
APPENDICES	31
THE AMENDMENT	

EXECUTIVE SUMMARY

INTRODUCTION

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

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the *Development Act 1993*).

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Conclusions and Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Appendices
- The Amendment.

NEED FOR THE AMENDMENT

In October 2010, the former Premier, Mr Mike Rann asked the Commissioner for Social Inclusion to develop a future plan for The Parks Community Centre with the vision of changing the Centre from a 'welfare centre' to a 'community hub'.

The Parks Community Centre: A Practical Approach for the Future (April 2011) plan (The Parks Plan), sought to balance community sentiment, ageing infrastructure, cost considerations and population projections and was prepared with the input of more than 650 people during a 2 month 'Active Listening' consultation period.

The Parks Plan recommended the inclusion of a recreation and sports hub, a children's centre, a health centre, a library and community centre, together with residential and retail options. It also recommended approximately 4.85 hectares of the north western part of the site be rezoned for residential development and that the south western part of the site should accommodate a range of uses including local shops, a car park and a proposed new health centre.

On 26 May 2012 the State Government announced a significant budget commitment for a redevelopment of The Parks Community Centre in response to the recommendations of The Parks Plan.

While The Parks Plan focussed on the land to the east of Trafford Street, the existing Parks Policy Area 33 in which the site is contained, extends to the western side of Trafford Street also (bound by Haven Road, Flemings Crescent and Wilson Street) and contains a local shop and predominantly residential uses, mostly in Government ownership.

The current planning policy within the Neighbourhood Centre Zone, Parks Policy Area 33 does not provide for the full range of land uses that are appropriate for the development of a connected, revitalised community centre, including medium density residential, retail and mixed use.

For these reasons a new master plan has been prepared to guide the future development of the site, including the balance of the Neighbourhood Centre Zone.

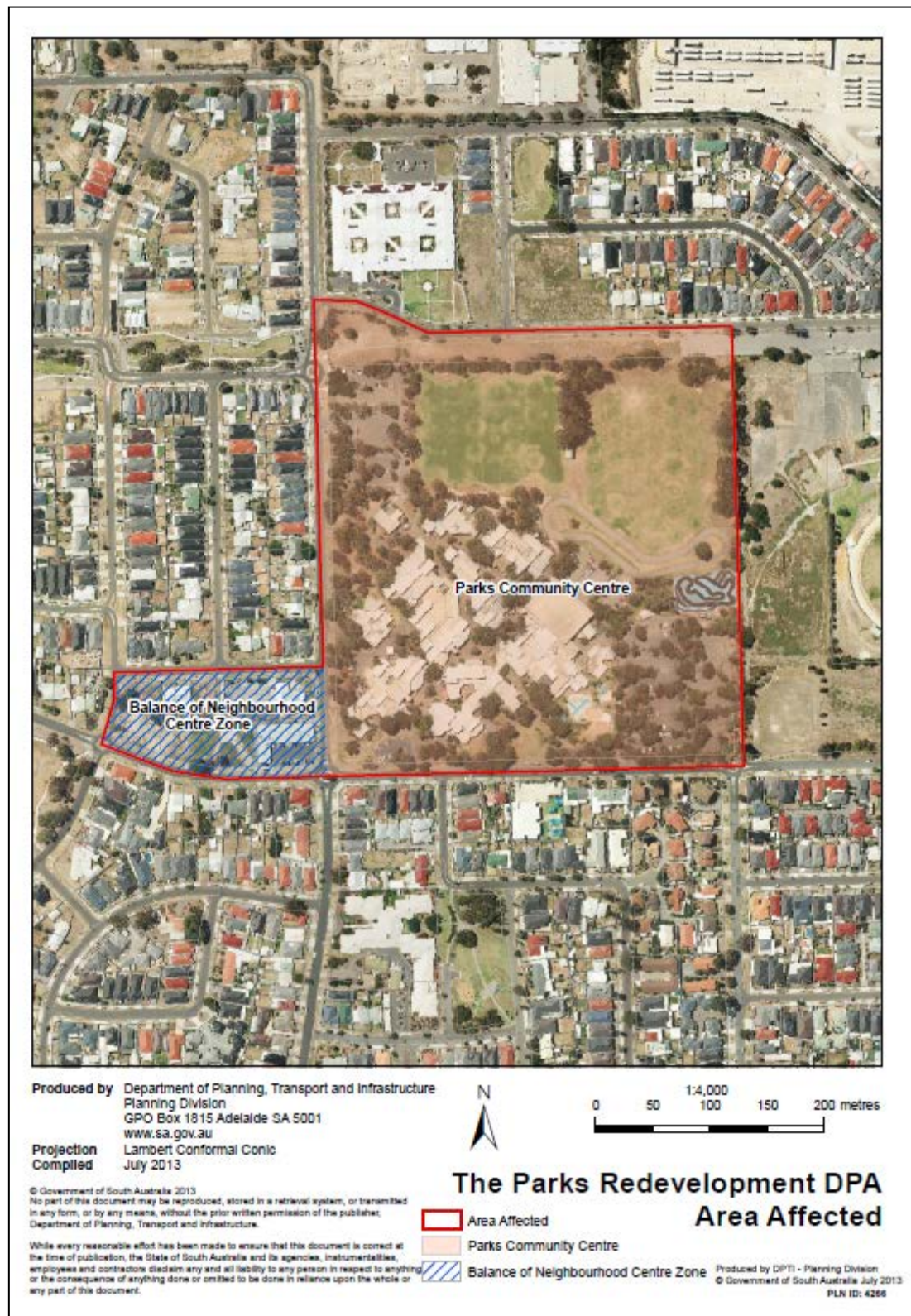
In order to meet the objectives of The Parks Plan and the more recent Grieve Gillett Master Plan, it is necessary to review the planning policy framework applicable to the Neighbourhood Centre Zone and The Parks Policy Area 33 to facilitate the development of a new community centre and adjacent residential land.

Figure 1 illustrates the Area Affected as well as the Parks Community Centre land and the balance of the Neighbourhood Centre zoned land.

AREA(S)/LAND AFFECTED/AFFECTED DEVELOPMENT PLANS

The Area Affected by the DPA includes the whole of The Parks Policy Area 33 of the Neighbourhood Centre Zone within the Port Adelaide Enfield Council Development Plan as illustrated on **Figure 1**.

FIGURE 1: AREA AFFECTED



PROPOSED POLICY CHANGE(S)

This DPA is proposing to replace The Parks Policy Area 33 with a new Parks Policy Area 33 to support the redevelopment of the Parks Community Centre land for a range of community, office, recreational, open space, mixed use and retail uses. The DPA also seeks to rezone the land located to the north of The Parks Community Centre (bound by Trafford and Cardigan Streets to the north and west) from Neighbourhood Centre Zone to Residential Zone with a Medium Density Policy Area, in order to provide for a range of residential opportunities in keeping with the 30 Year Plan for Greater Adelaide (The Plan).

