

**65 – 73 Mooringe Avenue Plympton
Code Amendment**

ACP Mooringe Pty Ltd

Contents

1.	AMENDING THE PLANNING AND DESIGN CODE	3
1.1	Stage of Code Amendment.....	3
2.	WHAT IS PROPOSED IN THIS CODE AMENDMENT?	4
2.1	Need for the amendment.....	4
2.2	Affected Area.....	4
2.3	Summary of proposed policy changes	5
2.3.1	Current Zone.....	5
2.3.2	Proposed Zone.....	6
3.	ENGAGEMENT	8
3.1	Community Engagement Charter	8
3.2	Feedback Options	9
4.	ANALYSIS	9
4.1	Strategic Planning Outcomes	9
4.1.1	Summary of Strategic Planning Outcomes.....	9
4.1.2	Consistency with the State Planning Policies.....	12
4.1.3	Consistency with the Regional Plan	12
4.1.4	Consistency with other key strategic policy documents	12
4.2	Infrastructure planning	14
4.3	Investigations.....	14
4.3.1	Investigations undertaken Pre-Engagement	14
4.3.2	Investigations undertaken Post-Engagement	19
4.3.3	Recommended policy changes	20
5	REFERENCES	21
	ATTACHMENT A – AFFECTED AREA	22
	ATTACHMENT B – CURRENT CODE POLICY	23
	ATTACHMENT C – PROPOSED CODE POLICY	24
	ATTACHMENT D – STRATEGIC PLANNING OUTCOMES	25
1.	State Planning Policies.....	25
2.	Regional Plans	28
3.	Other Strategic Plans	31
	ATTACHMENT E – INVESTIGATIONS	32

1. AMENDING THE PLANNING AND DESIGN CODE

The *Planning, Development and Infrastructure Act 2016* (the Act) provides the legislative framework for undertaking amendments to the Planning and Design Code (the Code). With approval of the Minister for Planning and Local Government (the Minister), a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Code Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

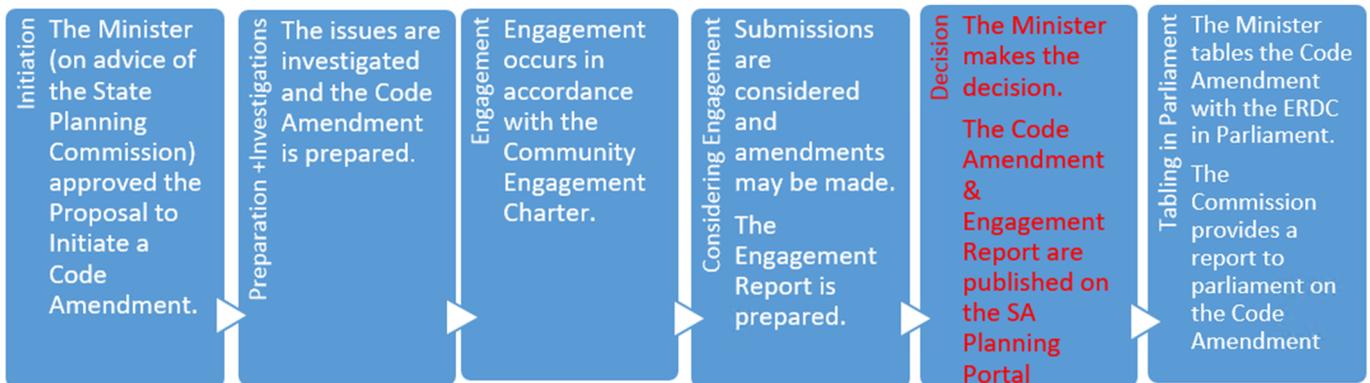
The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to Initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.

1.1 Stage of Code Amendment

The 'Engagement' and 'Considering Engagement' phases of the Code Amendment process have recently been completed, with an Engagement Report subsequently prepared pursuant to Section 73(7) of the Act.

The Code Amendment is now at the 'Decision' phase of the process, as highlighted below.

Figure 1. Code Amendment Process Phases



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the amendment

The Affected Area the subject of the proposed amendment comprises 1.2 hectares of land that was formerly used as a Boral Batching site.

The current Strategic Employment Zone reflects the historical use of the Affected Area, however most recently it has been used as an operations centre, with no processing activities occurring on site. The land has been available for sale for some time under the current zoning but has failed to attract a buyer.

The Affected Area is an isolated parcel of industrial land surrounded by residential land. This limits the economic viability of industrial uses given the modern requirements for interface mitigation, freight access and shop floor trends, which can significantly conflict with the sensitivities of adjacent residential development. The landowner has recently completed a site remediation process (expenditure to date is approximately \$4 million) over the land and it is now suitable for residential use.

The suburb of Plympton is characterised by 1960's and 1970's detached dwellings on 700 square metre blocks. While some of the housing stock is ageing, there is good residential amenity, which has made it a desirable place to live and resulted in escalating house prices. There is however a notable lack of housing diversity and affordable housing products available in the area.

The site has the potential to be a key strategic infill site that offers an opportunity for increased density (up to 70 dwellings per hectare) and diverse housing products, providing housing affordability and choice that better meets the needs of the changing market and demographic. The rezoning of the site supports the urban regeneration and housing supply goals as outlined by *The 30-Year Plan for Greater Adelaide*, which seeks the utilisation of established urban areas for residential infill development and increased population growth near major transport corridors and existing services.

The land has limited value for industrial use as evidenced by the lack of demand to purchase the site under the current zoning, and by virtue of its proximity to established residential areas. It is therefore considered a practical solution for the land to be rezoned and a policy framework implemented that supports the redevelopment of the site for medium density housing.

2.2 Affected Area

The Affected Area is described as 65-73 Mooringe Avenue, Plympton, and is more formally identified as Allotments 75 and 76 in Filed Plan 6524, Certificate of Title Volume: 5899 Folios: 548 and 549. A map of the Affected Area is shown in Figure 1 and in **Attachment A**.

Figure 2 – Affected Area – Former Boral Batching Site



2.3 Summary of proposed policy changes

2.3.1 Current Zone

The Affected Area is currently located in the Strategic Employment Zone of the Planning and Design Code, as detailed in **Attachment B**.

The Strategic Employment Zone envisages a range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities, generating wealth and employment for the state. The zone contemplates the following types of development:

- Advertisement
- Automotive collision repair
- Electricity substation
- Energy generation facility
- Energy storage facility
- Fuel depot
- General industry
- Intermodal facility
- Light industry
- Motor repair station
- Public service depot
- Rail marshalling yard
- Renewable energy farm (other than a wind farm)
- Retail fuel outlet
- Service trade premises
- Shop

- Store
- Telecommunications facility
- Training facility
- Warehouse

The maximum building height for development located within the Affected Area is 12 metres as stipulated in the relevant Technical and Numeric Variation (TNV).

