

# ***Glandore Character Area Protection Code Amendment***

***The City of West Torrens (the Proponent)***

***For Consultation***



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## HAVE YOUR SAY

This Code Amendment is on consultation from 19 January 2023 to 16 March 2023.

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be made by:

- Visiting [Your Say West Torrens](#)
- Email to: [info@wtcc.sa.gov.au](mailto:info@wtcc.sa.gov.au)
- Posted to:  
Glandore Character Area Protection Code Amendment Submission  
165 Sir Donald Bradman Drive  
HILTON SA 5033

If you would like more information, visit the YourSay West Torrens website, or speak to a Council staff member by phoning 8416 6207.

## **1. WHAT IS THE PLANNING AND DESIGN CODE?**

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

### **1.1 Planning and Design Code Framework**

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the PlanSA portal.

### **1.2 Overlays**

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

### **1.3 Zones**

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

### **1.4 Sub zones**

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

### **1.5 General Development Policies**

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

### **1.6 Amending the Planning and Design Code**

The *Planning, Development and Infrastructure Act 2016* (the Act) provides the legislative framework for undertaking amendments to 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 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.



## 2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

### 2.1 Need for the amendment

The purpose of this Code Amendment is to remedy an anomaly that was contained in the now revoked City of West Torrens Development Plan and as a result has been translated into the Planning and Design Code.

The anomaly relates to the Maximum Building Height Technical and Numeric Variation (TNV) for specific sites, that supports structures up to 8 building levels and/or 32.5 metres in height to be developed on certain allotments along the southern side of Anzac Highway at Glandore, when the surrounding allotments are limited to a maximum of 3 storeys and/or 12.5 metres.

The anomaly was a result of specific wording used within policy put in place by Council's Housing Diversity Development Plan Amendment (DPA) which in effect changed the intent of what was proposed (which was to transition higher building forms to the low scale surrounding neighbourhood).

This anomaly resulted in taller/ higher than desired permissible building heights being applied to specific allotments along Anzac Highway (affected areas of this Code Amendment).

The Code Amendment seeks to lower the maximum desired building heights within these locations of the zone in order to:

- align development with the intent of the Urban Corridor (Boulevard) Zone
- better accord with limitations imposed by the transitional and scaling policies that exist within the zone and the limited sizes of the sites to address these
- better reflect the community's desires (confirmed from previous engagement) about character of value and the desire to better manage the character interface, and impacts on amenity of the neighbouring Glandore Character Area.

### 2.2 Affected Area

The areas affected by the proposed amendment are described as follows and as shown in the map of **Attachment A**.

The affected area consists of eight allotments located in the Urban Corridor (Boulevard) Zone along Anzac Highway, and between Beckman Street, South Road and adjacent the Established Neighbourhood Zone (Glandore Character Area). Each allotment is located within the City of West Torrens and the suburb of Glandore.

- 118A Anzac Highway
- 130-132 Anzac Highway
- 144 Anzac Highway
- 158 Anzac Highway
- 186 Anzac Highway
- 188 Anzac Highway
- 192 Anzac Highway
- 2A Stuart Street



Development plan consent has been granted on 22 Sept 2021 to 'Demolish existing structures on the land and construction of an eight-storey residential flat building comprising 35 dwellings, including removal of a regulated tree' at 192 Anzac Highway, application number 211/M030/18. The Planning Consent is, at the time in writing, still a valid consent and can continue to be developed.



Figure 1 – 118A Anzac Highway



Figure 2 – 130-132 Anzac Highway



Figure 3 – 144 Anzac Highway



Figure 4 – 158 Anzac Highway (dwelling with blue roof)



Figure 5 – 186 Anzac Highway (2A Stuart Street is situated behind dwelling)



Figure 6 – 188 Anzac Highway



Figure 7 – Marketing of proposal for 192 Anzac Highway



Figure 8 – 2A Stuart Street

## 2.3 Summary of proposed policy changes

### 2.3.1 Current Code Policy

The Affected Areas are located in the Urban Corridor (Boulevard) Zone, as shown in **Attachment B**. There are no subzones that apply to the affected area.

The intent of the **Urban Corridor (Boulevard) Zone** is:

- To accommodate a mix of residential and non-residential uses, with structures along primary roads providing an orderly transition in scale to neighbouring areas, to prevent them from dominating and impacting on their character and built form.
- To provide a consistent built form, i.e., similar heights, setbacks that faces onto primary roads, in this case Anzac Highway.

The permissible building heights currently applied to the eight affected areas are at odds with the intent and objectives of the Zone and Code. They do not provide an appropriate transition in scale to the existing area creating a jarring streetscape with the Glandore Character Area, they will not provide a consistent frame to the primary road (Anzac Highway).

The Technical and Numerical Variations (TNVs) applied to the affected areas, permit:

- Maximum building height of 32.5m.
- Maximum of 8 levels.
- Minimum 3m setback from Anzac highway and 2m from Stuart Street (this applies only to 2A Stuart Street)
- Development should be constructed within a building envelope provided by a 30 degree plane, measured 3m above natural ground at the boundary of an allotment, refer to below image for clarity.

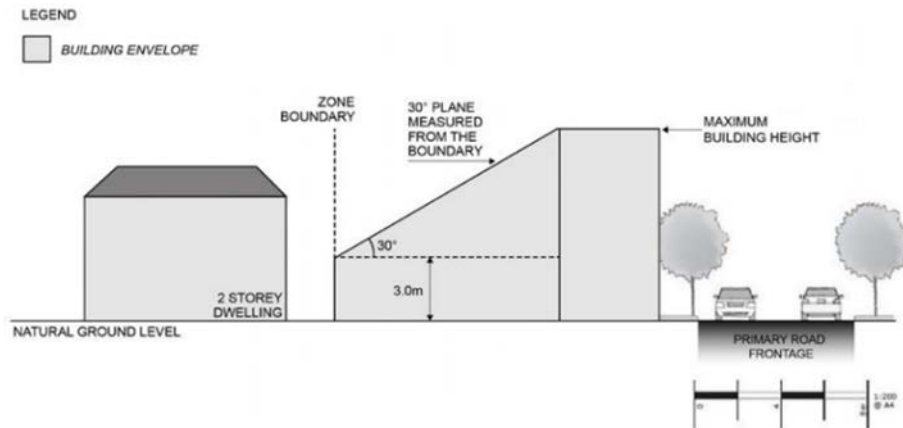


Figure 9 – Interface policy (Planning and Design Code)

The following overlays apply to the affected areas. The Code Amendment is not seeking to alter the application or content of these Overlays, as the policies applicable remain relevant to guiding future development for these locations.

- Advertising Near Signalised Intersections
- Affordable Housing
- Airport Building Heights (Regulated) (All structures over 15 metres)
- Building Near Airfields
- Future road Widening
- Hazards (Flooding)
- Hazards (Flooding – Evidence Required)
- Heritage Adjacency
- Major Urban Transport Routes
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant tree
- Traffic Generating Development

### Current Use – Affected Area

The southern area along Anzac Highway that faces onto the road (which includes the eight affected areas) is a mixture of predominately single storey structures, with a scattering of double storey buildings. The land uses vary to include a variety of dwellings (detached and group) along with some commercial properties including a recently constructed retail fuel outlet (On The Run) on one of the

affected areas/ sites (130-132 Anzac Highway) and a Shop (currently a lighting Shop at 144 Anzac Highway). The land uses of the affected areas/ sites are:

- 118A Anzac Highway – Single storey detached-dwelling
- 130-132 Anzac Highway – Single storey retail fuel outlet and carwash
- 144 Anzac Highway – Single storey lighting shop
- 158 Anzac Highway – Single storey detached-dwelling
- 186 Anzac Highway – Single storey detached-dwelling
- 188 Anzac Highway – Single storey group-dwellings
- 192 Anzac Highway – Vacant dwelling (sales display office / showroom for approved apartment development)
- 2A Stuart Street – Single storey detached-dwelling

### **Surrounding Zones and Land Uses**

The area behind the **Urban Corridor (Boulevard) Zone** is residential land located within the **Character Area Overlay** and **Established Neighbourhood Zone**. The area contains predominately single-storey dwellings that were constructed between the 1920s to 1960s (predominantly), with approximately five more contemporary two-storey dwellings (combination of detached-dwelling, row, group) located along Park Street and Grosvenor Street (the area behind 118A and 130-132 Anzac Highway).

This residential area has experienced minimal infill development, with the established character and built form of the Character Area remaining largely intact and contributing to a strong character streetscape.