The DPA is also introducing the Affordable Housing Overlay and the Noise and Air Emissions Overlay. It is proposed that the Affordable Housing overlay will apply to the area proposed to be rezoned Residential, and also across the proposed Mixed Use/Residential and Core Areas of Policy Area 33 where the DPA is proposing to introduce residential land uses. The Noise and Air Emissions Overlay will apply to the Mixed Use/Residential and Core Areas of Policy Area 33. The DPA will:

- Rezone approximately 4.85ha of land located in the northern section of the Area Affected to the existing Port Adelaide Enfield Council Development Plan Residential Zone
- Introduce a Medium Density Policy Area to apply to the land to be rezoned Residential
- Add 'residential flat buildings' to Principle of Development Control number 1 of the Residential Zone as an envisaged use within the Medium Density Policy Area
- Include 'group dwellings', 'residential flat buildings' and 'row dwellings' in PDC 1 of the Neighbourhood Centre Zone as envisaged uses in The Parks Policy Area 33.
- Amend Objective 3 of the Desired Character statement and Principles of Development Control 6 of the Neighbourhood Centre Zone in order to provide for 'stand- alone' residential development as well as mixed- use residential development within The Parks Policy Area 33.
- Introduce a new Parks Policy Area 33 including a new comprehensive Desired Character statement, list of envisaged land uses and principles of development control relating to form and character.
- Replace Concept Plan Map PAdE/ 23 with a new concept plan which identifies a 'Core', 'Recreation' and 'Mixed Use/Residential' area, to guide the future development of The Parks Policy Area 33.
- Introduce new policy within the Parks Policy Area 33 that contemplates a greater reliance on on-street car parking than would normally be contemplated.
- Introducing a new Affordable Housing Overlay to apply to the proposed new residential zoned area and to the Mixed- use/Residential and Core Areas of the Neighbourhood Centre Zone.
- Introducing a new Air and Noise Emissions Overlay to the Mixed- use/Residential and Core Areas of the Neighbourhood Centre Zone to ensure a suitable environmental amenity exists for future residents in mixed use areas.

LEGAL REQUIREMENTS

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to Section 26(3) of the *Development Act 1993*.

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

- accords with the Planning Strategy
- accords with other parts of the Development Plan(s)
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the *Development Act 1993*.

CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks. The organisations and agencies that will be consulted include:

- Department of the Premier and Cabinet
- Department for Education and Child Development
- Department for Communities and Social Inclusion
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Planning, Transport and Infrastructure
 - Office for Design & Architecture South Australia
 - Transport Services
 - Office for Recreation and Sport
- Department of Environment, Water and Natural Resources
 - Environment Protection Authority
- Department for Health and Ageing
- Renewal SA
- South Australian Metropolitan Fire Service
- ElectraNet
- SA Power Network
- SA Water

The City of Port Adelaide Enfield will also be consulted.

All public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee, which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

When the Development Policy Advisory Committee has considered the comments received and heard all the public submissions, it will provide the Minister for Planning with a report on its findings.

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

Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.

ANALYSIS

1. BACKGROUND

The Parks Redevelopment DPA has been prepared to introduce a new suite of planning policy in response to a need to reinvigorate the Parks Community Centre and the balance of the Neighbourhood Centre Zone, The Parks Policy Area 33.

The Parks Community Centre land is located in Angle Park, bound by Cowan Street to the south, Trafford Street to the west, Cardigan Street to the north and Council owned open space land to the east.

The Parks Community Centre was first developed as an integrated social, welfare and education services centre for the local community. The historical development pattern of the Centre was of clusters of buildings set amidst open space areas with large expanses of car parking. The land has previously been used for a range of land uses including education, government offices, legal aid services, health and recreation services including a swimming pool, a library and open space. The site is owned by the Government of South Australia.

In April 2011 *The Parks Community Centre: A Practical Approach for the Future (April 2011)* (The Parks Plan) was prepared at the request of the then Premier, by the Commissioner for Social inclusion with the vision of changing the Parks Community Centre from a 'welfare centre' to a 'community hub'.

The Parks Plan recommended the inclusion of a recreation and sports hub, a children's centre, a health centre, a library and community centre, together with residential and retail options. It also recommended land in the north western part of the site be rezoned for residential development and that the south western part of the site should be rezoned for local shops, a car park and a proposed new health centre. The Parks Plan also determined that additional publicly usable open space would be included.

While The Parks Plan focussed on the land bound by Trafford Street, Cardigan Street, the balance of The Parks Policy Area 33, west of Trafford Street, contains local shops in private ownership and residential uses mostly in government ownership.

The Parks Policy Area 33 Neighbourhood Centre Zone currently operates as two separate areas with Trafford Street forming a division between the existing local shopping and residential area and the Parks Community Centre area.

The existing policy in The Parks Policy Area 33 provides for a limited range of land uses including shopping, office and community facilities with recreation uses also envisaged. The policy also contemplates an expansion of the Shopping Core and seeks linkages between the Shopping Core and the Parks Community Centre. The Shopping Core is currently confined to the area of land to the west of Trafford Street. In general terms, the policy seeks to retain the existing character.

While much of the infrastructure and many of the buildings are reaching the end of their life cycle, the demographics of the local area are also changing, bringing an

opportunity to review the types of land uses that could be accommodated in a new The Parks Policy Area 33 in line with the recommendations of The Parks Plan and subsequent master planning processes.

The Parks Redevelopment DPA also offers the opportunity to build on the positive features of the existing centre and to create an integrated 'Village' style, pedestrian friendly environment with stronger links to the local shopping on the west of Trafford Street. This is also consistent with the recommendations of The Parks Plan.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan contains the following targets that are relevant to this DPA:

Vision: Our Communities are vibrant places to live, work, play and visit

Goal: We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging.

Target 1: Urban spaces

Increase the use of public spaces by the community (*baseline: 2011*)

Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.

Target 2: Cycling

Double the number of people cycling in South Australia by 2020 (*baseline: 2011*)

Goal: Everyone has a place to call home

Target 7: Affordable housing

South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households (*baseline: 2010*)

Vision: South Australians think globally, act locally and are international leaders in addressing climate change

Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.

Target 63: Use of public transport

Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (*baseline: 2002-03*).

Vision: We look after our natural environment

Goal: We want Adelaide to grow up more than out.

Target 68: Urban development

By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas (*baseline: 2010*)

Vision: We value and protect our water resources

Goal: South Australia has reliable and sustainable water resources and is a leader in wastewater, irrigation, stormwater and groundwater management.

Target 73: Recycled stormwater

South Australia has the system capacity to harvest up to 35GL of stormwater per annum by 2025.

Target 74: Recycled wastewater

South Australia has the system capacity to recycle up to 50GL of wastewater per annum by 2025.

Vision: We are active in looking after our health

Goal: We are physically active.

Target 83: Sport and recreation

Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020.

The DPA seeks to provide a planning framework for the subject land that will progress these visions, goals and targets by:

- introducing policies in the Port Adelaide Enfield Development Plan that will encourage the development of an urban space that generates a sense of belonging;
- provides for a range of housing options including medium density and affordable housing;
- providing a policy framework to facilitate the creation of an urban environment which provides linkages with recreation and community areas and encourages opportunities for walking and cycling; and
- introducing policies that seek energy efficient dwelling designs which encourage use of passive solar design principles, increased thermal comfort through natural ventilation.

In summary, the DPA will respond to South Australia's Strategic Plan by providing policies that allow a greater range of land uses and opportunities for a range of housing options including affordable housing.

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government policy for development in South Australia and is based on key economic, social and environmental imperatives. 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 30-Year Plan for Greater Adelaide (the Plan) is a volume of the Planning Strategy for South Australia and applies to the area affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry.

The main aim of the Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve

the environment and protect the heritage, history and character of Greater Adelaide. The Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. The Plan is one of the key tools to assist the State Government, local government and the entire community in building resilience to the risks and impacts of climate change. It seeks to provide a set of practical and achievable policies and targets to manage the forecast changes that will confront Greater Adelaide during the next 30 years.

The following objectives, principles, policies and targets from the Plan are of particular relevance to this DPA:

New transit corridors, growth areas, transit-oriented developments and activity centres

Policies

2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.
4. Locate new growth areas contiguous to transit corridors wherever possible.
5. Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.
7. Ensure that the bulk of new residential development in Greater Adelaide is low to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.
14. Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.
28. Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility; a transit focussed and connected city; world-class design and vibrancy; and economic growth competitiveness.
29. Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments.
30. Develop higher-density residential developments within and adjacent to activity centres.