The following Overlays apply to the Affected Area:

- Airport Building Heights (Regulated) (All structures over 15 metres)
 - Manages the potential impact of buildings and generate emissions to maintain operational and safety requirements of airfields, airports, airstrips and helicopter landing sites.
- Building Near Airfields
 - Maintains the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.
- Hazards (Flooding – Evidence Required)
 - Ensures that development adopts a precautionary approach to mitigate impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.
- Prescribed Wells Area
 - Ensures sustainable water use in prescribed wells areas.
- Regulated and Significant Tree
 - Ensures the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

2.3.2 Proposed Zone

The Code Amendment proposes the following:

- Replacement of the Strategic Employment Zone with the Housing Diversity Neighbourhood Zone.
- Retention of the existing Maximum Building Height (Metres) TNV of 12 metres.
- Application of a Maximum Building Height (Levels) TNV of 3 levels.
- Retention of the existing Overlays
- Application of the following additional Overlays:
 - Affordable Housing Overlay
 - Seeks the provision of affordable housing
 - Noise and Air Emissions Overlay
 - Seeks to protect the community from the adverse impacts of noise and air emissions.
 - Stormwater Management Overlay
 - Seeks the use of water sensitive urban design techniques to capture and re-use stormwater
 - Urban Tree Canopy Overlay
 - Seeks the preservation and enhancement of the urban tree canopy.

Proposed Zone Overview

The 'Guide to the Phase Three (Urban Areas) Planning and Design Code March 2021' provides an overview of the Housing Diversity Neighbourhood Zone, replicated below:

Zone Outcome

This zone envisages medium density housing to support a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service use contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

Does the zone include Subzones?

No.

What uses are envisaged?

This zone primarily accommodates residential development including dwelling additions and associated minor structures like sheds, garages and shade structures.

There is also scope for community and small-scale commercial activities within the zone, but acceptability depends on the circumstances, scale and locational factors that aim to ensure residential amenity is retained.

Zone requirements at a glance

This zone provides assessment criteria to accommodate a diverse range of medium-density housing and accommodation.

Assessment provision	Deemed-to-Satisfy/Designated Performance Feature criteria
Minimum Site Area	Depends on location; see Minimum Site Area TNV in SAPPA.
Minimum Site Frontage	Depends on location; see Minimum Site Area TNV in SAPPA.
Maximum Building height	Depends on location; see Minimum Site Area TNV in SAPPA. If none, 2 building levels up to a height of 9m.
Minimum Primary street setback	Not less than 3m
Minimum Side boundary setback	at least 900mm where the wall is up to 3m. at least 900mm plus 1/3 of the wall height above 3m.
Maximum Wall height and length on boundary	Unless side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height, then: <ul style="list-style-type: none">• 3m in height.• 11.5m in length.• 45% of length of boundary.• do not encroach within 3m of any other existing or proposed boundary walls on the subject land.
Minimum Rear boundary setback	<ul style="list-style-type: none">• 3m for the first building level or 0m where the rear boundary abuts a laneway.• 5m for any second building level.• 5m plus any increase in wall height over 7m for buildings of 3 building levels and above.
Minimum Secondary street setback	900mm; or If a dwelling on any adjoining allotment is closer to the secondary street, the distance of that dwelling from the boundary with the secondary street.

Will proposals be publicly notified?

Development that is generally envisaged in the zone will not be subject to public notification, but there are exceptions to this. Residential development will only be notified if it exceeds a prescribed maximum building height or a structure is proposed on a boundary and would exceed the maximum boundary length or height.

Some non-residential uses are also excluded from notification provided the development is within certain floor area limits.

As with many other zones, demolition of a State or Local Heritage Place, or building (except an ancillary building) in a Historic Area Overlay, will also be subject to public notification.

The proposed policy changes are shown in **Attachment C**.

3. ENGAGEMENT

3.1 Community Engagement Charter

Engagement on a Code Amendment must occur in accordance with the Community Engagement Charter principles, which require that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan was prepared for this Code Amendment to ensure that engagement could be conducted and measured against the principles of the Charter. To ensure probity, the Engagement Plan was peer reviewed by an engagement expert from URPS.

A summary of the engagement that occurred is as follows:

- Publication of the draft Code Amendment, mapping changes, consultation materials and Engagement Plan on the Plan SA website at www.plan.sa.gov.au
- Public notice placed in the online edition of *The Advertiser*
- Placement of signage on the three road frontages of the Affected Area
- Hard copies of the draft Code Amendment made available at no cost at the City of West Torrens Civic Centre, library and Plympton Community Centre
- Owners and occupiers of the land and owners and occupiers of adjacent land received written correspondence providing information about the proposed Code Amendment and opportunities to provide feedback
- The following organisations and agencies received written correspondence providing information about the proposed Code Amendment and opportunities to provide feedback:
 - City of West Torrens (Council)
 - Local Government Association of South Australia (LGA)
 - State and Federal Members of Parliament
 - Environment Protection Authority
 - Renewal SA
 - Adelaide Airport Limited
 - Department of Innovation and Skills
 - Department for Infrastructure and Transport (DIT)
 - Utility Organisations

- A second letter/email was sent to all previously notified parties to advise that an additional 10 days had been added to the engagement period to account for the State-wide lockdown in July 2021.

3.2 Feedback Options

Participants were given the opportunity to provide feedback via the following methods:

- Email: engagement@holmesdyer.com.au
- In writing: c/- Holmes Dyer Pty Ltd, Level 3, 15 Featherstone Place, Adelaide SA 5000
- Online: via the Plan SA website:
www.plan.sa.gov.au/haveyoursay/code_and_development_plan_amendments#current_code_amendments

4. ANALYSIS

4.1 Strategic Planning Outcomes

4.1.1 Summary of Strategic Planning Outcomes

Development Patterns and Trends

The City of West Torrens is experiencing urban renewal in the form of increased residential development, townhouses and higher density dwellings, mixed use and infill development. An assessment of future housing needs found that it is desirable for the inner western metropolitan housing market to diversify in response to population growth and changing demographic characteristics.

While there is expected to be continued demand for traditional housing (e.g. detached dwellings on larger blocks), demand for infill development will continue as household formation and dwelling occupancy preferences change. Under current planning policy, demand is likely to be met through an over-reliance on minor infill (one into two) residential development. Without greater housing diversity, the dominance of traditional housing, increased demand and lack of supply will continue to place pressure on housing affordability.

The projected growth of western Adelaide from 2016 to 2031 is likely to see a population increase of 1.1% per annum. The availability of land will influence the densities and location of infill growth.

Larger infill sites such as the Affected Area present an opportunity to achieve coordinated development at higher densities and with better quality built form and public realm outcomes than can be achieved with minor infill. The Affected Area provides an opportunity to deliver approximately 1.2 hectares of new residential land, reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. Under a medium density residential scenario, the subject land is anticipated to yield in the order of 60 dwellings. The site is well serviced with infrastructure, with only minor enhancement required to facilitate residential use.