The northern side of Anzac Highway (opposite the affected areas) consists of two zones, the **Urban Corridor (Boulevard) Zone** and **Suburban Activity Centre Zone**. The Urban Corridor (Boulevard) Zone contains predominately of residential dwellings varying in type (detached, row, group) and height (one to three stories). Although the building height TNVs within the zone permits structures up to 8 storeys and/or 32.5 metres in height, the tallest recent infill development consists of three storey dwellings (typically townhouses).

The Suburban Activity Centre Zone contains a single storey shopping centre and supporting at-grade car park. The building height TNVs for this zone permit a maximum building height of 3 storeys and/or 12.5 metres.

#### **2.3.2 Proposed Code Policy**

In order to satisfy the intent of the Zone and Code, reflect the desires of the Council and its community, and protect the character and amenity of the Glandore Character Area, the Code Amendment proposes reducing the desired maximum building height of all eight affected areas to that of the abutting/ adjacent allotments (i.e., 3 building levels and 12.5 metres height).

The existing Zone and Overlays extents, and any other TNVs existing over the eight affected areas are to remain in place.

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

### **3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?**

#### **3.1 Early Commencement**

This Code Amendment will commence operation on an interim basis on 19 January 2023 *under section 78 of the Act*. As a result, the policies being proposed in this Code Amendment will apply for 12 months from the date of commencement, or until they are adopted (or otherwise) by the Minister.

This process is used when the Minister considers that the immediate application of the policy changes is necessary in the interests of orderly and proper development, and to counter applications for undesirable development ahead of the outcome of consideration of this Code Amendment by the Minister.

#### **3.2 Engagement**

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required 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 has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the PlanSA portal at ([plan.sa.gov.au/en/charter](http://plan.sa.gov.au/en/charter)).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- A copy of the draft Code Amendment placed on the SA Planning Portal ([www.plan.sa.gov.au](http://www.plan.sa.gov.au))
- Information on Council's 'Your Say West Torrens' website, with information on the Code Amendment including, but not limited to a copy of the draft Code Amendment, FAQs and information on how to make a submission, as well as access to an online survey.
- A written notice to all property owners within the affected area and other property owners immediately surrounding the affected area inviting them to review and comment on the draft policy.
- Invitation to prepare submissions online or via post.
- Information leaflet outlining what the Code Amendment is about, the proposed policy amendments, how interested persons can comment.
- Posting to City of West Torrens social media platforms.
- Media release, Government Gazette notice and advertisement within the Council's 'Talking Points' magazine.

#### **3.3 How can I have my say on the Code Amendment?**

There are several ways in which you can provide feedback on the Code Amendment. This includes:

a) Online on the SA Planning Portal  
([https://plan.sa.gov.au/have\\_your\\_say/code\\_amendments](https://plan.sa.gov.au/have_your_say/code_amendments))

b) Via Council's [Your Say West Torrens](#)

or

emailed to: [info@wtcc.sa.gov.au](mailto:info@wtcc.sa.gov.au)

or

Posted to:

Glandore Character Area Protection Code Amendment Submission  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON, SA 5033

### **3.4 What changes to the Code Amendment can my feedback influence?**

There are limitations to the extent to which Council and this specific Code Amendment can change the Planning and Design Code. This Code Amendment is limited in its scope, therefore, your input can influence the following elements:

- whether or not the reduced building heights suggested by Council is supported.
- Which of the affected sites the revised building heights will apply to (all, or part).
- Recommend other building heights for the affected sites that remain consistent with the intent of the Code Amendment.

Importantly, due to the limited scope of the Code Amendment, the following cannot be reviewed as part of this Code Amendment:

- The zone that applies to the affected area sites (this is not being reviewed)
- The policy content of the Zone, including land uses, densities and setbacks.
- Other Overlays that apply to the site (that have no bearing on building heights), their content and their applicability.
- Any other properties not listed under the Affected Area of this report.
- The extent of policies that apply to the existing Glandore Character Area.

### **3.5 What will happen with my feedback?**

The City of West Torrens Council is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by City of West Torrens Council when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register. Your submission will be published on the PlanSA portal. Personal addresses, email and phone numbers will not be published, however company details will be.

The City of West Torrens Council will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the PlanSA portal.

### **3.6 Decision on the Code Amendment**

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister, at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.



## 4. ANALYSIS

### 4.1 Strategic Planning Outcomes

#### 4.1.1 Summary of Strategic Planning Outcomes

The Affected Area sites are within an identified growth corridor comprising ANZAC Highway (associated with the frequent bus route and nearby tram line). As such, there is a strategic focus to increase housing yields, and in particular the range of housing types in order to achieve strategic targets identified by the 30 Year Plan for Greater Adelaide. This strategic aim needs to be balanced with other strategic goals set out both by the SA Planning Policies and reflected within the 30 Year Plan for Greater Adelaide, including:

- The desire to ensure appropriate design quality for development, particularly in areas where a distinct change in character is sought; and
- The desire to recognise, manage and ensure that areas of valued character within Adelaide have responsive and contextual design outcomes, supported by appropriate planning policies.

This Code Amendment seeks to achieve this balance between what could potentially be competing strategic aims. The investigations explore, both the importance of achieving good design and built form outcomes along this important corridor in Adelaide's inner west, along with a desire to ensure that the interface with the adjacent valued character area of Glandore maintains appropriate contextual design outcomes, acknowledging that the aims of the Urban Corridor (Boulevard) zone are different to those of the neighbouring Established Neighbourhood Zone.

On this basis, the investigations demonstrate that reduced building heights in this location will result in a more coherent streetscape and appropriate interface with the adjacent Character Area, whilst not impeding the strategic aims of increasing housing and housing diversity along the corridor.

#### 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. Refer to the PlanSA portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

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:

##### **Community Plan 2030**

The Code Amendment responds to the desires identified in the City of West Torrens Community Plan 2030, dated February 2021. The Plan seeks that recognition of the Council area's unique local cultural identity and heritage be displayed for the benefit of its communities, and that development outcomes create attractive and cohesive urban environments that protect the area's local cultural identity and heritage.

The view by the Council and community to protect the area's character and historical context is longstanding and can be found in preceding and guiding strategic documents including the 2008 City of West Torrens Vision 2025: Strategic Directions Report.

This Code Amendment is considered to be consistent with this key strategic policy document, with further details shown in **Attachment D**.

### **4.2 Infrastructure planning**

No infrastructure planning is relevant to this Code Amendment given the change will not increase demands on infrastructure for the affected area (or more broadly).

### **4.3 Investigations**

#### **4.3.1 Investigations undertaken**

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

The following investigations have been undertaken to inform this Code Amendment:

## Analysis of the Glandore Character Area

There has been a longstanding view held by the City of West Torrens and its community to protect Council areas of valued character and historical context from new developments. This was derived from the extensive community consultation that was undertaken as part of the *Vision 2025: Strategic Direction* Strategic Plan, and subsequently informed planning policy across the entire Council area which sought to put in place both opportunities for strategic growth (in response to the 30 Year Plan for Greater Adelaide) and better maintain and manage areas of character valued by the community. This led to the implementation of the Housing Diversity DPA, from which the policy issue that has led to this Code Amendment has arisen.

The City of West Torrens, in partnership with Jensen PLUS conducted a *Local Character Study* which investigated and articulated the areas of significant character that are valued by the community and which require careful management of future development.

The Character Study assisted in creating the revoked Development Plan Desired Character Statements and defined and described the future character of areas throughout the City of West Torrens.

In regard to Glandore, the Study identified that the area between Anzac Highway and Glengyle Terrace (this area includes the eight affected areas) was not seen as a place to increase density but focus on maintaining and enhancing the area's existing character.

The Housing Diversity DPA implemented policies and character statements that guided development, especially adjacent to Character Areas, to appropriately transition building form (e.g., heights and setbacks) to the character areas and for new development not to detract from the established streetscape character through judicious design.

Since 2021, the Planning and Design Code has replaced Council Development Plan and the contextual/ localised policy. The following table provides a summary of the Development Plan's Desired Character statement compared with the Planning and Design Code's Glandore Character Area Statement (WeTo-C3), to demonstrate the similarities and differences between the two planning instruments and if the previous Development Plan provides greater guidance on specific character issues that will inform appropriate interface considerations.

Table 1 – Summary of P&D Code and DP Glandore Character descriptions

<b>CHARACTER ATTRIBUTE</b>	<b>PLANNING AND DESIGN CODE GLANDORE CHARACTER AREA STATEMENT (WETO-C3)</b>	<b>FORMER DEVELOPMENT PLAN GLANDORE CHARACTER POLICY AREA 24</b>
<b>DWELLING TYPE</b>	Generally single storey; second storey within the roof space.	Detached dwellings: predominately one-storey with some two-storey that complements single storey character.