Targets

- B By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.

Transport

Targets

- A Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018.
- B Prioritise residential and employment growth in areas where transport infrastructure is planned.

Urban Design

Policies

- 2. Maximise and increase the quality of public space and require excellent design in the public realm.
- 3. Require new mixed-use medium and high-rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.
- 5. Set, through the planning controls, very high standards for urban character and quality of design in consultation with the Commissioner for Integrated Design.
- 7. Ensure building design can be adapted in the future to minimise new building requirements and maximise the re-use and redevelopment of existing infrastructure.

Communities and Social Inclusion

Policies

- 7. Create safe and inviting public spaces that will encourage community participation by a wide range of people.
- 8. Provide engaging spaces where young people can congregate for social activities in a positive setting.

Housing mix, affordability and competitiveness

Policies

- 3. Integrate a mixture of competitive housing styles, types and sizes and densities into the wider housing market, including medium- density low-rise and attached dwellings

Targets

- C At least 30 per cent of new housing is available at competitive house prices (that is at or below the median house sale price in its market) to ensure affordability).

Affordable housing

Targets

- A Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people.

Health and wellbeing

Policies

1. Design pedestrian – and – cycle friendly areas in growth areas and existing neighbourhoods to promote active communities.

Targets

- A Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation.

The Economy and Jobs

Targets

- A Provide for 282,000 additional jobs during the next 30 years. The regional distribution for additional jobs is: 40,500 in Western Adelaide.

Infrastructure

1. Maximise the location of economic and social infrastructure by:
 - Locating new housing growth in proximity
 - Emphasising the planning for human services in new growth areas.

The DPA seeks to respond to these visions, goals and targets of the Plan by:

- providing opportunities for a range of housing options including medium density and affordable housing within an existing built up area and adjacent an activity centre;
- seeking to activate and rejuvenate an existing centre through introducing policies that enable a greater range of land uses.
- providing a policy framework to facilitate the creation of an urban environment which provides linkages with recreation and community areas and encourages opportunities for walking and cycling; and
- introducing policies that encourage the development of safe and inviting meeting spaces and 'active' ground level development such as café;s and other people attracting land uses within the redeveloped centre.
- introducing policies that seek energy efficient dwelling designs which encourage use of passive solar design principles, increased thermal comfort through natural ventilation.

Western Adelaide Targets

The area affected by the DPA is within the Western Adelaide Region (highlighted in Table 1 below). Residential development within the site will contribute to the achievement of dwelling targets for this region.

- 9,500 net additional dwellings outside of corridors
- 40,500 net additional jobs
- 4650 hectares of infill-up zoning (residential and employment)

Table 1

State Government Region	Infill Within Corridors	Infill Outside Corridors	Fringe Growth	Townships	Total
City of Adelaide	15 040	-	-	-	15 040
Eastern Adelaide	7 900	10 500	-	-	18 400
Northern Adelaide - Buckland Park, Virginia, Angle Vale	20 500	6 000	36 300	4 800	67 600
Southern Adelaide	19 500	12 000	8 500	500	40 500
Western Adelaide	33 060	9 500	-	-	42 560
Barossa/Roseworthy/Gawler/ Concordia	-	-	37 900	8 500	46 400
Adelaide Hills and Murray Bridge	-	-	-	13 000	13 000
Fleurieu	-	-	-	14 500	14 500
Total	96 000	38 000	82 700	41 300	258 000

The DPA seeks to provide additional opportunities for residential development, therefore contributing to the targets for the Western Adelaide Region of the Plan.

2.3 Consistency with other key policy documents

The proposed planning policies accord with the following strategic documents identified as relevant to the area affected and also accord with the adjacent councils' Development Plans.

2.3.1 Strategic Infrastructure Plan for South Australia 2005/6 – 2014/15, Government of South Australia

The *Strategic Infrastructure Plan for South Australia* is a coordinated long-term approach to infrastructure provision throughout the state. It provides an overarching framework for the planning and delivery of infrastructure by all government and private sector providers.

The Strategic Infrastructure Plan for South Australia seeks to maximise efficient investment in and use of a range of physical and service based infrastructure, particularly where this supports economic development and community well being. The key relevant elements of the Strategic Infrastructure Plan are summarised below.

Land:

- Integrate residential development with infrastructure and transport planning.
- Promote changes to planning policy to increase housing densities in strategic locations and to increase affordable housing with access to infrastructure and services.

Health:

- Coordinate the development of transport and health services to improve access to health services.

Community Services:

- Improve community access and amenity by better linking housing to transport infrastructure and services.
- Incorporate affordability objectives with the planning system so that development approval processes supports an appropriate supply of affordable and high needs housing.
- Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.

Energy:

- Promote energy efficiency and environmental sustainability in new residential development.
- Promote the adoption of demand-side measures that contribute to more efficient energy use and improved use of existing infrastructure.

The DPA seeks to respond to these elements of the Plan by:

- providing opportunities for a range of housing options including medium density and affordable housing within an existing built up area and adjacent an activity centre which contains a range of health and community services including a children's centre, health centre and library;
- providing for a range of housing options including medium density and affordable housing;
- providing a policy framework to facilitate the creation of an urban environment, which provides linkages with recreation and community areas, and encourages opportunities for walking and cycling; and
- introducing policies that seek energy efficient dwelling designs which encourage use of passive solar design principles, increased thermal comfort through natural ventilation.

2.3.2 Housing Strategy for South Australia – Green paper (2011)

Released in 2011, the Green Paper flags the preparation of a Housing Strategy which will set out a vision for housing in South Australia for the next 30 years. The Green Paper proposes a set of key directions and proposals for providing housing and services into the future.

The Green Paper recommends the creation of sustainable neighbourhoods and communities that:

- Are vibrant and resilient to change;
- Have good access to employment, infrastructure, services, recreation and social interaction;
- Are well-designed and promote community safety
- Respect cultural heritage and contribute to community culture;
- Use the environment responsibly; and
- Provide residents with the opportunities and choice to participate in community life and development.

This DPA will introduce a policy framework which will assist in the attainment of the objectives of the proposed Housing Strategy, by:

- providing a policy framework to facilitate the creation of an urban environment which provides linkages with recreation and community areas and encourages opportunities for walking and cycling;
- providing for a range of housing options including medium density and affordable housing;
- introducing policies that seek energy efficient dwelling designs which encourage use of passive solar design principles, increased thermal comfort through natural ventilation;
- including policies to encourage the development of a sustainable neighbourhood and community based around a rejuvenated sport and community hub; and
- including a policy requirement for 15 per cent of residential development to be affordable.

2.3.3 Housing and Employment Land Supply Program Report, South Australia (2010), Government of South Australia

The Housing and Employment Land Supply Program Report (HELSP Report) released on 12 October 2010 seeks to ensure that Greater Adelaide has an adequate supply of well located developable land spread across the region. Specifically, it assists with the establishment of a 15-year supply of land zoned at any given time for residential or commercial and industrial purposes in accordance with the objectives of The 30 Year Plan.

The Parks is located in the Western region of the HELSP Report which highlights that the region is an important focus to accommodate a significant proportion of Greater Adelaide's future growth of new dwellings, people and employment opportunities. The 30-Year Plan for Greater Adelaide's target is for the Western region to accommodate 83,000 additional people and 42,560 additional dwellings by 2036 (see Table 2 below).