Economic Analysis

The City of West Torrens commissioned an Employment Land Investigation (ELI) to understand the current and potential economic activities and viability of existing employment lands in the city to inform future development policy. The report identified the former Boral batching site (the Affected Area) as a prospective area for conversion to residential uses in response to the declining demand for industrial land, particularly in proximity to sensitive uses.

On this basis, it is considered that the proposed rezoning of the Affected Area to a neighbourhood zone will not have a detrimental impact on the existing economic viability of employment uses in Plympton.

The outcomes of the ELI are discussed in more detail in Section 4.1.4.

Environmental Impacts

A key strategic planning outcome of the State Planning Policies is to protect communities and the environment from risks associated with emissions, hazardous activities and site contamination.

Preliminary site contamination investigations over the Affected Area indicated that as a result of its longstanding use as an asphalt batching plant, there was a medium-high risk of significant and widespread contamination. The preliminary assessment also indicated that the Affected Area had good remediation potential for possible residential land use.

The landowner has since completed substantial remediation works over the Affected Area, such that it is now deemed suitable for residential use.

The rezoning of the Affected Area to a neighbourhood zone will ensure that the future use of the land will no longer pose a risk to the environment.

Infrastructure and Services

The Affected Area is well serviced by both civil and social infrastructure, as sought by the State Planning Policies.

Civil Infrastructure

The site does not require significant extensions to civil infrastructure and can be appropriately serviced by existing infrastructure located within close proximity to the site.

SA Water currently provides water and sewer services to Affected Area. SA Water has advised that network augmentation may be required, depending on the final scope on layout of the future development of the land.

Given the site's previous use for industrial purposes, the existing SA Power Networks (SAPN) infrastructure should have sufficient capacity to cater for the rezoning. In terms of site infrastructure, it is likely that a pad-mount transformer would be required for the site. Additional connections could be provided from the street (either Mooringe Avenue, Streeters Road or Gardner Street).

NBN has advised that the Affected Area is within the existing NBN fixed line network footprint, with capacity to cater for residential grade connections.

Natural gas reticulation for the site would commence from either Mooringe Avenue or Gardner Street. APA Group has advised the existing high-pressure gas main in Mooringe Avenue has sufficient capacity to support the anticipated load of 60 dwellings.

Social Infrastructure

Social infrastructure investigations have identified that the site is suitably supported by existing social infrastructure, including a number of educational establishments, pre-schools, places of worship, public reserves and medical services, including:

Educational establishments:

- Plympton International College
- Errington Special Education Centre
- Plympton Primary School
- St John the Baptist Catholic Primary School
- Immanuel Primary School

- Immanuel College

Pre-Schools:

- Mooringe World of Learning
- Goodstart Early Learning
- Plympton South Kindergarten
- Home2home Childcare Centre

Places of Worship:

- Plympton Uniting Church
- Liberty Life Church
- St John the Baptist Catholic Church
- South Adelaide Christadelphian Church
- Church of the Good Shepherd

Public Open Space:

- Errington Street Reserve - 120 metres to the south-east
- Sandringham Reserve – 250 metres to the north
- Parkin Reserve – 350 metres to the north-east
- Plympton International College oval and playing courts – 180 metres to the south

Medical Services:

- Mooringe Medical Centre (directly across from the Affected Area)

The Affected Area is well located to encourage active travel options to these services and facilities.

Integrated Transport

The Affected Area is well integrated with existing and future transport infrastructure, services and functions, and is considered to strongly support state planning objectives in relation to integrated transport. Bus routes 167 and 168 provide services to Glenelg and the Adelaide CBD and are available from this location. Additional bus routes (such as the J7 and J8) provide services between Marion and West Lakes, along with school buses accessible from Mooringe Avenue. Public transport infrastructure (bus stop 12) is located mid-block on Mooringe Avenue between Streeters Road and Errington Street. Bus stops located within the general locality of the subject site have shelters and are well placed to service the Affected Area. The Affected Area is also located just under 1.5km from the Glenelg-Adelaide tramline.

The Affected Area is well positioned to support existing walking and cycling routes within the locality of Plympton. The Westside Bikeway - a shared pedestrian and cycling path - runs adjacent Osborne Terrace located just under 500 metres from the south-east of the site. These cycling and walking facilities are expected to attract patronage from the subsequent development of the Affected Area for both recreational and commuting activities, as the path connects “off-road” as far as Mile End north-easterly and Novar Gardens southern-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, bike lanes connect to the Westside Bikeway at the Marion Road intersection. Mooringe Avenue and Errington Street have time-restricted bike lanes that provide safe cycling links to the nearby Plympton College. Mooringe Avenue, Marion Road, Morphett Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local areas. Pedestrian linkages are also accessible along Streeters Road, connecting through to Myer Avenue.

Interface between Different Land Uses

The proposal will facilitate the creation of a more compatible interface with existing residential development. The current industrial zoning of the site can cause significant conflict with the more sensitive uses envisaged in surrounding residential areas. The rezoning of the site to facilitate residential development is therefore considered appropriate and logical due to the proximity to

surrounding neighbourhood-zoned land. The exception to this is the land directly to the north-west of the site, which comprises the New Castalloy site (also zoned Strategic Employment). It should be noted that the New Castalloy site is currently being investigated for possible rezoning. Redevelopment of the Affected Area will allow for an enhanced community and provide a compatible interface with surrounding development.

Land Supply and Demand

The City of West Torrens is experiencing urban renewal including an increase in demand for residentially zoned land.

The rezoning of the Affected Area will facilitate residential development that would form a complementary extension to existing residential areas within the locality and general proximity of the site. It is the intention that subsequent residential development incorporates a diverse range of housing typologies that are able to cater for different life stages and demographics.

4.1.2 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long-term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment D**.

4.1.4 Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy documents in the following manner:

Housing and Employment Land Supply Program (HELSP)

The Housing and Employment Land Supply Program (HELSP) is a review of the supply, demand and consumption, and the regional constraint and opportunities of housing and employment lands (together with population trends) in the Greater Adelaide area. It is guided by *The 30-Year Plan for Greater Adelaide 2017*, and supports the achievement of the targets of that Plan by ensuring the government can deliver a long-term supply of land to support housing and jobs growth, guide rezoning by Councils and the Government, support the transition to a new urban form through increased infill development and housing diversity, and aligning land supply with infrastructure planning and investment.

City of West Torrens 'Towards 2025' Community Plan (2017)

The proposed rezoning is aligned with Council's Community Plan 'Towards 2025' prepared in 2017. The Plan is based on six themes (four community and two corporate). The theme 'Built Environment' which aspires to create a well-designed built environment, is most relevant to the rezoning. Within this theme, the following long-term and short-term strategies are directly relevant to the proposed Code Amendment.