<b>ALLOTMENTS, SUBDIVISION AND BUILT-FORM PATTERNS</b>	Low to very low density; wide street frontages on substantial allotments.	Very low density; deep and wide; reinforce existing allotment pattern.
<b>BUILT-FORM</b>	Strong uniformity of layout and buildings; carports and garages are behind the main face of dwellings.	Unity, especially when viewed from street; new development complementary to the key character elements of existing styles/ forms; no garages/ carports forward to the main façade.
<b>KEY ELEMENTS</b>	Hip, gable, and Dutch gable roofs; verandahs / porticos; verandahs as continuation of main roof structure.	Pitched roofs; verandahs/ porticos and masonry buildings.
<b>SETBACKS</b>	Consistent side and rear setbacks; large private yards.	Complementary to older dwellings boundary setbacks; preserving considerable space in private yards for landscaping
<b>FENCING</b>	Low fencing facilitating views of the dwelling; post and rail with woven wire; low level stone or masonry; timber picket.	Front fencing low lying to provide views of built-form that define the area's character
<b>LANDSCAPING AND TREES</b>	Driveway crossovers designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.	Generous traditional well-maintained gardens; tree lined streets.

There is consistency between how the two documents characterise the area's established features/ attributes.

In order to further confirm the character attributes applicable at the specific interface with the affected area sites, a site visit and assessment of the adjacent streets was undertaken, particularly Waymouth Avenue, and the streets running off Anzac Highway at the affected area sites. The below figure displays the site visit route.



Figure 10 – Extent of area of detailed character assessment of relevance to the investigations.

The assessment sought to confirm if the established character remains intact, given the length of time that has passed since the original study and DPA.

The assessment specifically considered:

- Streetscape views from within the Glandore Character Area and whether these are being impacted by the presence of multistorey buildings in the Urban Corridor (Boulevard) Zone.
- Surrounding locations that contain structures with similar heights to what is currently permitted on the affected areas to determine their respective impacts on established low scale streetscapes of similar attributes to the Glandore Character Area.

The assessment findings confirmed (and reflected within the following photos):

- Low scale – lack of presence of two storey structures in the streetscape - including to the rear of dwellings. The area does contain a few dwellings that have higher pitched roofs, which contain rooms however, their appearance within the streetscape is of a single level dwelling. There are a few two-storey structures located within the area's east, principally at the south-eastern end of Park Street. The consistent low scale form creates a clear line within the streetscape, and openness to sky and views to vegetation to the rear of sites or on neighbouring buildings.

- Dwelling styles – most of the dwelling types with the area are period houses, in the style of Tudor, Bungalow, Austerity housing styles, with later housing (60's) mostly in the form of cream brick triple fronted housing, along with some cream brick flats, which do not make a positive contribution to the streetscape. There is a scattering of contemporary infill dwellings that face onto the area's streets, with some located behind the period homes (on hammerhead lots) that do not impact on the streetscape.
- Setbacks - The dwellings have large front setbacks, in the order of 8m, typically filled with garden spaces that sit behind low lying-permeable fencing. Dwellings side setbacks are also consistent with spacing between principal building forms in the order of 5 metres (2m on one side and 3m on other side – which often comprise a carport structure)
- Garaging / carports are ancillary structures within the streetscape, albeit sometimes positioned on a boundary. These structures are generally set back behind main face of dwelling, and ancillary to the dwelling in their form (single width, and roof not integrated or minor component of main dwelling roof form). In some instances, no formal car covering structure is visible in the streetscape with structures located to the rear of the allotment.
- Roof pitches – the area contains a variety of roof pitches, including hip, gable and Dutch-gable, with a few higher pitched roofs containing upper levels. The pitch angle varies from 22-45 degrees based on the roof style, however from the street, the dwellings roofs create a consistent pattern/ rhythm.
- Materials – The dwellings are a combination of brick and masonry, with some facades either painted or rendered. The roofs are typically constructed from concrete and terracotta tiles, with gables made from with brick or timber (dependent on dwelling style).
- Driveways - are typically single width and run along the side of dwellings extending to the backyard, with some dwellings providing for landscaping between driveways and neighbouring fencing.
- Landscaping – dwellings typically have front lawn areas, which can contain low-lying vegetation that runs along the allotments front and side fencing to soften the streetscape. Dwellings typically contain medium size trees in their front yards, that complement the tree lined streets.
- Some infill had occurred at specific locations, but was typically in a format that responded to streetscape character attributes, particularly low scale / single storey form (most were in the form of hammerhead developments with the new dwelling sitting behind the street fronting (original) dwelling.
- More contemporary two-storey buildings are clustered along Park Street, although these were located closely together, they were minimal in number across the area and did not noticeably impact on the established streetscape character.

Importantly, the assessment has confirmed that the Character Area provisions continue to be applicable to this location and remain important to managing

future development so that a low scale, spacious streetscape character is maintained into the future.



Figure 11 – Era constructed dwellings along Waymouth Avenue. These demonstrate the typical dwellings of the area that help create the area’s character.



Figure 12 – Contemporary infill and flat buildings some of which are not consistent with the established character. These dwellings are few in far between and although they are of a different form, they do contain similar construction materials to the character homes.



Figure 13 – Street views from Weymouth Avenue, image on right looking toward Anzac Highway. The photos display that the area currently has clear skyline/ rooflines and the street trees do not dominate the area or alter the roofline. This allows the area’s character to be displayed and help form its streetscape, which could be harshly impacted by eight-storey developments.



Figure 14 – Infill development within Glandore Character Area. These are typically hammerhead developments that do not impact on the streetscape.



Figure 15 – Modern two-storey development located within eastern area of Glandore Character Area. Their impact to the area’s character is negligible due to them being few and far between.

### **Impacts of the interface and massing of the Urban Corridor (Boulevard) Zone**

The potential ability of the designated built form within the Urban Corridor (Boulevard) Zone to have a deleterious impact on the streetscape character of the adjacent Character Area (particularly Weymouth Avenue) has been considered through modelling of the permissible building envelopes and the Weymouth Avenue built form.



The focus for this assessment was how much of an impact the visibility of the taller building forms would have within the streetscape of Waymouth Avenue. Specifically the following was modelled in SketchUp:

- Eight-storey and/or 32.5 metre structures at the affected areas
- Maximum permissible massing based on setbacks identified within the zone, including the 30 degree angle interface identified within the Zone for these locations.

An alternative SketchUp model was created to demonstrate the desired three level, 12.5m metre building height scenario to allow for a comparison of development impacts along Waymouth Avenue and Anzac Highway that better align with the intent of the Zone and minimises impacts on the Glandore Character Area.

#### *Modelled impacts on Glandore Character Area*

The following images show the impact that the two development scenarios (existing TNVs and proposed TNVs) have on the Glandore Character Area's streetscape and views. The SketchUp models show the views from Park Street, Ruthven Street, Stuart Street, Waymouth Avenue and Wellington Street towards Anzac Highway.

The images clearly show the impact that the eight-storey structures would have on the Glandore Character Area's views and streetscape. These structures protrude clearly above the established roof forms that define the low scale street and established roofline pattern that is one of the important parts of the character area. Importantly, the 30 degree transition angle alone does not mitigate the visibility and imposing nature of the building forms from the streetscape.

The three-storey building forms do not have a negative impact on the Glandore Character Area as a result of the top of these structures being positioned approximately in line with the top of the single-storey dwellings within the established streetscape. This includes the modelling the affected development sites at their maximum possible building footprints allowed for within the zone (taking into account desired setbacks of the Zone).

The visibility of these structures is principally filling the spaces between the existing buildings within the streetscape in Waymouth Avenue (given we have plotted the maximum developable area, this is likely to be the worst case scenario).