Table 2

State Government Region	Infill Within Corridors	Infill Outside Corridors	Fringe Growth	Town-ships	Total
City of Adelaide	15 040	-	-	-	15 040
Eastern Adelaide	7 900	10 500	-	-	18 400
Northern Adelaide - Buckland Park, Virginia, Angle Vale	20 500	6 000	36 300	4 800	67 600
Southern Adelaide	19 500	12 000	8 500	500	40 500
Western Adelaide	33 060	9 500	-	-	42 560
Barossa/Roseworthy/Gawler/Concordia	-	-	37 900	8 500	46 400
Adelaide Hills and Murray Bridge	-	-	-	13 000	13 000
Fleurieu	-	-	-	14 500	14 500
Total	96 000	38 000	82 700	41 300	258 000

The introduction of medium density residential development to The Parks has the capacity to deliver additional residential dwellings, to assist with the attainment of this goal.

The DPA seeks to provide additional opportunities for residential development, by introducing a Residential Zone, therefore contributing to the targets for the Western Adelaide Region of the Report. This will assist in achieving the 30 year target identified in The Plan.

2.3.4 City of Port Adelaide Enfield's City Plan 2010 – 2016

The plan sets out five key themes that reflect the community's priorities. These together with the Objectives that are most relevant to this DPA are outlined below:

- A Strong and Diverse Economy;
 - Objective 5.** Strategic land use and infrastructure planning supports economic development while balancing social and environmental outcomes.
 - Indicator:**
 - Economic, social and environmental effects are identified, considered and documented for major strategic land use projects.
 - A Vibrant and Resilient Community;
 - Objective 1.** An engaged community enjoying a high level of participation in community life
 - Indicator:**

Services and facilities are appropriately targeted at:

 - Increasing community participation in social, arts and cultural activities and events;
 - A Unique, Healthy and Sustainable Environment;
 - Objective 5.** Urban and industrial development does not have a detrimental impact on the quality of the natural environment.
 - Indicator:**

New and existing urban and industrial developments incorporate best practice environmentally sustainable initiatives in design, construction and operation.
 - A Great Place to Live, Work and Play;
 - Objective**

1. A diverse range of socially and environmentally appropriate housing to meet community needs and expectations.
 - Indicators:**
 - New dwellings and redevelopments incorporate environmentally sustainable design elements, including energy and water efficient initiatives.
 - New dwellings and redevelopments consider and enable increased accessibility to transport, shops and services.
 - Housing stock meets the needs of a diverse range of groups within the community.
 - Objective 4.** Urban form shaped by appropriate policy and principles of development control expressed in the Port Adelaide Enfield (City) Development Plan.
 - Indicator:**

Port Adelaide Enfield (City) Development Plan is regularly reviewed and updated.
 - Objective 7.** An urban environment characterised by attractive and sustainable landscaping and useable open space throughout residential and commercial areas.
- and
- Committed and Accountable Governance

The DPA seeks to provide an improved community hub offering a range of services that aim to encourage a sense of community together with additional opportunities for a range of housing types, in keeping with the key community themes identified in the City Plan.

2.3.5 Strategic Directions Report 2012, City of Port Adelaide Enfield

A draft Strategic Directions Report was prepared and subsequently endorsed by the Council in March 2012, following a consultation process. Following negotiations between Council and the Department for Planning, Transport and Infrastructure (DPTI), Council amended its original 5-year work program. The amended work program was forwarded to DPTI in late 2012 and Council is awaiting a formal response from the State Government.

Following an assessment of the Development Plan against the targets of the 30-Year Plan for Greater Adelaide, a program of eight Development Plan Amendments is proposed over the coming years. These are:

Development Plan Amendments where the Statement of Intent has been endorsed by Council (but subject to Ministerial agreement):

- Design Provisions for Residential Flat Buildings (2013)*
- Heritage Review (2014-15)*

Development Plan Amendments where the Statement of Intent is yet to be prepared:

- Restricted Residential Policy Area (2013)
- Hanson Road (2015-16)
- General Review (2016)
- Prospect Road and Environs (2016)
- Port Adelaide Centre (to be advised)
- Centre Zones (to be advised).

The scope of potential DPAs identified in the Section 30 review is not yet known, however the titles suggest they will have limited relevance to The Parks DPA.

2.3.6 Open Space Plan 2006-2010, Port Adelaide Enfield Council

The Open Space Plan has been developed to guide the future provision, development and management of open space within the City of Port Adelaide Enfield. Key priorities and objectives relevant to this DPA include:

- **Sportsground Development and Management:** To provide and enhance recreation open space, including integration and development of the coastline, community parks and smaller parks and sportsgrounds. Recreation is a priority for the community and the provision and quality of recreation open space requires focused improvements based on a defined hierarchy.
- **Open Space Function and Design:** To improve the appeal, safety, accessibility and useability of open space and related facilities through acceptable design and management practices.

- Supporting Specific Groups: To broaden the recreation opportunities for specific groups in the community such as young people, families and children, older people, Indigenous communities, cultural groups and people with a disability through open space design and management practices.

The Open Space Plan also highlights some design principles that could be applied to new open space planning including the following:

- Open Space in Development Areas: provide options and alternatives to facilitate the provision of open space and explore alternative allocation of open space in response to increasing density (2.83 ha per 1,000 people)
- Improving Community Appeal of Parks: Facilitate community activity through the provision of facilities, attractions, events (eg shade, shelter, seating, paths).
- Linear Parks, Trail and Links: Facilitate wider use, community connections and access by providing suitable links including the use of footpaths, residential road networks and bike routes.
- Improved Passive recreation in sports grounds: Upgrade and develop passive recreation features and facilities linked to sportsgrounds,
- Quality and Design of Sports Grounds
 - Sports facility development and management: Upgrade sportsgrounds and establish a number of higher standard regional and district level sportsgrounds spread across the City of Port Adelaide Enfield
- Appealing, Safe and Accessible Design: Applying principles such as Crime Prevention through Environmental Design and Supportive Environments for Physical Activity (SEPA):
 - a walkable environment, with a vital mix of use, form, activity, lighting and landscape that encourages a sense of community.
 - Create roads that encourage shared spaces with defined use priorities (cars lower order), with safe footpaths and cycle ways.
 - Provide high density residential areas, accessible to facilities via a connected urban environment, with a strong focus on mixed use, public transport, infrastructure, and an active urban edge
- Multi-functional Open Space: recognising the need to manage the integration of open space use with other types of uses, particularly stormwater management

The most directly relevant aspect of the Open Space Plan highlights the vision for Westwood Regeneration Precinct namely:

Maintain the existing range, quality and distribution of open space. Review management of these areas with reference to the open space hierarchy (Strategic Action 1). Improve Regency Park Reserve to increase amenity and reinforce regional focus. Provide connections between the reserve and other areas of open space to create an integrated footpath/bike route.

The DPA seeks to respond to these elements of the Plan by:

- proposing to introduce a new Policy Area to support the redevelopment of the Parks Community Centre land for a range of land uses including recreational and open space,

- providing a policy framework to facilitate the creation of an urban environment which provides linkages with recreation and community areas and encourages opportunities for walking and cycling

2.3.7 Consistency with adjacent Council Development Plans

The policy amendments recommended by this DPA relate to land that is a considerable distance from the Port Adelaide Enfield Council Development Plan boundary. On this basis the amendments proposed in this DPA have no implications for the land use policy direction contained in adjacent council development plans.

2.4 The State's Planning Policy Library

The existing Neighbourhood Centre Zone of the Port Adelaide Enfield Development Plan is based on Version 4.1 of the SAPPL Neighbourhood Centre Zone module. This is refined by locally applicable policies at The Parks Policy Area 33 level.

The Port Adelaide Enfield Development Plan currently contains a Residential Zone which is also based on Version 4.1 of the SAPPL Residential Zone Module. The Development Plan also contains a suite of General Modules containing policy that is (generally) applicable council- wide. General Modules that contain policy that may be relevant to the Parks Redevelopment DPA include: Hazards, Natural Resources, Centres and Retail Development, Residential Development, Open Space and Recreation.