Aspiration: A well-designed built environment	
Long-term Strategy	Short-term Strategy
Facilitate development that meets the needs of the community	<ul style="list-style-type: none">• Support a range of housing types and densities across the city, while conserving areas of character and heritage value• Advocates for the provision of adequate public places within the urban form

The proposed rezoning supports the Council's community plan in that it will minimise the interface between industrial and residential zoning (and land uses), provide interface treatments to industrial and residential uses, and support increased residential density in a location with ease of access to services, existing infrastructure, and within the metropolitan Adelaide area.

Residential Broadhectare Land Supply Report (2018)

The Residential Broadhectare Land Supply Report (the report) notes that in recent years significant progress has been made on structure plans, investigations and subsequent DPAs (now Code Amendments) to identify key infill areas and transit corridors across the inner and middle regions of metropolitan Adelaide. This provides for significant future community growth in a manner that supports both function and amenity.

In the past decade, a large amount of infill broadhectare land has become available in the inner / middle ring of Adelaide such as Fletchers Slip, Glenside, Mawson Lakes and Northgate, however, this supply is rapidly diminishing.

The report identifies that as of the 30th June 2017, West Torrens Council has less than one hectare of residentially zoned (within a medium-density policy area) broadhectare land supply (0.4ha under Housing SA ownership).

The report also identified the use of rezoning to create opportunities for higher density infill development within inner metropolitan suburbs where land availability is low. This was evidenced through dwelling yields that included:

- Prospect (51.2 lots per hectare);
- Norwood, Payneham & St Peters (43.3 lots per hectare – due mainly to a development in Hackney); and
- Charles Sturt (30.7 lots per hectare – largely impacted by development in St. Clair).

More recently, the rezoning of commercial land located between the Glenelg tramline and Anzac Highway to Urban Neighbourhood, as part of the Morphettville Racecourse DPA, will achieve an average net residential density of 200 dwellings per hectare in the core area, with a transition area adjacent the existing surrounding residences of 70 dwellings per hectare.

The proposed rezoning of the Affected Area provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner, reducing reliance on minor infill to meet housing demand in the City of West Torrens and increasing the amount of land available for growth through infill development from 0.4 hectares (Housing SA) to 3.1 hectares.

Employment Lands Investigation (2018)

As discussed in Section 4.1.1, the City of West Torrens commissioned an Employment Land Investigation (ELI) to understand the current and potential economic activities and viability of existing employment lands in the city to inform future development policy. The Affected Area is identified as being in the 'Plympton Industrial Precinct' and as having significant redevelopment potential.

The ELI notes enormous change in the employment landscape for South Australia associated with a decline in manufacturing and disruption caused through the internet and automation. On a broader scale, the availability of industrial land supply interstate was reported as a barrier to demand for industrial land in Adelaide, and by extension, West Torrens.

Implications for the industrial suburbs of West Torrens such as Plympton includes a need to transition from industrial uses to broader employment lands, or residential use through Code Amendments and management of residential interfaces. The ELI concludes that conversion of industrial land to residential (or mixed use) could be argued based on:

- A lack of demand for industrial development of the type envisaged and provided for in the current Planning and Design Code for a given locality;
- A demand for residential development of a kind that is not provided for elsewhere within the West Torrens Council, or a demand from the market to reside in a locality where industry currently predominates and/or
- A significant extant intermixing of residential and industrial uses such that the prevailing residential amenity is degraded.

The Affected Area meets this criterion and is therefore considered to be prime land for conversion to residential use.

4.2 Infrastructure planning

As detailed in Section 4.1.1 Civil Infrastructure, the Affected Area does not require significant extensions to infrastructure and can be serviced via existing infrastructure located within close proximity to the site.

4.3 Investigations

4.3.1 Investigations undertaken Pre-Engagement

The extent of investigations that have been undertaken as part of the Code Amendment process were agreed to by the Minister in the Proposal to Initiate.

The following investigations were undertaken to inform the Code Amendment:

Air Quality

An air quality assessment was prepared to review the potential for air quality impacts at 65-73 Mooringe Avenue to affect future residential land uses.

The assessment considered:

- A review of activities in the North Plympton industrial area and relevant air quality-related evaluation distances as identified
- Exposure potential from industrial activities considering wind conditions
- Complaints data from the area
- Background air quality data
- Planning and Design Code interface policy.

During the time that this assessment was being prepared, New Castalloy closed its operations. This is of significance given New Castalloy is the largest industrial site in the North Plympton industrial area and is located immediately to the north-west of the Affected Area.

The closure of the New Castalloy operations and subsequent purchase by Renewal SA suggests that the land will be redeveloped at some stage. As part of any redevelopment, it would be expected that the site would require remediation and that any new industrial development would need to address interface issues with existing residential areas.

The review of wind data showed that there is very little wind blowing from the industrial area toward the Affected Area. This means that there is little exposure potential from the North Plympton industrial area.

The complaints data showed a declining trend since 2008 with no complaints in 2018. It is expected that the complaints will lessen considerably now that New Castalloy has ceased operating.

Background air quality shows consistency with regional trends and local levels and does not highlight any specific concerns. Adelaide Airport does not pose an air quality concern for the Affected Area.

The closure of New Castalloy means that there is no existing industry that the proposed rezoning of the Affected Area can encroach on or stifle. Any future industrial development at the New Castalloy site would need to demonstrate that impacts on surrounding residential areas can be appropriately mitigated.

Given the New Castalloy site is already surrounded by land zoned General Neighbourhood, it is not expected that the proposed rezoning will place undue constraints on any future development of the New Castalloy site. The exception to this would be if the New Castalloy site is resurrected for industrial uses prior to the development of the Affected Area, in which case any development within the Affected Area that exceeds two levels may be impacted by stack emissions. To avoid this issue, the location and design of any dwellings exceeding two levels will need to be carefully considered to ensure sufficient set-backs from the New Castalloy site are provided.

Communications

NBN has confirmed that there is an active network within the area that could service the Affected Area.

Electricity

SA Power Networks (SAPN) has advised that given the site was previously used as an industrial site, the network should have sufficient capacity to cater for the rezoning, subject to the final loading from the rezoned land. In terms of site infrastructure, it is likely that a pad-mount transformer would be required for the site. Also, some of the allotment connections could be provided from the street (either Mooringe Avenue, Streeters Road or Gardner Avenue).

Environmental Site History

Preliminary assessments of the contamination status of the site were undertaken by an environmental consultant, who confirmed that the land had a medium to high risk of contamination but good remediation potential for future residential land use. A substantial body of environmental data was collected at the site, which aided in the development of a Detailed Site Investigation (DSI) report and a Remediation Management Plan (RMP).

The Affected Area has since undergone significant remediation in accordance with the RMP and a Site Contamination Audit Report (SCAR) has been prepared (18 January 2021). The SCAR concludes that the Affected Area is suitable for a range of sensitive uses, including residential dwellings with minimal opportunities for soil access, childcare centres, kindergartens, preschool and primary schools and areas of public open space.

Gas

APA Gas have undertaken a preliminary assessment of the area affected. There are existing gas mains adjacent to the land within Mooringe Avenue, with adequate capacity to service the proposed rezoning. The gas mains extensions will be subject to a further evaluation and approval process.