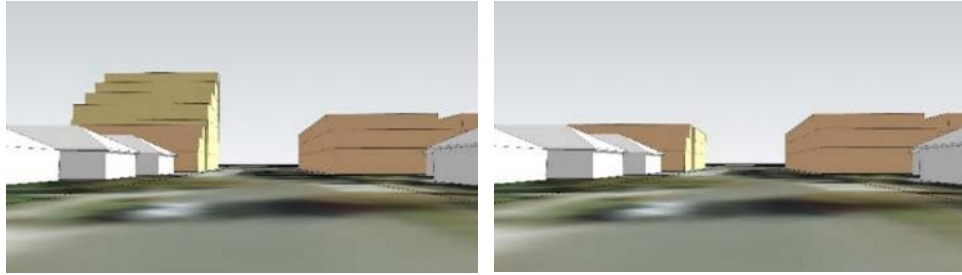


Figure 16 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Park Street (within Glandore Character Area)

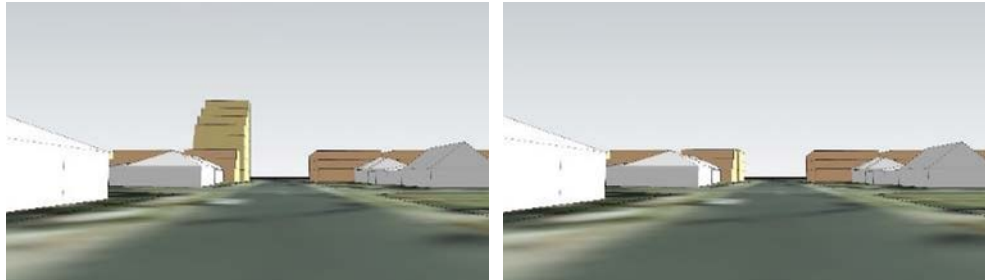


Figure 17 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Ruthven Street (within Glandore Character Area)

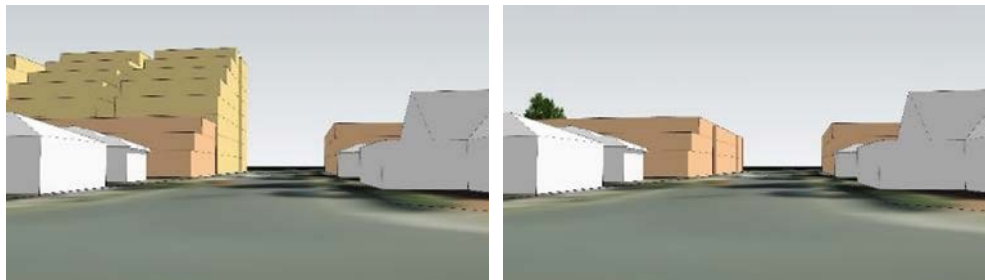


Figure 18 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Stuart Street (within Glandore Character Area)

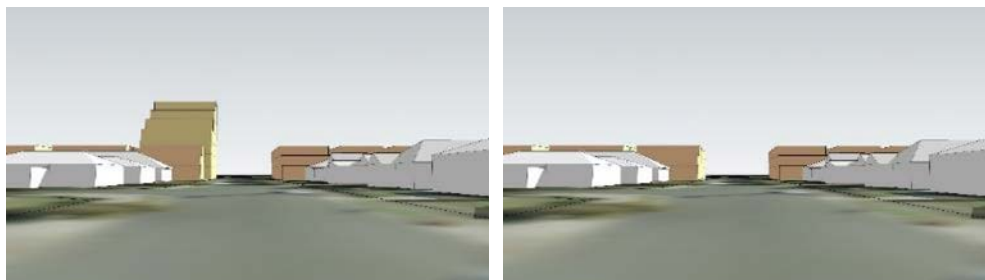


Figure 19 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Wellington Street (within Glandore Character Area)

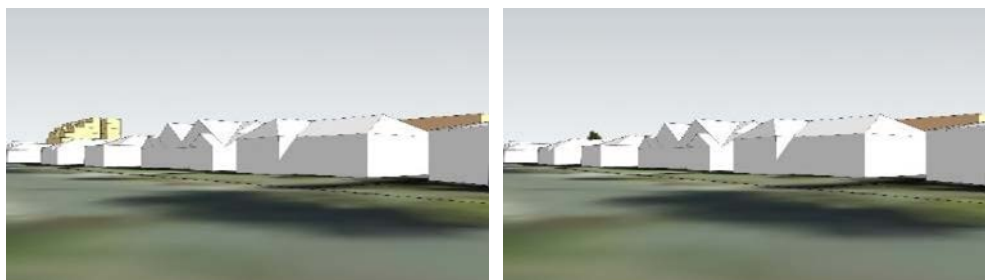


Figure 20 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Waymouth Avenue Street - central (within Glandore Character Area)

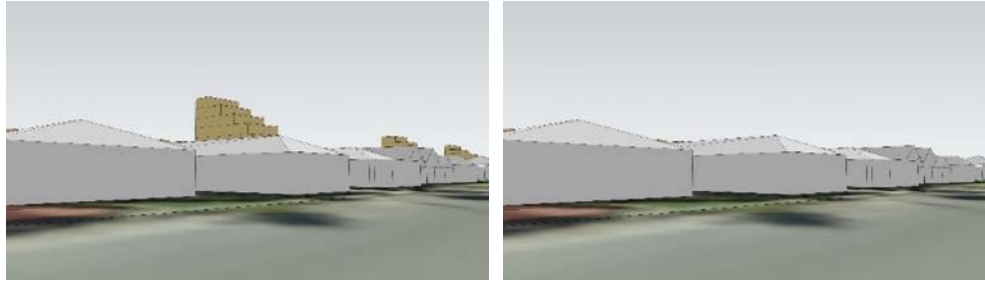


Figure 21 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Waymouth Avenue Street - central (within Glandore Character Area)

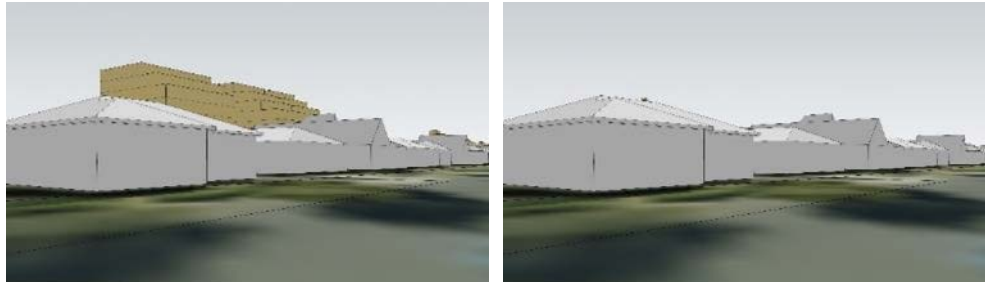


Figure 22 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Waymouth Avenue Street - west (within Glandore Character Area)



Figure 23 – SketchUp model comparing eight-storey and three-storey structures on affected areas from Waymouth Avenue Street - west (within Glandore Character Area)

### Modelled impacts on Anzac Highway Streetscape

The modelled impacts of the building heights have also been applied to the ANZAC Highway streetscape, having regard to the Zone’s Desired Outcome of achieving a “...consistent, tall, uniform façade...” and Performance Outcome 2.1 *Buildings contribute to a consistent framing of the primary road corridor, open space and public spaces and provide visual relief from building mass at street level.*”

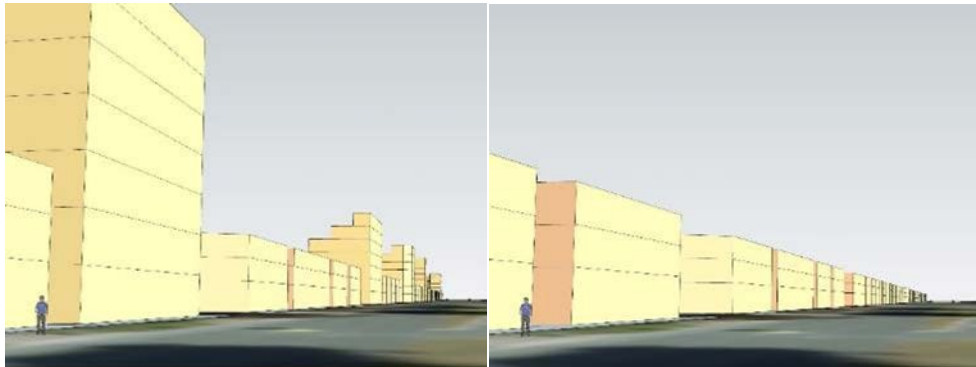
The following images compare the visual impacts of the eight-storey building heights along ANZAC Highway compared to the three-storey building heights. The modelling clearly demonstrates that the selective eight storey heights on individual sites in this location does not support the Zone’s Desired Outcome and in fact results in an incoherent streetscape setting.