It is intended as part of this DPA to retain the existing Neighbourhood Centre Zone with the exceptions of providing for additional land uses in the form of stand-alone residential uses, where the existing policy only provides for residential land uses in conjunction with non residential land uses.

The new Parks Policy Area 33 will be amended with local additions.

The DPA also proposes to introduce the Medium Density Policy Area Module from Version 6 of the SAPPL that will sit under the existing Residential Zone and apply to the land proposed to be rezoned Residential.

2.5 Infrastructure Planning

The following table provides an overview of the status of the key infrastructure requirements for the site.

Infrastructure	Availability	Augmentation	Other
Water	The SA Water Corporation Domestic cold water infrastructure located within Cowan street is 150mm IC pipe, The water main in Trafford street is 100mm IC pipe and a 150mm water main is located within Cardigan street. These water mains extend the length of the property boundary within the roadways and interconnect	SA Water Corporation have advised that they cannot foresee any issues with connecting to the available water mains within the adjacent roadways.	There is no water main easement that is evident that crosses through the purposed sites.

Infrastructure	Availability	Augmentation	Other
	with other roads.		
Sewer	The SA Water Corporation sewer drainage systems infrastructure located within Cowan street is 150mm pipe, The sewer main in Trafford street is 150mm pipe and a 225mm sewer main is located within Cardigan street. These sewer mains run the length of the property boundary within the roadways expect for the Trafford street sewer main which starts from the existing childcare centre and gravities north to Cardigan street. These sewer mains interconnect with other roads	SA Water Corporation has advised that there will be a need to provide additional (standard) infrastructure at the development stage to service future development.	SA Water Corporation have advised that there are two easements that run through the purposed site one of which may influence the eventual site layout.
Electricity	11kV Overhead mains exist along the western side of Trafford Street between Haven Road and Cardigan Street, and at the northern side of Cardigan Street adjacent Blenheim Street.	SA Power Networks have advised that the proposed development is likely to exceed the Mansfield Park Substation threshold and that as a result additional costs would be charged at the development application stage.	New infrastructure will be required to increase the capacity of the local network.
Gas	The APA Group Natural gas infrastructure located within Cowan street is 100mm pipe, The water main in Trafford street is 100mm pipe and a 100mm gas main is located within Cardigan street. These gas mains are low pressure and run the length of the property boundary within the roadways and interconnect with other roads. There is a medium gas main that runs only to the existing gas meter adjacent to Cowan street that feeds the existing recreational centre.	The APA have advised that they will supply the infrastructure at no cost as long as a common services trench is supplied. They have also noted that the existing mains will be required to be upgraded so that the proposed site is served by medium pressuring gas.	There is no gas main easement that is evident that crosses through the purposed sites.
Telecommunications	Telstra underground fibre and copper services exist Trafford and Cardigan Streets	NBN Co and Telstra have a statutory obligation to provide telecommunications to all new homes.	The Fibre in New Developments policy provides for the installation of fibre-ready pit and pipe infrastructure by developers and the provision of fibre or interim fixed-line telecommunications services in new developments.

No issues regarding the ability to service the future development of the site in accordance with the proposed policy framework have been raised.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

3.1 The Parks Community Centre: A Practical Approach for the Future (April 2011)

The five key elements recommended by The Parks Plan for a revitalised Community Centre include: a Recreation and Sports Hub, a Children's Centre, a Health Centre, a Library and Community centre and residential and retail options.

The Recreation and Sports Hub is intended to include: a new indoor swimming pool; an upgraded fitness centre; squash courts; an expanded basketball/recreation centre; new tennis courts; shared use club rooms; two senior soccer/hockey pitches; and a football/cricket oval.

The Plan proposes that the Children's Centre will provide expanded day-care services for children in the local area, as well as provide programs and support services for parents.

The Health Centre is intended to provide a range of integrated health services for the growing local community.

It is recommended that the Library and Community Centre be developed as a modern facility delivering library and other Council services to residents.

Residential and retail options will create affordable housing options and local shopping facilities.

Other features of The Parks Plan include the recommendation to create an 'urban village' atmosphere with: a new coffee shop; a town square; car parking; a new access road; pedestrian boulevards between buildings; water features; public artworks and landscaped outdoor areas.

The Parks Plan also recommends 4.34 hectares of usable open space is included in the plan – increased from 3.35 hectares of current usable open space.

The recommendations of the Parks Plan that require a policy response include:

- providing for health centre facilities
- providing for residential opportunities
- providing for retail opportunities.

The Parks Redevelopment DPA responds to these recommendations by:

- Recommending the inclusion of 'consulting rooms' as an envisaged use in proposed new Parks Policy Area 33
- Recommending the inclusion of residential uses, 'mixed use' developments and 'shops' as envisaged uses in proposed new The Parks Policy Area 33
- Recommending the rezoning of a portion of the land for residential uses (to Residential Zone (Medium Density Policy Area)

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 Grieve Gillett Master Plan

Grieve Gillett were engaged to further the work undertaken by The Parks Plan, and prepare a more comprehensive master plan for the Parks Community Centre land, focussing on the Neighbourhood Centre Zone component of the site (**refer Figure 2**).

The design principles adopted for the Master Plan (found in *The Parks Design Guidelines*) are as follows:

Serve the community

The vision for the redevelopment of the Parks Community Centre is to update and adapt the facilities to best serve the changing needs of the community. To achieve this, some buildings are to be removed to allow the site to be opened up and connected to the surrounding area. The retention of the Children's Centre, Theatre and Recreation Centre coupled with the provision of a library & local government offices, the Mixed Use Development and medium density mixed use buildings aim to revitalise the Parks Centre and serve the community into the future.

Connections and Accessibility

The new master plan aims to connect and integrate the existing grid pattern of the surrounding street network with the new and refurbished buildings. The location of the new streets is carefully considered to provide a street address to all places of interest within the precinct, and provide views of the internal elements of the site from surrounding roads. An example of this is the main East-West New Road terminating in a view of the refurbished Recreation Centre. The entry points to the plaza frame a view of the new pool extension.

The new streets will provide clear legibility and desire line paths to encourage pedestrian use. These streets will also facilitate convenient parking for each of the buildings, increase accessibility and visibility both from within and from outside the site.

This new street structure will facilitate passive surveillance, supporting a safer environment and promote a sense of public access and public domain.

Streets and paving have been designed to reinforce the priority of pedestrian amenity over vehicles. This will be supported through; raising the road paving to the footpath height at intersections, different colour treatments and the installation of wide footpaths that are separated from the carriageway by an avenue of trees.

Central Public Plaza

The new central plaza is intended to provide a central focal point and meeting place for the Parks precinct and tie together the entry points of the Recreation Centre and Theatre with the new developments. Adding to the gravity of the plaza as the central focal point and meeting place of the precinct is a playground and a series of shade structures formed by space frames reused from the old campus. To frame the new plaza, it is proposed the local Council will build a new Regional Office (incorporating a library and facilities for senior citizens) to the west of the plaza. The project is also proposing a mixed use building combining commercial and residential elements along the northern frontage of the plaza.

Contemporary Built Form

The redevelopment will also focus on upgrading and modernising the use and look of the refurbished buildings. New contemporary elements and additions to these buildings will respect the unique architectural qualities of the design. It is important that the new Mixed Use Development is responsive to the vision of the master plan and contributes to enhancing the experience of the people using the new Parks Centre.

The Grieve Gillett Master Plan also recommends the preparation of a number of Design Guidelines applicable to the proposed mixed use components of the redeveloped Parks Community Centre land. The guidelines are intended to inform prospective developers during the expression of interest process for the subsequent development of the land.