Noise

Noise investigations were undertaken for the Affected Area that considered the potential impact of noise on the amenity of future residences, as well as the potential for future residents to constrain the existing and future desired land uses in the vicinity. In particular, the assessment considered the noise from existing and future industrial land uses at New Castalloy to the northwest, aircraft at Adelaide Airport, and traffic on Mooringe Avenue.

On-site observations of the noise sources at the existing industrial land use were conducted on the 7th and 13th February 2019. At the time of the observations there was no significant noise being emitted from the New Castalloy site, and it is understood that the site was in the process of being shut down. Any future industrial-type use of the New Castalloy site would need to ensure that appropriate noise levels are achieved at existing residences, including the existing double storey units on Mooringe Avenue between Streeters Road and Whelan Avenue. As these units are closer to the New Castalloy site than the Affected Area, achieving appropriate noise levels at the units would result in appropriate noise levels also being achieved within the Affected Area.

On-site observations regarding traffic noise were conducted continuously from the 13th to the 14th February 2019, which indicated that acoustic treatments (such as glazing) would be recommended for future dwellings within 25 metres of Mooringe Avenue to achieve suitable levels of amenity from traffic noise. At distances greater than 25m, suitable levels of amenity would be achieved with standard building techniques. Overall, the report found that suitable noise levels could be achieved inside dwellings with reasonable and practical building techniques.

With respect to aircraft noise the report found that the Affected Area was unconditionally acceptable for residential development, without any need to upgrade building façades.

Open Space

The Affected Area is located within easy walking distance of open space. This includes a reserve (Errington Street Reserve) located 120 metres to the south-east along Errington Street, Plympton. The site is within 250 metres from Sandringham Reserve located on the intersection of Raymond Avenue and Kinkaid Avenue (to the north), and 350 metres from Parkin Reserve, situated on the Neston Avenue and Lewis Crescent intersection to the north-east. A large school oval and playing courts located at the Plympton International College (R-12) is within walking distance (approximately 180 metres) and is accessible to the public and used for club-based community sport.

The assessment of open space by Holmes Dyer is that current provisions exceed Council's benchmark for open space provisions within this location. Based upon the proportion of open space per population and open space types within 400 metres of the area affected it is envisaged that any additional demand created through the proposed rezoning can be met by the existing open space and facilities.

Potable Water

Investigations undertaken by WGA identified a 200mm potable water main located within Mooringe Avenue, and a 100mm main located within Mooringe Avenue, and a 100mm main located in Gardner Street.

The site is expected to be connected into the 200mm main in Mooringe Avenue, however, interconnecting into the 100mm main may also be required,

SA Water has advised that network augmentation may be required, depending on the final scope on layout of the future development of the land.

Public Transport, Pedestrian and Cycling Network

An assessment undertaken by WGA identified that the Affected Area is already well serviced by existing public transport modes and reasonably good connections to cycling and pedestrian facilities and networks within the local area. A summary is provided below:

- Bus routes 167 and 168 service the Adelaide CBD and Glenelg from this location. Additional bus routes (such as J7 and J8) service between Marion and West Lakes, and school buses utilise Mooringe Avenue. Public transport infrastructure (bus stop 12) is located mid-block on Mooringe Avenue between Streeters Road and Errington Street. The bus stops (12 in both directions and 13 eastbound only) have shelters and are well placed to service the area affected.
- Mooringe Avenue is a designated “Secondary Road Bike Lane” directly north of the area affected.
- There is an existing shared pedestrian and cyclist path that runs adjacent to Osborne Terrace (Westside Bikeway), which is identified as an “Off Road Sealed Path”. These cycling and walking (shared) facilities are expected to attract patronage from the subsequent development for both recreational and commuting activities, as the path connects “off road” as far as Mile End north-easterly and Novar Gardens south-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, Mooringe Avenue bike lanes connect to the Westside Bikeway at the Marion Road intersection. Other links include the footpath at the south end of Streeters Road connecting through to Myer Avenue.
- Mooringe Avenue and Errington Street include bike lanes that provide safe cycling links to the nearby Plympton International College. Mooringe Avenue, Morphett Road, Marion Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local areas. Comparatively, Cross Road, Anzac Highway and Marion Road attract much higher cycling activities.

Sewer

SA Water have advised that there would be no major augmentation works required for the sewer services to the area affected.

There is a 150mm VC gravity sewer main located within Gardener Street, and a 525mm PVCU gravity main located within Gardner Street, and a 525mm PVCU gravity main located in Mooringe Avenue. The site is relatively flat, so a connection to either main should be feasible, however, this would need to be confirmed in more detail based on the invert levels of the mains. There are currently two connections from the site to the Mooringe Avenue main. As part of this construction works, these connections would need to be disconnected. The site is expected to be connected into the main in Mooringe Avenue, however, this would need to be confirmed by SA Water. Given the size of the adjacent mains within Mooringe Avenue and Gardner Street, and the former use of the land, it is likely that the SA Water assessment will be positive to support supply to the rezoned land.

Social Infrastructure

The Affected Area is in an established urban area and is generally well serviced by social infrastructure, including aged care accommodation, pre-schools, educational establishments (primary and secondary), community centres, health and medical facilities.

Some of this social infrastructure also serves the area affected by the *Morphettville Racecourse Ministerial DPA* (approved 7th May 2020). The social infrastructure assessment for that rezoning concluded that no changes were required as social infrastructure in the location was adequate to provide for any additional population growth consistent with the targets of *The 30-Year Plan for Greater Adelaide*. In general terms, western Adelaide is considered well catered for in terms of social infrastructure.

This is consistent with the assessment undertaken by Holmes Dyer Pty Ltd, which identified that the capacity of existing social infrastructure was adequate to meet the expected demand from the rezoning, with no additional provisions required to support the rezoning of the land. Anticipated population growth is expected to further support the viability of existing services and facilities.

Stormwater

WGA have undertaken a stormwater assessment to identify the impact of the proposed rezoning on existing stormwater infrastructure and any potential options and upgrades that may be required. The assessment finds that stormwater generated on-site can be adequately managed in terms of quantity and quality and discharged at acceptable flow rates to the existing stormwater pipe system which originates in Gardener Street and drains towards Morphett Street. This pipe discharges to a swale running around the sough of the Airport, which then discharges into the Patawalonga Creek.

Preliminary modellings show that onsite detention storage would be required in the order of 55m³ which could be accommodated for either within a detention basin, or storage provided underground within pipes / detention tanks.

The area affected is within the broader Brownhill Keswick Creek catchment. Flood mapping (prepared as part of the BHKC Flood Study (2006)) demonstrated that there is no flood risk for the site in a 1-in-100 year event.