Figure 24 – SketchUp model comparing eight-storey and three-storey structures along Anzac Highway – east



Figure 25 – SketchUp model comparing eight-storey and three-storey structures along Anzac Highway – central



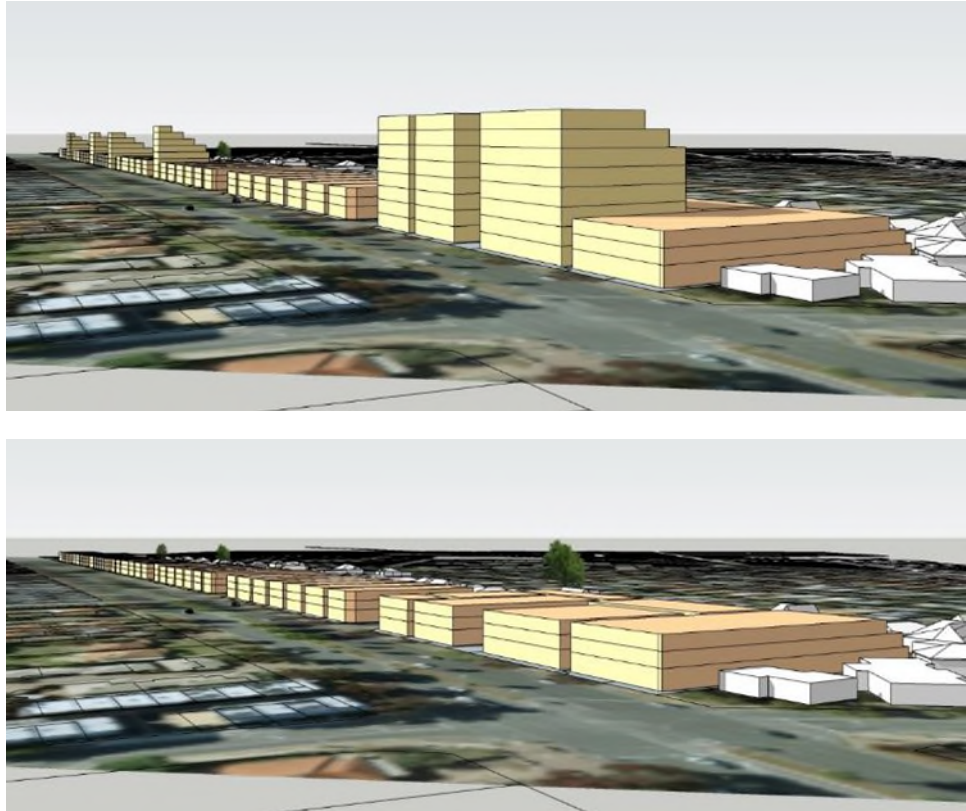


Figure 26 – SketchUp model comparing eight-storey and three-storey structures along Anzac Highway – west

### **Yield Analysis**

To understand how lowering the building heights of the affected areas could still allow the Council to support the 30-Year Plan for Greater Adelaide’s target of suppling additional housing within established areas and along transit corridors, Council has analysed the development activity since 2015 using the Department of Infrastructure and Trade’s Development Activity Tracker

(<https://dpti.geohub.sa.gov.au/portal/apps/webappviewer3d/index.html?id=008d4dabc1b84741b5968eafdbb1651f>) and the new Planning and Design Code’s policies associated with infill development.

Since 2015, 2,678 dwellings have been constructed in the City of West Torrens. The majority of these dwellings are considered infill, with Anzac Highway experiencing a high-level of townhouse and apartment building activity (in part due to zoning).

Within the Urban Corridor (Boulevard) Zone (within the West Torrens Council Area), there has been a total of twenty-four developments (townhouses or apartment buildings) either built, currently under construction or approved, with these buildings having a potential for 431 dwellings. The below figure displays the developments located near the affected areas (with only one proposal within an affected area lot).

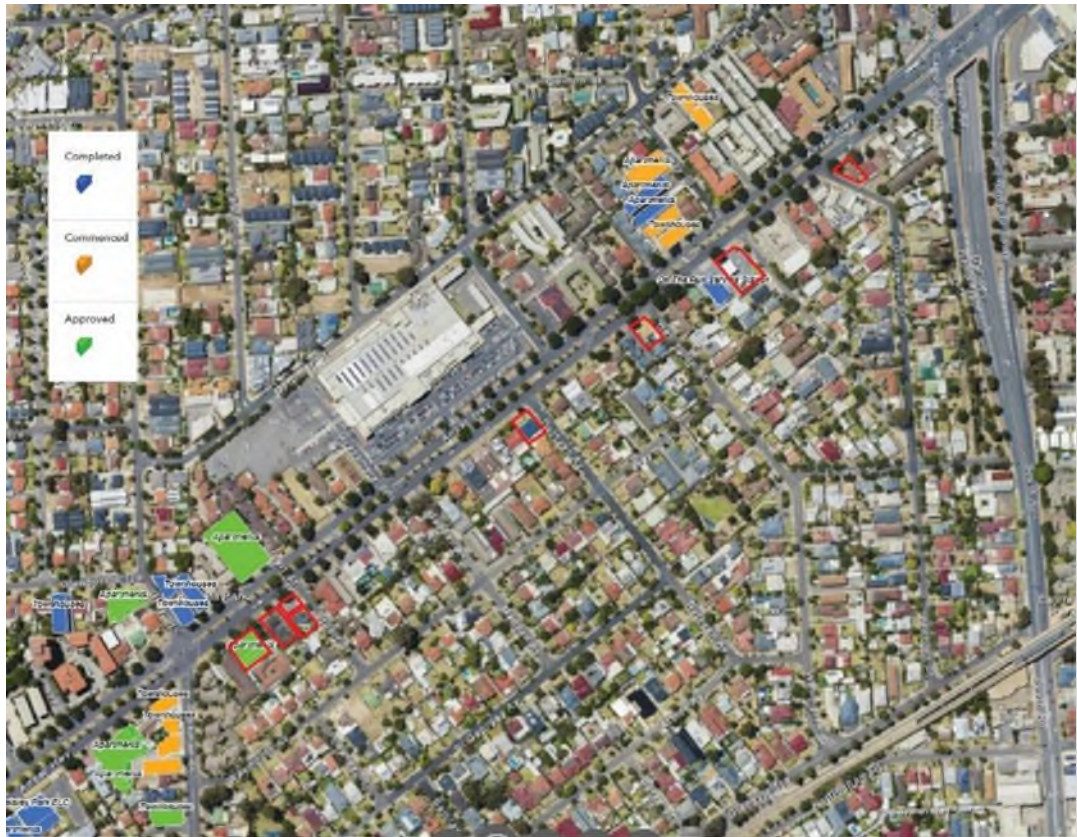


Figure 27 – DIT’s development tracker with affected areas (plan.sa.gov.au, accessed 7th July 2022)

Fifteen of the twenty-four developments are three storeys, with fourteen of these townhouses. This demonstrates that the current development trend and demand is for three-storey buildings, even though the policies applied to these allotments permit buildings up to eight-storeys in height. The table below displays the breakdown of development types and their respective storeys since 2015 (when the Housing Diversity DPA was gazetted).

Table 2 - Number of developments by number of storeys

DEVELOPMENT TYPE / STOREYS	2	3	4	5	6	7	8	9	TOTAL
APARTMENTS		1	2	1	1	1	1	1	7
TOWNHOUSES	2	14	1						17
<b>TOTAL</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>24</b>

From the twenty-four developments, the seventeen townhouses average 10.5 dwellings per townhouse, with the seven apartment buildings averaging 36 dwellings (this is comparable to the individual eight-storey apartment building referenced in this study which incorporates 35 dwellings). Based on these averages, reducing the affected area’s permitted building levels from eight to three storeys could remove a total of 204 dwellings overall to the Zone’s yield. However, as shown above, the total dwelling number might likely never be achieved, due to the area’s current preference for three storey developments.

Other factors applying to the affected areas that would limit the potential to achieve this potential dwelling yield include:

- The small nature of the individual allotment footprints and the difficulty of achieving workable floor plan and building site layouts that can suitably service an eight storey apartment building
- The 30 degree angle limits the potential delivery of eight storeys on most of the sites, and if it does, to a very limited floorplate such that its delivery is unlikely to be viable. This is largely due to the size and depth of the lots comprising the affected area.
- One of the affected sites has very recently been constructed as a retail fuel outlet, therefore when considering this investment, it is unlikely that this development would be transformed into a multi-storey structure in the short to medium term (certainly the remaining timeframe applying to the 30 Year Plan for Greater Adelaide).

Although lowering the affected areas permitted building levels may have a marginal impact on the yield potential for this growth corridor. The implementation of the Planning and Design Code has increased the City of West Torrens infill potential such as to mitigate, if not more than eliminate this potential loss.

One of policies permitting this has been rezoning the revoked Development Plan's *Low Density Policy Area's* (20 and 21) to the *General Neighbourhood Zone (GNZ)*. With the GNZ permitting group, row and residential flat buildings that were not envisage within the previous Policy Areas. The GNZ zone has also reduced minimum site areas and frontages for most dwelling types, which permits/ promotes infill development on more allotments than the previous Development Plan. Certainly, this form of infill development adjacent to key corridors and frequent public transport routes (fixed or otherwise) is demonstrated as being more attractive to the suburban market, and more likely to be delivered.