As part of the overall master planning of the site, a schedule of future development, ownership and management for The Parks Community Centre Land has also been proposed. This will see the following management/ownership:

- The Government of South Australia will retain ownership of the proposed two soccer pitches, the refurbished indoor recreation facility and theatres as well as the associated existing & proposed car parks.
- The Mixed Use Development will be privately developed and owned.
- The proposed Library site is intended to be developed by Council.
- The Children's Centre - (existing) will be managed by DECD as future owner of the building and its environs.
- Approximately 85 on-street public car parks will be the responsibility of Council.

The Parks Redevelopment DPA responds to the key Principles of the Master Plan by:

- Introducing a new Concept Plan, desired character statement and principles of development control that seek to reinforce the layout, land uses and built form recommended by the Master Plan
- Recommending the inclusion of 'consulting rooms' as an envisaged use in proposed new Parks Policy Area 33
- Recommending the inclusion of residential uses, 'mixed use' developments and 'shops' as envisaged uses in proposed new The Parks Policy Area 33

FIGURE 2 (*Note: The allotment layout for the proposed new residential zoned land is indicative only)



4.2 Traffic and Parking

In December, 2012, Murray F Young & Associates undertook a traffic assessment to determine the impacts of the proposed planning policy changes on the surrounding transport network. The study area included an area 500 metres from the area affected by the DPA (the whole of The Parks Policy Area 33).

The study identifies and describes the existing functions and vehicle trips per day for 8 roads and intersections within the study area.

The modelling and assessment was based on a number of assumptions relating to the proposed planning policy framework to be introduced into the development plan. For example:

- A yield of approximately 136 new residential allotments in the northern part of the area affected by this DPA
- The development/redevelopment of a library, local supermarket and health centre
- Two new high density mixed use developments
- Two new soccer pitches

Additional traffic generation resulting from DPA

Proposed New Residential Land

The report forecasts the following distribution of additional trips associated with the land proposed to be rezoned to residential:

- 35% of trips (35 peak hour trips) to/from the east (via Cardigan Street and new road connection);
- 30% of trips (30 peak hour trips) to/from the west (via Medika Boulevard); and
- 35% of trips (35 peak hour trips) to/from the south (via Trafford Street).

Redeveloped Neighbourhood Centre Zone Area

Based on the assumptions indicated above (development/redevelopment of a library, local supermarket and health centre, two new high density mixed use developments, two new soccer pitches), the traffic analysis forecasts that an additional 250 vehicle movements will be generated per hour in a weekday peak from the redevelopment of the Parks (Neighbourhood Centre Zone) part of the area affected by the DPA. This is based on the peaks for the residential dwellings, library, supermarket, health clinic and future development uses all coinciding, which is considered a conservative assessment, particularly as the supermarket and health clinic uses are likely to peak after the commuter peak. Furthermore, a proportion of movements are double counted (ie residents of the rezoned area travelling to/from the commercial developments) and the actual volumes realised will be lower than above.

Road Capacity

On the basis that an hourly traffic volume is approximately 10% of the daily volume, then the subject site is likely to add an additional 2,500 vehicles per day (vpd) across the network.

These volumes do not impact significantly on the operation of these roads, and the volumes would not suggest a change to the classification of the roads with the exception of Cowan Street. This road is expected to carry an additional 500 vpd,

which would suggest that the road would then carry volumes in excess of that of Council's volume definition for a minor collector road.

The report concludes however, that Cowan Street will easily accommodate the additional volumes within its current road cross section.

Existing Bus Services

Currently the Parks area is serviced by the 250, 251 and 252 bus services which travel along Trafford Street and Cardigan Street adjacent to the subject site.

The Department for Planning, Transport and Infrastructure's Passenger Transport Services Division has indicated that there are no current plans to alter any of the bus services for this area.

In relation to existing patronage numbers, DPTI have advised that the weekday boarding statistics indicate there are between 40 to 80 daily boardings at the three stops around the Parks site. This would not be considered a high number of daily boardings. In addition, it is not considered that there would be a significant increase in demand for public transport services with the proposed development of the subject site.

Conclusions

The report concludes that the analysis for the eight intersections within the study area indicates that all intersections currently operate satisfactorily and that due to the relatively small increase in peak hour volumes associated with the future development of the rezoned residential area and adjacent mixed use development, these roads and intersections will continue to operate satisfactorily. No traffic infrastructure upgrades will be required on the existing road network to accommodate the forecast additional traffic volumes.

Parking

The Grieve Gillett Master Plan (November 2012) as illustrated by **Figure 2**, has taken an approach on Car Parking and Access that considers the following principles:

- The previous car parking and access arrangements for the Centre were based upon a shared parking arrangement where each individual use did not have individual allocations for car parking but rather, parking was provided for all uses on the whole of the site in a number of serviceable locations.
- The Master Plan blends this pre existing principle with the need to provide some parking for individual uses in certain locations.
- The Master Plan has also generally retained the number of parking spaces in these locations but in more consolidated, efficient and discrete patterns and arrangements.
- In addition, the Master Plan will also introduce approximately 85 on-street parking spaces in and around the Neighbourhood Centre Zone.
- The on-street parking spaces will also facilitate any over flow from off- street parking spaces.
- As the new Centre will be an important destination attracting visits to more than one building or service provider in any one trip, providing shared on-

street parking spaces and an improved pedestrian environment is recommended

- The on-street parking spaces will also make efficient use of road spaces and road reserves and add to general activity across the Neighbourhood Centre.
- The Master Plan also seeks to provide smaller discrete car parks across the zone rather than a large consolidated car park. This also allows the provision of parking spaces for people with disabilities close to entry and exit points of buildings and facilities.

A parking assessment was undertaken by Murray F Young & Associates in accordance with the Grieve Gillett Master Plan for the overall site, focussing on the redeveloped Community Centre land.

The parking assessment determined a theoretical parking demand for the existing redeveloped components of the Centre as follows:

- Recreation centre including:
 - swimming pool
 - teaching pool
 - water play area
 - 2 basketball courts
 - gym facility (fitness studios & weights room)
- Performance Theatre (324 seating capacity)
- Children's Centre including:
 - kindergarten
 - office
 - consulting rooms

The assessment then identified a theoretical parking demand for the proposed potential new land uses/facilities to be developed including:

- New residential allotments (to be provided on site)
- Library
- Supermarket
- Health Clinic
- Soccer Fields
- Mixed use residential & retail

The report identifies that the peak parking demand for the various uses across the site will not all coincide and provides tables indicating the typical weekday and weekend peaks for the various uses.

The parking analysis is conservative, in that it does not consider other modes of transport used to gain access to and from the site (e.g. walking, cycling, bus, car pooling).

The analysis has also adopted a "worst case" scenario whereby 100% of the anticipated demand has been included (unless stated otherwise) to determine the peak for each use, even though only a portion of the peak demand for that use may be realised during a peak period.

Of the existing parking spaces provided on the site, the Master Plan proposes that 297 spaces will be retained and refurbished. A further 161 spaces will be developed along the proposed internal road network and other locations across the

site. This will result in there being 458 spaces provided across the subject site, excluding the proposed residential development to the north of the site.

This total does not include any parking that may be provided on the library, health centre or supermarket sites, nor any on-street parking that may be provided within the residential development to the north (which will accommodate visitor parking to the residential properties). Any on site secure parking that may be provided for the mixed use development site has also not been included.

Conclusions of Parking Analysis:

Having regard to the conservative assumptions used in the analysis, the above assessment indicates that the weekday peak parking demand within the revitalised Parks Community Centre will require a theoretical parking demand of four additional on-street parking spaces to accommodate the potential overflow.

For the weekend peaks, the assessment indicates that the proposed provision of parking on the subject site will cater for the anticipated demand, requiring no on-street parking.