Transport and Movement

WGA has undertaken an analysis of the existing and proposed future traffic impacts to determine traffic requirements for the proposed rezoning based upon the City of West Torrens Transport Strategy (2009) and the relevant Australian Standards and Ausroads guidelines. A summary of the key findings and recommendations is provided below:

- The proposed rezoning would likely increase local traffic by around 54 vehicle trips generated during peak hour traffic.
- Most of the rezoning traffic will access the arterial road via Mooringe Avenue, however it is likely that some development traffic will redistribute to Whelan Avenue and Errington Street via Gardner Road.
- The rezoning has no impact on programmed road upgrades in the area, nor do any programmed upgrades impact the proposal. Given the narrow verge on Streeters Road, Council's proposal to widen Streeters Road will likely benefit traffic behaviour for the rezoning but requires further assessment to gauge the impact on the proposal. Council has suggested that land could be provided from the subject site to enable a wider verge to be provided to accommodate future footpath and landscaping requirements.
- The existing road network flows reasonably well during peak hour, with observations indicating only minor increase in delays experienced for traffic entering Mooringe Avenue for adjacent side roads.
- Crash history indicates that crashes in the vicinity of the rezoning are at established "conflict points" (intersections and junctions). All intersections and junctions reviewed are considered to be performing adequately for the types of intersection and volumes experienced.
- An assessment of three theoretical access points to the site shows all sight distances are likely to be achieved, and do not warrant nor will require any turning treatments.
- Traffic modelling indicates that the Mooringe Avenue / Streeters Road intersections perform to an acceptable level of service for the estimated post-development traffic flows. Traffic performance will remain similar to existing levels of service, creating only minimal delays to traffic on the minor legs of the intersection. No significant changes to the Mooringe Avenue / Streeters Road intersection are required to cater for the traffic impacts generated by the rezoning.
- Traffic modelling for the Mooringe Avenue / Marion Road traffic signals with the anticipated 54 vehicles per hour increase during peak times, indicated minimal impact on the performance of the signalised intersection with levels of service remaining the same.

4.3.2 Investigations undertaken Post-Engagement

A number of submissions received on the Code Amendment expressed concern that the future development of the Affected Area would exacerbate existing traffic issues experienced within the surrounding road network. These existing traffic issues primarily relate to on-street car parking and traffic congestion associated with the nearby Plympton International College.

WGA was engaged to undertake additional traffic studies in response to these concerns. The studies indicated that there is sufficient capacity within the existing local road network to accommodate the likely volume of traffic generated from the future development of the Affected Area in accordance with the proposed zoning.

With regard to on-street car parking, WGA acknowledged that this is an existing concern and recommended that this be addressed jointly by the school and Council via a Traffic Management Plan.

WGA noted that the Planning and Design Code now requires the provision of 0.33 on-street car parking places per dwelling, which equates to approximately 20 spaces (assuming the land will be developed with 60 dwellings). This will need to be taken into consideration in the design of the proposed subdivision, which will include internal roads with on-street car parking capacity.

Investigations undertaken in support of the Code Amendment and in response to the engagement are included in **Attachment E**.

4.3.3 Recommended policy changes

Following is a list of the recommended policy changes which are proposed in response to the investigations undertaken in support of this Code Amendment:

Proposed Code Policy	Zone <ul style="list-style-type: none">• Housing Diversity Neighbourhood Zone Overlays <ul style="list-style-type: none">• Affordable Housing• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Noise and Air Emissions• Prescribed Wells Area• Regulated and Significant Tree• Stormwater Management• Urban Tree Canopy Local Variation (TNV) <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres• Maximum Building Height (Levels) – 3 levels
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5 REFERENCES

- AAA Environmental, December 2018, Interim Audit Advice
- AAA Environmental, January 2021, Site Contamination Audit Report
- Adelaide Airport Limited (AAL), 2014, Adelaide Airport Master Plan,
- AECOM, September 2016, Aircraft Noise Discussion Paper, City of West Torrens (60485119)
- Cities of West Torrens, Port Adelaide and Enfield, Charles Sturt and Holdfast Bay, 2016, Building Western Adelaide Economic Strategy
- City of West Torrens, 2009, Transport Strategy
- City of West Torrens, 2013, Open Space and Public Place Plan
- City of West Torrens, 2013, Residential and Industrial Land Use Interface Study
- City of West Torrens, 2015, Strategic Directions Report
- City of West Torrens, 2015, Underdale and Torrensville Residential-Industrial Interface DPA Investigations prepared by Ekistics
- City of West Torrens, 2017, Community Plan, Towards 2025
- City of West Torrens, April 2018, Employment Lands Investigation prepared by Property & Advisory
- City of West Torrens, October 2013, Residential and Industrial Land Use Interface Study
- City of West Torrens, Port Adelaide and Enfield, Charles Sturt, 2016, AdaptWest Climate Change Adaptation Plan
- City of West Torrens, Port Adelaide and Enfield, Charles Sturt, 2017, Western Adelaide Urban Heat Mapping Report
- Environmental Resources Management (ERM), March 2019, Air Quality Assessment
- Holmes Dyer Pty Ltd, October 2021, Plympton Housing Assessment
- Holmes Dyer Pty Ltd, October 2021, Social Infrastructure (and Open Space) Assessment
- Plan SA, Planning and Design Code [26.05.2021]
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- Sonus, March 2019, Environmental Noise Assessment
- South Australian Government, 2013, Housing Strategy for SA 2013-2018
- South Australian Government, 2017, The 30 Year Plan for Greater Adelaide
- South Australian Government, 2019, State Planning Policies for South Australia
- Wallbridge Gilbert Aztec, May 2019, Stormwater Management
- Wallbridge Gilbert Aztec, May 2019, Transport Impact Assessment
- Wallbridge Gilbert Aztec, May 2019, Civil Infrastructure Assessment
- Wallbridge Gilbert Aztec, October 2021, Addendum to Traffic Impact Assessment

ATTACHMENT A – AFFECTED AREA



ATTACHMENT B – CURRENT CODE POLICY

Current Policy	<p>Zone</p> <ul style="list-style-type: none">• Strategic Employment <p>Overlays</p> <ul style="list-style-type: none">• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Prescribed Wells Area• Regulated and Significant Tree <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres
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ATTACHMENT C – PROPOSED CODE POLICY

Proposed Code Policy	<p>Zone</p> <ul style="list-style-type: none">• Housing Diversity Neighbourhood Zone <p>Overlays</p> <ul style="list-style-type: none">• Affordable Housing• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Noise and Air Emissions• Prescribed Wells Area• Regulated and Significant Tree• Stormwater Management• Urban Tree Canopy <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres• Maximum Building Height (Levels) – 3 levels
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ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

Integrated Planning

Objective: *To shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.*

SPP 1.1 *An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.*

SPP 1.3 *Plan growth in areas of the State that is connected to and integrated with existing and proposed public transport routes, infrastructure, services and employment lands.*

SPP 1.6 *Plan for strategic infrastructure that helps to shape the pattern of settlement in a way that enhances quality of life and supports long-term sustainability.*

SPP 1.9 *Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.*

Code Amendment

Outcome: The City of West Torrens is experiencing urban renewal including an increase in residential development, townhouses and higher density dwellings from mixed use and infill development. Three key drivers influencing housing demand surrounding the Affected Area are:

- A new compact urban form and increased residential densities;
- Housing choice and affordability, including opportunities for an ageing population, people living with a disability and new arrivals; and
- Reduced demand for industrial lands and conversion of some lands to residential and mixed use.