Another mechanism that could increase residential densities and yields within the City of West Torrens and surrounding Council areas is through recent Code Amendments. Relevant Code Amendments include:

- The Lockleys Code Amendment that seeks to rezone its affected area to establish a medium density residential development
- 65-73 Mooringe Avenue, Plympton Code Amendment (Finalised) which has rezoned 1.2 hectares of disused industrial land to the Housing Diversity Neighbourhood Zone which envisages medium density housing.

The Code Amendments will provide new medium-density residential land to the Council that support the State's housing density/ infill targets and do not compromise and impact on the established character of the Glandore Character Area.

Other surrounding Council's Code Amendments that seek to increase housing densities and residential land supply include:

- Kidman Park Residential and Mixed Use Code Amendment (initiated)
- West Lakes Residential and Mixed Use Code Amendment (initiated)

- Kilkenny Mixed Use (Residential and Commercial) Code Amendment (for approval)
- Morphettville/Glengowrie Horse Related Activities Code Amendment (initiated)
- Future Living Code Amendment (initiated)

The neighbouring former Le Cornu Site (further north-east on Anzac Highway) will provide approximately 199 high-quality apartments and 106 townhouses, 305 dwellings in total (renewalsa.gov.au) along the key transit corridor (approximately 1km northeast from the affected area, 118A Anzac Highway).

From these (and potential future) Code Amendments, the Planning and Design Code's policies and proposed Le Cornu site development, the City of West Torrens and surrounding Councils have and can supply additional dwellings and increase densities to support the State's target of increasing densities within established areas and along transit corridors.

The investigation demonstrates that the Code Amendment aligns with the current preference for medium density development surrounding the affected areas, which in turn, responds more appropriately to the Glandore Character Area's character and achievement of a more consistent built form along this section of Anzac Highway.

#### **4.3.2 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:

Amend the Technical and Numerical Variations that apply to the affected area sites from the current Maximum building height of 8 levels and 32.5 metres to:

- Maximum Building Height (Metres) (Maximum building height is 12.5m)
- Maximum Building Height (Levels) (Maximum building height is 3 levels)

The Urban Corridor (Boulevard) Zone that applies to each site and Overlays applying to each site is **not** proposed to be changed.



## **5. REFERENCES**

City of West Torrens: Community Plan 2030 (2021)

City of West Torrens: Draft Code Amendment Response (2022)

City of West Torrens: Housing Diversity Development Plan Amendment (2013)

City of West Torrens: Visions 2025 – Strategic Directions Report (2008)

Government of South Australia: The 30-Year Plan for Greater Adelaide (2017)

Government of South Australia: Community Engagement Charter (2018)

Government of South Australia: Planning and Design Code Version 2022.12 (7 July 2022)

Government of South Australia: State Planning Policies for South Australia (2019)

Jensen PLUS, Local Character Study (2010)

# ATTACHMENT A – AFFECTED AREA MAPPING

Code Amendment Proposed Policy - TNV



## ATTACHMENT B – CURRENT CODE POLICY

# Urban Corridor (Boulevard) Zone

## Assessment Provisions (AP)

### Desired Outcome (DO)

Desired Outcome	
DO 1	Buildings that achieve a consistent, tall, uniform facade to frame the primary road corridor that are consistently well set back with areas of significant open space in front, other than in specified areas where a lesser or no setback is desired. Buildings accommodate a mix of compatible residential and non-residential uses including shops and other business activities at ground and lower floor levels with residential land uses above.

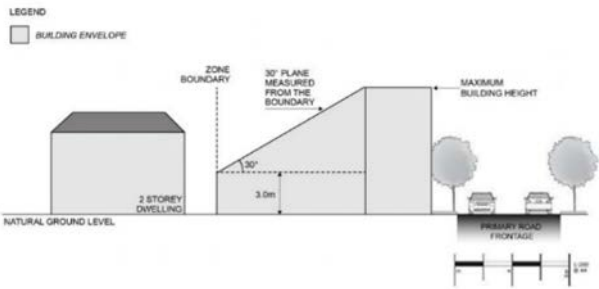
### Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature Land Use and Intensity
<p>PO 1.1</p> <p>A vibrant mix of land uses adding to the vitality of the area and extend activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Consulting Room</li> <li>(c) Dwelling</li> <li>(d) Educational Establishment</li> <li>(e) Hotel</li> <li>(f) Licensed Premises</li> <li>(g) Office</li> <li>(h) Pre-school</li> <li>(i) Residential Flat Building</li> <li>(j) Retirement Facility</li> <li>(k) Shop</li> <li>(l) Supported Accommodation</li> <li>(m) Student Accommodation</li> <li>(n) Tourist Accommodation</li> </ul>
<p>PO 1.2</p> <p>Shops, offices and consulting rooms that provide a range of goods and services to the local community and the surrounding district.</p>	<p>DTS/DPF 1.2</p> <p>Shop, office or consulting room uses not exceeding a maximum gross leasable floor area of 2,000m<sup>2</sup> in a single building.</p>
<p>PO 1.3</p> <p>Dwellings developed in conjunction with non-residential uses that positively contribute to making the public realm of the primary road corridor, open space frontage and pedestrian thoroughfares safe, walkable, comfortable, pleasant and vibrant places.</p>	<p>DTS/DPF 1.3</p> <p>Dwellings in mixed use buildings to be located at the upper floor levels of buildings.</p>
<p>PO 1.4</p>	<p>DTS/DPF 1.4</p>

Development of medium to high density accommodation options either as part of a mixed use development or wholly residential development.	None are applicable.
PO 1.5 Ground floor uses positively contribute to an active primary road corridor and open space frontage.	DTS/DPF 1.5 Shop, office, or consulting room uses located on the ground floor level of mixed use buildings fronting the primary road corridor.
PO 1.6 Changes in the use of land encourage the efficient reuse of premises to support local access to a range of services compatible to the locality.	DTS/DPF 1.6 Provided off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, a change of use involving either of the following:  (a) from residential to office or consulting room on the ground or first floor of a building  (b) from residential to shop less than 250 m <sup>2</sup> on the ground floor of a building.
<b>Built Form and Character</b>	
PO 2.1 Buildings contribute to a consistent framing of the primary road corridor, open space and public spaces and provide visual relief from building mass at street level.	DTS/DPF 2.1 Buildings:  (a) include a clearly defined podium or street wall with a maximum height of 2 levels or 8 metres  (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
PO 2.2 Buildings are adaptable and flexible to suit a range residential and non-residential of land uses.	DTS/DPF 2.2 The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.
PO 2.3 Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the primary street frontage and maximise passive surveillance.	DTS/DPF 2.3 Minimum 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.
PO 2.4 Buildings setback from the primary street boundaries to provide a consistent streetscape edge with generous landscaping and tall articulated building facades, except in locations where a lesser or no setback is desired to achieve a more prominent, strongly defined, and continuous built form presence to the primary road corridor.	DTS/DPF 2.4 The building line of buildings setback from the primary street boundary:  (a) not less than:  <div style="border: 1px solid black; padding: 5px; margin: 5px 0; text-align: center;"> <p><b>Minimum Primary Street Setback</b></p> <p>Minimum primary street setback is 3m</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 5px 0; text-align: center;"> <p><b>Minimum Primary Street Setback</b></p> <p>Minimum primary street setback is 2m</p> </div>

	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">The 2m setback only applies to 2A Stuart Street</div> <p style="text-align: center;">or</p> <p>(b) where no value is returned in DTS/DPF(a):</p> <ul style="list-style-type: none"> <li>(i) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</li> <li>(ii) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building.</li> </ul> <p>In instances where (a) or (b) do not apply, then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</p>
<p>PO 2.5</p> <p>Buildings set back from secondary street boundaries to contribute to a consistent established streetscape.</p>	<p>DTS/DPF 2.5</p> <p>Building walls setback from a secondary street frontage not less than 2m.</p>
<p>PO 2.6</p> <p>Buildings set back from side boundaries (other than street and zone boundaries) to provide separation between buildings in a way that complements the established character of the locality and enables access to natural sunlight and ventilation for neighbouring buildings.</p>	<p>DTS/DPF 2.6</p> <p>Building walls with no window/s or balcony/ies fronting the boundary, setback from side boundaries as follows:</p> <ul style="list-style-type: none"> <li>(a) no minimum on the boundary, within the first 18m from the front property boundary for any building level</li> <li>(b) no minimum for remaining length for ground level only</li> <li>(c) 2m for 1st level and above for building parts more than 18 metres from the front property boundary.</li> </ul>
<p>PO 2.7</p> <p>Buildings set back from rear boundaries (other than street boundaries) to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation.</p>	<p>DTS/DPF 2.7</p> <p>Building walls setback from rear boundaries as follows:</p> <ul style="list-style-type: none"> <li>(a) 5m or more where the subject land directly abuts an allotment of a different zone or</li> <li>(b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</li> </ul>
<p>PO 2.8</p> <p>Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.</p>	<p>DTS/DPF 2.8</p> <p>Building walls setback from the rear access way:</p> <ul style="list-style-type: none"> <li>(a) no requirement where the access way is not less than 6.5m wide or</li> </ul>