Any future development of the Neighbourhood Centre zoned land to the west of Trafford Street will be the subject of an assessment process at which time the appropriate provision of parking spaces will be determined based on the detail of any proposal.

Traffic

There are no significant or specific implications for policy resulting from the traffic analysis. The existing policies in the General (Council wide) section of the Development Plan will be adequate to ensure safe and convenient access to and from the area affected by this DPA.

Parking

The analysis indicates that based on the Grieve Gillett Master Plan and taking into account the peak parking demands of the redeveloped centre uses plus the peak parking demand of the potential new land uses, that there will be a potential shortfall of four car parks within the Community Centre land during the weekday peak and that there will be adequate parking spaces for the weekend peak.

This shortfall is considered minimal and of an acceptable level.

The ownership and development of much of this land by either local or State Government also provides a further degree of certainty regarding likely land uses and thus an understanding of car parking requirements for the site.

While the land to the west of Trafford Street has not been part of the Grieve Gillett Master Plan, any future development of this land will be subject to a development assessment process at which time the appropriate car parking requirements would be determined. Furthermore, the proposed land uses for this area are consistent with the existing land uses.

The Parks Community Centre has historically been developed with clusters of parking shared across the various buildings and land uses.

It is the intention of this DPA to promote a 'village' style and pedestrian friendly environment accentuated through a combination of buildings with small street setbacks, and a greater reliance on on-street parking than would be generally contemplated. Providing the flexibility to maximise the use of on-street parking will ensure the built form objectives of the redevelopment can be achieved.

The DPA therefore introduces words into the desired character that describe this environment and also proposes to introduce new principles of development control that seeks to provide greater flexibility to this particular site.

4.3 Built Form and Urban Design

Given the importance of this area to the community, the Integrated Design Commission (IDC) (now the Office for Design and Architecture SA or ODASA) were appointed to provide specialised advice into the overall layout and design of the proposed redevelopment of the Neighbourhood Centre Zone part of the area affected by this DPA.

Design Review Background

The IDC Design Review Panel first reviewed this Project in October 2012. The Panel met another three times and presented three more recommendation reports with the final review and subsequent Recommendations Report in February 2013.

Key comments and suggestions from the first Recommendations Report issued on 25 October were:

- The approach of removing run down elements and building on the valued 'bones' of the Centre (trees, plan geometry, the built form of retained elements, community arts heritage, etc) is supported
- The layout and design of the public realm is seen as the starting point to inform building location and design. The current layout needs further development to establish a clearer access and movement structure for vehicles and pedestrians, responding to both site externalities and elements to be retained within the site
- The idea of an activated green plaza as the principal organising element is supported but further consideration of its visibility from Cowan and Trafford Streets and how it would be differentiated and defined is suggested
- The Cowan/Trafford Street corner is seen as critical. The notional site allocations for commercial development are of concern insofar as they appear to constrain the geometry of open space and built form ahead of resolving the overall site layout. Further consideration is recommended.
- Security is an issue for the community and the intentions to open up the site to vehicles, disperse car parking, activate external spaces and create clear sightlines are supported. It is suggested that CPTED is a key driver for the design of the Project.

The second Recommendations Report summarised suggestions from the Design Review session held in November 2012. Key comments and suggestions were:

- Strengthen the pedestrian focus of the Centre, through traffic reduction and traffic calming;
- create a more attractive entry point to the shared zone off Cowan Street and a better setting for retained buildings by reducing car parking in the area or upgrading and configuring it to encourage multiple uses;
- prepare design guidelines for new buildings and associated external works prior to disposal of sites;
- secure the viability of key environmental design features by commercialising environmental performance;
- consider extending community involvement to participation in constructing appropriate elements.

Key comments and suggestions from the third Recommendations Report issued December 2012 were:

- Establish greater clarity of the principles guiding the design to ensure quality outcomes for this stage of redevelopment and to drive principles of master planning beyond Stage one;
- ensure congruency with existing stock, and inform the decision making process with respect to the balance between existing and new built form through clearly articulated design principles;
- Improve connections and prioritise pedestrian access throughout the public realm between the childcare centre, the library, and the central plaza between the theatre and recreation centre;
- further explore how ESD principles may shape the architecture as well as securing the viability of key ESD features by commercialising environmental performance is recommended.

Key comments and suggestions from the fourth Recommendations Report issued February 2013 were:

- replicate the design approach to the public realm from Cowan Street through the central plaza, throughout the public realm design development;
- ensure legible connections between the central plaza, library and child care centre in addition to traffic calming and pedestrian prioritisation measures taken which are strongly supported;
- strengthen the ESD measures, including further exploration of material and colour specifications
- integration with landscape design with architectural design in support of ESD measures;
- articulation of the vision and design direction of public realm areas that integrates with principles guiding building design
- mitigation of heat gain and increased amenity through provision of shade throughout the public realm, particularly over large expanses of paving and play areas.

The Fourth Recommendation Report states that critical to the success of this project will be the development and ongoing use of design guidelines.

The Grieve Gillett Master Plan has been prepared based on the key findings of the IDC reviews and is reinforced through the development of Design Guidelines (as

recommended) for the proposed Mixed Use areas that are intended to be developed by a private entity.

There are a number of key suggestions resulting from the design review panel recommendations that have been translated into development plan policy or articulated in the desired character statement for the proposed new Policy Area 33, including the pedestrian focus of the Core Area.

4.4 Open Space and Landscaping

In relation to the Parks Community Centre land, the historical development pattern of the Centre was of buildings set within a park like setting with clusters of car parking.

In responding to the recommendations of The Parks Plan and the IDC Review Panel, the Grieve Gillett Master Plan (refer Figure 2) identifies key areas of open space including:

- a central public plaza linking with open space areas around the recreation centre and theatre; and
- two new soccer pitches adjacent the Council owned land to the north east of the area affected.

These areas are likely to total approximately 4.3 to 4.5ha of usable open space.

It is also intended that consistent landscaping themes be adopted throughout the Neighbourhood Centre Zone, thus reinforcing the connection between east and west of Trafford Street.

Open space associated with the proposed new Residential zoned land will be calculated and provided at the development assessment stage in accordance with the *Development Act 1993*.

4.5 Stormwater

With respect to the Neighbourhood Centre Zoned land, calculations for predicted stormwater runoff were based on the assumption that all sites (library etc) would be fully developed. Based on these calculations, a practical agreement has been reached between Council and DPTI that no detention volume is proposed (apart from one small amount in one of the new car parking areas) for the Neighbourhood Centre Zone.

In terms of the proposed new Residential zoned land, it is recognised that there may be additional stormwater management required. There are a number of areas that will be available for potential stormwater basins including in the vicinity of the planned soccer pitches and in a potential detention basin to the north west of the proposed new residential area.

The Port Adelaide Enfield Council Development Plan contains a number of policies regarding the management of stormwater, including the Hazards, Land Division and Natural Resources Modules in the General section of the Development Plan.

These policies will apply to the assessment of any future development applications for both the Neighbourhood Centre and Residential zoned land.

In terms of adherence to council's practical stormwater requirements for the residential zone, specific pre development and post development flow calculations will be made and agreed with council prior to finalising the proposed residential land division. This will consider and depend on the residential densities, street designs and the associated runoff.

It is not anticipated that there will be any issues relating to stormwater management that will not be able to be adequately managed in accordance with the existing Port Adelaide Enfield Council Development Plan policies.

4.6 Site Contamination

In respect to potential site contamination, GHD undertook a Phase 1 Environmental Site Assessment for the land located at the 2- 46 Cowan Street, Angle Park South Australia (encompassing the Area Affected) to determine the risk of contamination of the site for proposed rezoning and redevelopment.