An assessment of future housing needs found that it is desirable for the inner western metropolitan housing market to diversify in response to population growth and changing demographic characteristics. While there is expected to be continued demand for more traditional housing (e.g. detached dwellings on large blocks), demand for infill development will continue as household formation and dwelling occupancy preferences change.

Under current planning policy, demand is likely to be met through an over-reliance on minor infill (one into two) residential development. Without greater housing diversity, the dominance of detached housing and a lack of housing choice is expected to continue to place pressure on housing affordability.

Based on the population change for Plympton between 2006 and 2016, the projected growth of western Adelaide from 2016 to 2031 is likely to see a population increase of 1.1% per annum. The availability of land will influence the densities and location of infill growth. Minor infill sites present an opportunity to achieve coordinated development of higher density developments with higher quality built form and public realm outcomes.

The Affected Area provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner, reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. Under a medium density residential scenario, the subject land is anticipated to yield in the order of 60 or more dwellings. The site is well serviced with infrastructure, with only minor enhancement required to facilitate residential use.

The Affected Area is appropriately connected to and integrated with existing public transport routes, infrastructure, services, employment lands and social infrastructure. The Affected Area is situated just under one kilometre from a mixed retail, health and supermarket centre located at the corner of Marion Road and ANZAC Highway and is under 1.5km from the Adelaide and Glenelg tramline.

Childcare facilities are located 600m east of the site (Mooringe World of Learning), with a further nine childcare, out-of-school-hours care, and vacation care services located within the Plympton locality. The nearest school (Plympton International R-12 College) is located 180m south, which also incorporates the Errington Special R-12 School. St John's Baptist Catholic Primary School, Plympton Primary School, Immanuel College and Immanuel Primary School are all located within 2 kilometres of the site. Based on the number of educational facilities available it is envisaged that any additional demand created through the proposed rezoning can be met through these existing facilities.

The Affected Area is located in close proximity to medical facilities. The Mooringe Avenue Medical Centre is located directly opposite Mooringe Avenue to the north, the Galway Medical Centre, Kurralta Park Surgery and Morphettville Medical Centre are located just over 2km from the site, and Ashford Private Hospital is located 3.5km to the east along ANZAC Highway. Two centres providing allied health and pharmaceutical services are located 1km to the south-east (Plympton Shopping Centre) and 2.2km to the east (Kurralta Park District). Based on the availability of medical and allied health and pharmaceutical services, it is expected that existing service providers can meet additional demand created through the rezoning of the site.

The Affected Area is central to two community centres, Plympton Community Centre (1km) and Camden Community Central (2km) and is serviced by the City of West Torrens Mobile Library, which is located on the corner of Mooringe Avenue and Packer Avenue (400m east of the Affected Area) 5 days per week. A community bus is also provided by Council that collects residents wishing to attend local shopping centres such as Kurralta Park.

A comprehensive network of existing bikeways including the Westside Bikeway provides active transport and recreational opportunities. The Westside bikeway is a dedicated off-road sealed path for cycling and walking that extends between the City of Adelaide and the Coast and provides direct walking and cycling links to the Glenelg / Adelaide tramline, and to the airport retail and employment areas via the Sturt River and the Anna Meares Bike Paths. This network also facilitates access to areas of interest and open space (Foreshore and parklands) and is a viable option for non-motorised transport / commuting or multi-modal transport. The proposed Code Amendment represents an opportunity to increase the population within proximity to this existing infrastructure.

Design Quality

Objective: To elevate the design quality of South Australia's built environment and public realm.

SPP 2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.

Code Amendment

Outcome: The current industrial zoning of the Affected Area and its historical use for such has been a cause of significant conflict with the adjacent residential areas. The rezoning of the site to facilitate residential development is therefore considered an appropriate alternative and will resolve many of these longstanding interface issues.

Housing Supply and Diversity

Objective: To promote the development of a well-serviced and sustainable housing and land choices where and when required.

SPP 6.1 A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities.

SPP 6.2 *The timely supply for housing that is integrated with, and connected to, the range of services, facilities, public transport and infrastructure needed to support liveable and walkable neighbourhoods.*

SPP 6.3 *Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.*

SPP 6.6 *A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.*

SPP 6.8 *Ensure a minimum of 15% of new housing in all significant development that meets the criteria for affordable housing.*

Code Amendment

Outcome: Projected growth within western Adelaide from 2016 to 2031 is likely to see a population increase of 1.1% per annum. The availability of land will influence the densities and location of infill growth. Infill sites, such as that represented by the Affected Area, present an opportunity to achieve coordinated development of higher density developments with high quality built form and public realm outcomes.

The Affected Area provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. It is the Designated Entity's intention that the land will be developed with a range of diverse housing types that are well designed and affordable and will support the needs of both current and future residents. It is the intention that the Affordable Housing Overlay is included over the Affected Area to guide the provision of affordable residential housing.

Investigations indicate that the rezoning will require low levels of infrastructure investment. The site is well connected to and will be integrated with a range of services, facilities, public transport, infrastructure etc needed to support a liveable and walkable neighbourhood. The delivery of subsequent residential housing (post rezoning of the land) is expected to be completed within three years, with it the intention to commence the project as soon as the land is suitably rezoned.

Social infrastructure investigations have identified that the site is suitably supported by existing social infrastructure, and is within close proximity to numerous educational, child-care, retail, medical and public transport facilities.

Strategic Transport Infrastructure

Objective: *To integrate land use policies with existing and future transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.*

SPP 11.2 *Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.*

SPP 11.5 *Encourage development that supports the increased use of a wider variety of transport modes, including public transport, walking and cycling, to facilitate a reduced reliance on private vehicle travel and promote beneficial community health outcomes.*

SPP 11.11 *Encourage housing in metropolitan Adelaide in proximity to current and proposed fixed line (rail, tram, O-Bahn) and high frequency bus routes.*

Code Amendment

Outcome: As discussed under Integrated Planning, the Affected Area is well serviced by public transport and cycling and pedestrian networks.

Emissions and Hazardous Activities

Objective: To protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.

SPP 16.2 Assess and manage risks posed by known or potential site contamination to enable the safe development and use of the land.

Code Amendment

Outcome: It is acknowledged that site contamination is a complex and broad issue impacting large areas of land across the state. With the increasing focus on urban renewal and reinvigoration of existing urban areas, it is critical that site contamination issues are identified and addressed to safeguard communities and the environment.