	(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.				
<b>Building Height</b>					
<p>PO 3.1</p> <p>Building height consistent with the form expressed in the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer and the <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.</p>	<p>DTS/DPF 3.1</p> <p>Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):</p> <table border="1" data-bbox="876 557 1410 808" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><b>Maximum Building Height (Levels)</b></td> </tr> <tr> <td style="text-align: center;">Maximum building height is 8 levels</td> </tr> <tr> <td style="text-align: center;"><b>Maximum Building Height (Metres)</b></td> </tr> <tr> <td style="text-align: center;">Maximum building height is 32.5m</td> </tr> </table> <p>In relation to DTS/DPF 3.1, in instances where:</p> <ul style="list-style-type: none"> <li>(a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer or <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</li> <li>(b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other</li> <li>(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</li> </ul>	<b>Maximum Building Height (Levels)</b>	Maximum building height is 8 levels	<b>Maximum Building Height (Metres)</b>	Maximum building height is 32.5m
<b>Maximum Building Height (Levels)</b>					
Maximum building height is 8 levels					
<b>Maximum Building Height (Metres)</b>					
Maximum building height is 32.5m					
<p>PO 3.2</p> <p>Buildings designed to achieve optimal height and floor space yields, and views across the Park Lands (where relevant).</p>	<p>DTS/DPF 3.2</p> <p>New development is not less than the following building height:</p> <p>In relation to DTS/DPF 3.2, in instances where:</p> <ul style="list-style-type: none"> <li>(a) more than one value is returned in the same field, refer to the <i>Minimum Building Height (Levels) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</li> <li>(b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met.</li> </ul>				
<b>Interface Height</b>					

<p>PO 4.1</p> <p>Buildings mitigate impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p style="text-align: center;"><b>Interface Height</b></p> <p>Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p>  <p>The diagram shows a cross-section of a residential zone. On the left is a '2 STOREY DWELLING'. To its right is the 'ZONE BOUNDARY'. A '30° PLANE MEASURED FROM THE BOUNDARY' starts at a height of '3.0m' above the 'NATURAL GROUND LEVEL'. This plane defines the 'BUILDING ENVELOPE' for buildings in the zone. The 'MAXIMUM BUILDING HEIGHT' is the height of the tallest building within this envelope. To the right of the zone is a 'PRIMARY ROAD FRONTAGE' with trees and cars. A legend indicates that the shaded area represents the 'BUILDING ENVELOPE'.</p>
<p>PO 4.2</p> <p>Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<b>Significant Development Sites</b>	
<p>PO 5.1</p> <p>Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 2500m<sup>2</sup> in area, which may include one or more allotments) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.</p>	<p>DTS/DPF 5.1</p> <p>Development on significant development sites (a site with a frontage over 25m to a primary road corridor and over 2500m<sup>2</sup> in area) up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it:</p> <ul style="list-style-type: none"> <li>(a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area</li> <li>(b) includes more than 15% of dwellings as affordable housing or</li> <li>(c) includes at least: <ul style="list-style-type: none"> <li>(i) three of the following: <ul style="list-style-type: none"> <li>A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street</li> <li>B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>C. active uses are located on the public street frontages of the building, with any above ground car parking located behind</li> <li>D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments</li> <li>E. a child care centre</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>(ii) three of the following: <ul style="list-style-type: none"> <li>A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance</li> <li>B. living landscaped vertical surfaces of at least 50m<sup>2</sup> supported by services that ensure ongoing maintenance</li> <li>C. passive heating and cooling design elements including solar shading integrated into the building</li> <li>D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.</li> </ul> </li> </ul>
<p>PO 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 2500m<sup>2</sup> in area) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.</p>	<p>DTS/DPF 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 2500m<sup>2</sup> in area) that:</p> <ul style="list-style-type: none"> <li>(a) is constructed within zone's Interface Building Height provision as specified DTS/DPF4.1</li> <li>(b) locates non-residential activities and higher density elements towards the primary road corridor</li> <li>(c) locates taller building elements towards the primary road corridor.</li> </ul>
<b>Movement, parking and access</b>	
<p>PO 6.1</p> <p>Development does not result in additional crossovers on the primary street frontage, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.</p>	<p>DTS/DPF 6.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> <li>(a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones</li> <li>or</li> <li>(b) where it consolidates or replaces existing crossovers</li> </ul>
<p>PO 6.2</p> <p>Development is designed to ensure car parking is located to avoid negative impacts on the primary corridor streetscape.</p>	<p>DTS/DPF 6.2</p> <p>Vehicle parking garages located behind buildings away from the primary main street frontage.</p>
<b>Advertisements</b>	
<p>PO 7.1</p>	<p>DTS/DPF 7.1</p>



<p>Freestanding advertisements identify the associated business without creating a visually dominant element within the streetscape.</p>	<p>Freestanding advertisements::</p> <p>(a) do not exceed 6m in height above natural ground level  (b) do not have a sign face that exceeds 4m<sup>2</sup> per side.</p>
<p>Concept Plans</p>	
<p>PO 8.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 8.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 8.1, in instances where:</p> <p>(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.  (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.</p>

For brevity, the following policies/ tables have not been included in Attachment B, as the Code Amendment will not impact/ alter these policies.

- Advertising Near Signalised Intersections
- Affordable Housing
- Airport Building Heights (Regulated) (All structures over 15 metres)
- Building Near Airfields
- Future road Widening
- Hazards (Flooding)
- Hazards (Flooding – Evidence Required)
- Heritage Adjacency
- Major Urban Transport Routes
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant tree
- Traffic Generating Development

Code Amendment Current Policy - TNV



Code Amendment Current Policy - TNV



# ATTACHMENT C – PROPOSED CODE POLICY

## Proposed TNVs (refer to maps below)

- Maximum Building Height (Levels) (Maximum building height is 3 levels)
- Maximum Building Height (Metres) (Maximum building height is 12.5m)

The following table shows the Code Amendments proposed updated Urban Corridor (Boulevard) Zone policy as it relates to the building Heights Technical and Numerical Variations as they apply to the affected areas.

Building Height					
<p>PO 3.1</p> <p>Building height consistent with the form expressed in the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer and the <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.</p>	<p>DTS/DPF 3.1</p> <p>Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):</p> <div style="border: 1px solid black; margin: 10px auto; padding: 5px; width: fit-content;"> <table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: #2c3e50; color: white;"> <th style="padding: 2px 5px;">Maximum Building Height (Levels)</th> </tr> <tr> <td style="padding: 2px 5px;">Maximum building height is 3 levels</td> </tr> <tr style="background-color: #2c3e50; color: white;"> <th style="padding: 2px 5px;">Maximum Building Height (Metres)</th> </tr> <tr> <td style="padding: 2px 5px;">Maximum building height is 12.5m</td> </tr> </table> </div> <p>In relation to DTS/DPF 3.1, in instances where:</p> <ol style="list-style-type: none"> <li>(a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer or <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</li> <li>(b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other</li> <li>(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</li> </ol>	Maximum Building Height (Levels)	Maximum building height is 3 levels	Maximum Building Height (Metres)	Maximum building height is 12.5m
Maximum Building Height (Levels)					
Maximum building height is 3 levels					
Maximum Building Height (Metres)					
Maximum building height is 12.5m					

Map 1 – Proposed Amendments to Maximum Building Height (Levels) TNV

Code Amendment Proposed Policy - TNV



## Map 2 – Proposed Amendments to Maximum Building Height (Metres) TNV

Code Amendment Proposed Policy - TNV



# 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 summarised below:

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<b>State Planning Policy 1: Integrated Planning</b> To apply the principles of integrated planning to shape cities and regions in a way that enhances our livability, economic prosperity and sustainable future.	
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.	The Code Amendment remains consistent with this policy in that it seeks to retain the Urban Corridor (Boulevard) Zoning which seeks an uplift in housing density and alternative housing forms along this location which is adjacent to existing public transport corridor(s), services and with good access to employment lands. The proposal change will result in minimal yield losses such that the intent of the policy objective will continue to be achieved in the context of existing established development along the corridor.
1.7 Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.	The affected area currently consists of single storey detached dwellings (principally). The Code Amendment will continue to support the construction of a full range of housing types as it is not seeking to change the zoning or land use intent. This will continue to support the provision of greater housing variety within walking distance or through high-frequency public transportation to infrastructure, services and facilities.
1.8 Mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.	The Code Amendment will continue to support mixed use development in this location as it does not seek to alter the zoning and therefore desired land uses within the affected areas.
<b>State Planning Policy 2: Design Quality</b> To elevate the design quality of South Australia's built environment and public realm	
2.1 Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design: <b>Context</b> - Good design is contextual because it responds to the surrounding environment, and contributes to the existing quality and future character of a place	The Code Amendment seeks to ensure that development with the affected areas is closer aligned to the context of their settings, both in terms of the adjacent Character Area of Glandore, and the strategic aims of the Urban Corridor (boulevard) Zone which aims to achieve a consistent boulevard of building forms to frame the street. The policy intent speaks directly to improving design outcomes, and in particular providing stronger policy setting for ensuring impacts of the growth area do not impinge in the established, and valued, character of Glandore.