The Phase 1 Assessment identified a number of potentially contaminating activities that may have potential impacts to shallow soils and groundwater including:

- The importation of fill materials of unknown origin at the Site.
- Dumping of building waste material.
- Significant quantities of fuel stored at the Site in UST (underground storage tanks) and AST (above ground storage tank)s.
- Significant quantities of chemicals stored at the Site (excluding fuels).
- The presence and use of four electrical transformers at the Site.
- Former motor workshop, paint store and welding activities that took place at the Site (anecdotal).
- The use of pesticides/fertilisers at the Site.
- Potential leakage from sewage infrastructure.
- The presence of bitumen car parks with staining from vehicles at the Site.

Some of these issues are located outside of the Area Affected (fill materials).

In relation to the fuel tanks, this report also includes a summary of a Fuel Tank Soil Assessment was undertaken in 2006 as part of the South Australian Government's Underground Fuel Tank Assessment Program.

The Phase 1 Assessment report recommends that a Phase 2 investigation be undertaken for the site including targeted validation soil sampling particularly in the region of the USTs.

The Port Adelaide Enfield Council Development Plan currently contains policies that require that land be assessed and appropriately remediated in accordance with the proposed use (Hazards Module). Additional policy is proposed to be included in the desired character for the Parks Policy Area 33 and for the proposed Medium Density Policy Area of the Residential Zone to alert the assessing authority to the potential existence of site contamination.

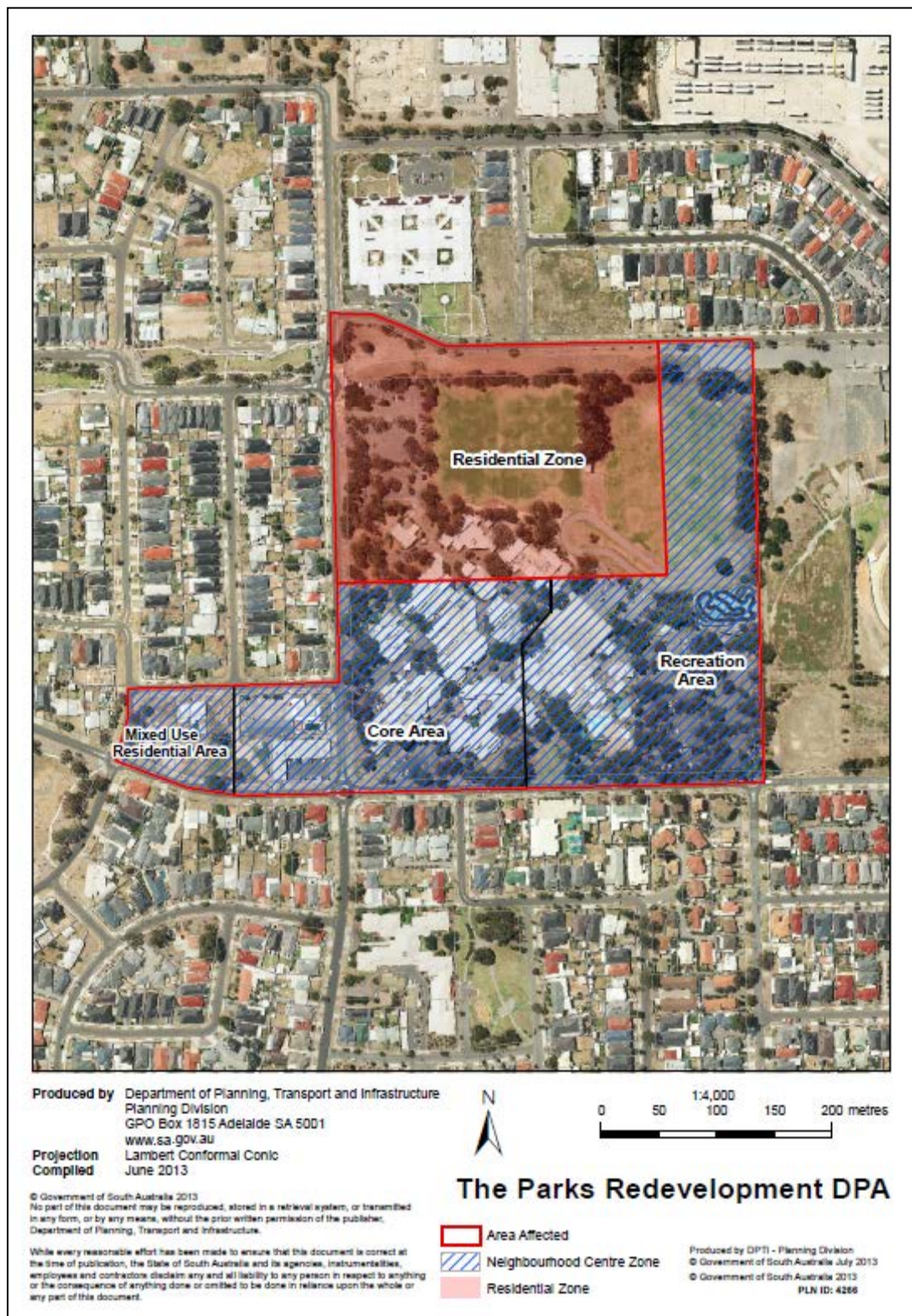
5. SUMMARY OF RECOMMENDED POLICY CHANGES

Having regard to The Parks Plan and to the Grieve Gillett Master Plan and other investigations, the policy changes recommended for the Port Adelaide Enfield Council Development Plan are:

- Rezoning approximately 4.85 ha of land located in the northern section of the Area Affected from Neighbourhood Centre Zone to the existing Port Adelaide Enfield Council Development Plan Residential Zone.
- The introduction of a Medium Density Policy Area including affordable housing policy to apply to the whole of the land to be rezoned Residential.
- Adding 'residential flat buildings' to Principle of Development Control number 1 of the Residential Zone as an envisaged use within The Medium Density Policy Area.
- The addition of 'group dwellings', 'residential flat buildings' and 'row dwellings' in PDC 1 of the Neighbourhood Centre Zone as envisaged uses in The Parks Policy Area 33.
- The amendment to Objective 3, the Desired Character Statement and Principles of Development Control 6 of the Neighbourhood Centre Zone in order to provide for 'stand- alone' residential development as well as mixed-use residential development within The Parks Policy Area 33.
- The introduction of a new Parks Policy Area 33 including a new comprehensive Desired Character statement, list of envisaged land uses and principles of development control relating to form and character.
- The introduction of a new Concept Plan Map PAdE/ 23 which identifies a 'Core', 'Recreation' and 'Mixed Use/Residential' area, to guide the future development of The Parks Policy Area 33.
- Introducing car parking policy within the Parks Policy Area that provides for a greater reliance on on-street car parking than would normally be contemplated.
- Introducing a new Affordable Housing Overlay to apply to the proposed new residential zoned area and to the Mixed- use/Residential and Core Areas of the Neighbourhood Centre Zone.
- Introducing a new Air and Noise Emissions Overlay to the Mixed-use/Residential and Core Areas of the Neighbourhood Centre Zone.

Figure 3 illustrates the proposed new Residential Zoned area, and the 'Core', 'Mixed Use/Residential', and 'Recreation' Areas of the Neighbourhood Centre Zone.

FIGURE 3: Proposed New Zoning



6. STATEMENT OF STATUTORY COMPLIANCE

Section 26 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- a) accords with the Planning Strategy
- b) accords with other parts of the Development Plan
- c) complements the policies in the Development Plans for adjoining areas
- d) satisfies the requirements prescribed by the Regulations.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Port Adelaide Enfield Council Development Plan

6.3 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining areas (as described in Section 2.3 of this document).

6.4 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 met.

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