Preliminary site contamination investigations determined that the Affected Area had a medium-high risk of significant and widespread contamination. The landowner has since completed extensive remediation of the site, which commenced in 2018 with an expenditure to date of approximately \$4 million. A Site Contamination Audit Report completed in January 2021 concluded that the Affected Area is suitable for a range of sensitive uses, including residential dwellings with minimal opportunities for soil access, childcare centres, kindergartens, preschool and primary schools and areas of public open space.

2. Regional Plans

The Regional Plan

The key policies and targets of *The 30-Year Plan for Greater Adelaide* that are most relevant to this Code Amendment are climate change, design quality, emergency management and hazard avoidance, health, wellbeing and inclusion, housing mix, affordability and competitiveness, transit corridors, growth areas and activity centres, and transport.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

Regional Plan [The 30-Year Plan for Greater Adelaide]

Target 1 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.

Target 2 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn, and bus) and high frequency bus routes by 2045.

Target 3 Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045.

Target 4 Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045.

Target 5 Urban green cover is increased by 25% to meet changing household needs in Greater Adelaide by 2045.

Target 6 Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.

Code Amendment:

Outcome: In accordance with the intent of *The 30 Year Plan* targets, the proposed rezoning will enable new infill housing to be built within an established urban area that is well serviced by public transport and dedicated bicycle paths and bikeways; and is located within walking distance of a number of parks, educational establishments, childcares services, facilities and services.

The proposed Code Amendment seeks the application of the Urban Tree Canopy Overlay to the Affected Area, which will result in increased green cover over time. The proposed Housing Diversity Neighbourhood Zone has been selected as it will provide the opportunity for a diversity of housing, including affordable and medium density housing, to be created within inner suburban Adelaide, in proximity to transport corridors and established infrastructure and services that will support population growth.

Regional Plan *[The 30-Year Plan for Greater Adelaide]*

Policy Theme *Transport Corridors, Growth Areas and Activity Centres*

Policy 1 *Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport*

Policy 4 *Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.*

Policy A4 *Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.*

Code Amendment:

Outcome: The proposal will provide an opportunity for coordinated residential development that will assist in the delivery of a compact residential urban form within this part of Plympton. The Affected Area is well serviced by infrastructure and is accessible by public transport. The site has the opportunity to provide for low to medium rise (3 level) development and a policy framework that supports compatible development at the interface with existing low-density residential development.

Regional Plan *[The 30-Year Plan for Greater Adelaide]*

Policy Theme *Design Quality*

Policy 25 *Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.*

Policy 26 *Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.*

Policy 29 *Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with street and public open spaces.*

Policy 30 *Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.*

Code Amendment:

Outcome: The proposal will facilitate an opportunity for enhanced streetscapes and tree planting on a site that has not previously provided either. The proposed rezoning will facilitate the redevelopment of the land with a range of housing types to respond to Adelaide's changing housing needs and provide a range of price points. The Affected Area is sufficiently separated from surrounding established residential areas to enable new housing types to be introduced to the area without compromising the character or identity of the surrounding area.

Regional Plan *[The 30-Year Plan for Greater Adelaide]*

Policy Theme *Housing Mix, Affordability and Competitiveness*

Policy 36 *Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.*

Policy 37 Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:

- Ancillary dwellings such as granny flats, laneway and mews housing
- Dependent accommodation such as nursing homes
- Assisted living accommodation
- Aged-specific accommodation such as retirement villages
- Small lot housing types
- In-fill housing and renewal opportunities

Code Amendment:

Outcome: The proposal provides for housing in proximity to key employment locations and with ease of access to employment by active travel and public transport, including Adelaide Airport and the CBD. This Code Amendment provides flexibility to facilitate a range of housing types to meet the demands of a changing household profile and age structure. It is proposed that an Affordable Housing Overlay be included to facilitate affordable housing.

Regional Plan [The 30-Year Plan for Greater Adelaide]

Policy Theme Health, Wellbeing and Inclusion

Policy 47 Plan future suburbs and regenerate and renew existing ones to be health neighbourhoods that include:

- Diverse housing options that support affordability
- Access to local shops, community services and facilities
- Access to fresh food and a range of food services
- Safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity
- Diverse areas of quality public open space (including local parks, community gardens and playgrounds)
- Sporting and recreation facilities
- Walkable connections to public transport and community infrastructure

Code Amendment:

Outcome: The proposed Code Amendment provides for residential infill development and increased housing choice to support the current and future population of the area. The Affected Area is well located in terms of services, community facilities and open space, and is adequately serviced with public transport. The Affected Area is within close walking distance to community infrastructure such as the Plympton International College (R-12 school) and Westside Bikeway.

Regional Plan [The 30-Year Plan for Greater Adelaide]

Policy Theme Transport / Infrastructure

Policy 77 Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or new major transport routes (road, rail and tram) mitigate the impact of noise and air emissions.

Policy 84 Protect major economic infrastructure such as airports, ports and intermodals from encroachment by incompatible development and facilitate further economic activity in these locations.

Code Amendment:

Outcome: The proposal has been informed by noise and air quality assessments. These assessments identified that noise impacts can be effectively managed through existing and new policy, including the application of the Noise and Air Emissions Overlay to the Affected Area.

The Affected Area is located within an Airport Building Heights Overlay that requires all proposed structures exceeding 15 metres above existing ground level to be referred to the relevant body for direction (in relation to a development assessment decision). Existing planning policy in the context of the site's proximity to Adelaide Airport is considered adequate for the purpose of this proposal.

Regional Plan [*The 30-Year Plan for Greater Adelaide*]

Policy Theme *Climate Change*

Policy 107 *Increase the proportion of low rise, medium-density apartments and attached dwellings to support carbon-efficient living.*

Code Amendment:

Outcome: This proposal will facilitate the development of a range of housing types including low-rise, medium density development.

Regional Plan [*The 30-Year Plan for Greater Adelaide*]

Policy Theme *Emergency Management and Hazard Avoidance*

Policy 121 *Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.*

Code Amendment:

Outcome: The site has undergone extensive site remediation process and is considered suitable for residential development.

3. Other Strategic Plans

City of West Torrens 'Towards 2025' Community Plan 2017

The proposed rezoning is aligned with Council's Community Plan 'Towards 2025', prepared in 2017. The Plan is based on six themes (four community and two corporate). The theme of '*Built Environment*' which aspires to create a well-designed built environment, is most relevant to the rezoning. Within this theme, the following long-term and short-term strategies are directly relevant to the proposal.

Aspiration: A well designed built environment	
Long-term Strategy	Short-term Strategies
Facilitate development that meets the needs of the community	<ul style="list-style-type: none"> Support a range of housing types and densities across the city, while conserving areas of character and heritage value. Advocates for the provision of adequate public places within the urban form.

The rezoning supports the Council's community plan in that it will minimise the interface between industrial and residential zoning (and land uses), provide interface treatments to industrial and residential uses, and support increased residential density in a location with ease of access to services, existing infrastructure, and within the metropolitan area as per provisions of *The 30-Year Plan for Greater Adelaide*.

ATTACHMENT E – INVESTIGATIONS