<p>2.5 Prioritise performance-based design quality outcomes in Adelaide City, heritage and character areas, places where medium-rise buildings interface with lower-rise development, mixed-use renewal precincts, transit corridors, and iconic locations that attract high levels of pedestrian activity and/or tourism.</p>	<p>With Anzac Highway a key transit corridor that links the CBD to Glenelg, the Airport, and south-western suburbs, and used by locals and visitors/ tourists, the Code Amendment aligns with the performance outcomes of the Urban Corridor (Boulevard) Zone to support a quality designed area.</p> <p>There is a strong and immediate interface with the Character Area which originally was considered o the preparation of the Housing Diversity DPA policy intent, and since been lost in its translation across to the Planning and Design Code (unintentional or otherwise).</p> <p>The Code Amendment Investigations demonstrate a need to reconsider the manner in which the current policy addresses this interface, and seeks to implement a more contextually appropriate outcome, within the limited design and policy parameters that are available.</p>
<p>2.6 Maximise opportunities for the Principles of Good Design and community engagement to inform future policy creation and improve design outcomes.</p>	<p>The Code Amendment’s policies are shaped upon previous strategic documents and engagement undertaken by the City of West Torrens. The Code Amendment will provide additional opportunities for the community to shape policies and design outcomes that reflect the area’s character and context.</p>
<p>2.7 Promote a culture of good design to foster creative thinking, innovation and effective design processes within the planning industry, built environment professions and general public</p>	<p>The Code Amendment will encourage and guide the planning and building profession to appropriately increase densities through infill development that reflects the established context and character of the surrounding area, and desires of the community. The remaining policy setting which aims to support creative and innovative design will continue to remain in place.</p>
<p>2.8 Recognise the unique character of areas by identifying their valued physical attributes in consultation with communities</p>	<p>The Code Amendment will limit the presence and impact of structures along Anzac Highway onto the Glandore Character Area, especially when viewed from within this area. This will reflect the outcomes from Council’s previous community consultation, including through the City of West Torrens Vision 2025: Strategic Directions Report and Local Character Study, where the community expressed their desires to protect the historic character and context of the Glandore Character Area.</p>
<p>2.9 Respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of a place</p>	<p>The Code Amendment directly considers the characteristics and identity of the Glandore neighbourhood that are of value and seeks to protect and better manage impacts of the neighbouring Urban Corridor (Boulevard) Zone on this area.</p>
<p>2.11 Manage the interface between modern built form of different scales with more traditional dwelling forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions</p>	<p>The Code Amendment will provide an appropriate transition between Anzac Highway and Glandore Character Area, which will prevent overshadowing (the dwellings located within the historic area will face greater shadowing issues due to them being located on the southern side of the affected areas), massing, scale, visual amenity (intrusion into local character) between the adjacent areas.</p>



2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.	The Code Amendment will improve the outcome of infill development adjacent to areas of notable character by reducing interface impacts on the Glandore Character Area's built-form and streetscape, including streetscape views from within the Glandore Character Area.
<p><b>State Planning Policy 5: Climate Change</b> Provide for development that is climate ready so that our economy, communities and environment will be resilient to climate change impacts.</p>	
5.1 Create carbon-efficient living environments through a more compact urban form that supports active travel, walkability and the use of public transport.	The Code Amendment will continue to support the creation of a more compact urban form sought by the Urban Corridor (Boulevard) Zone to make the most of established transport, service and other infrastructure.
<p><b>State Planning Policy 6: Housing Supply and Diversity</b> To promote the development of a well-serviced and sustainable housing and land choices where and when required.</p>	
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.	The Code Amendment will continue to support the provision of diverse housing options and increasing population densities within walking distance to retail areas, facilities, and high frequency public transportation options.
6.5 Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.	The Code Amendment will support the economic viability of different public transportation modes by continuing to provide for increased population densities within walking distances to established bus routes (including high frequency routes) and fixed-line routes. The reduced yield resulting from the Code Amendment is minimal and will not impact the achievement of the corridor's contribution to this policy intent.
6.6 A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices	The Code Amendment continues to support the provision of a variety of housing options in the affected areas supported by the existing Urban Corridor (Boulevard) Zone from housing forms that are currently predominantly single storey detached dwellings.
<p><b>State Planning Policy 11: Strategic Transport Infrastructure</b> 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.</p>	
11.2 Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes, and services.	The proposed policy changes will provide medium-rise structures and increase densities from the established low-density housing along Anzac Highway. This supports infrastructure investment along key transit corridors including Anzac Highway, South Road, and the Glenelg Line.
11.11 Encourage housing in metropolitan Adelaide in proximity to current and proposed fixed line (rail,	As above, the Code Amendment will increase densities (from the typical single storey structures along Anzac Highway) within walking distance to different transportation modes

tram, O-Bahn) and high frequency bus routes	including high frequency bus routes along Anzac Highway and the Glenelg Line.
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## 2. Regional Plans

### The Regional Plan

The key policies and targets of the 30-Year Plan for Greater Adelaide which are most relevant to this Code Amendment are detailed in the table below.

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 Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
<b>The 30 Year Plan for Greater Adelaide (2017 Update)</b>	
<b>Targets</b>	
<p><b>Target 1</b> – Containing our urban footprint and protecting our resources</p> <p>1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045</p>	<p>The proposed Code Amendment satisfies this target, by permitting medium-rise development to be constructed on the affected areas that predominately consist of single storey structures. The investigations demonstrate any loss in yield in these sites can be accommodated within policy changes arising from rezoning and developments occurring within the remainder of the Corridor.</p>
<p><b>Target 2</b> – More ways to get around</p> <p>60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045</p>	<p>The proposed Code Amendment will satisfy this target, by permitting new housing to be constructed within walking distance to fixed lines (Glenelg Line) and high frequency bus routes.</p>
<p><b>Target 3</b> – Getting Active</p> <p>Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045</p>	<p>The proposed Code Amendment will support the intent of this target by increasing densities within walking distance to fixed lines and high frequency bus routes.</p>
<p><b>Target 4</b> – Walkable neighbourhoods</p> <p>Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045</p>	<p>The proposed Code Amendment supports this target by increasing densities within walking distance to public transportation, shopping centres (across Anzac Highway), open spaces, and bike paths.</p>
<p><b>Target 6</b> – Greater Housing Choice</p> <p>Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045</p>	<p>The proposed Code Amendment supports a wide range of housing types permitted by the existing zone on the affected areas that supports greater diversity of housing stock within the Adelaide area.</p>
<b>Policies</b>	
<i>Transit corridors, growth areas and activity centres</i>	
<p>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.</p>	<p>The Code Amendment continues to support increases in density to the established pattern of development within the corridor to support proximity (walking distance) to different public</p>

	transportation modes, including bus routes and fixed-lines.
Policy 2: Increase residential and mixed-use development in the walking catchment of: <ul style="list-style-type: none"> <li>• strategic activity centres</li> <li>• appropriate transit corridors</li> <li>• strategic railway stations.</li> </ul>	The Code Amendment continues to support increases in density to the established pattern of development within the corridor to support proximity (walking distance) to different public transportation modes, including bus routes and fixed-lines.
Policy 3: Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The Code Amendment continues to support increases in density to the established pattern of development within the corridor to support proximity (walking distance) to different public transportation modes, including bus routes and fixed-lines. The changes proposed do not effect densities desired within these locations. The investigations demonstrate yields (and therefore densities) will not be affected by the proposed policy changes.
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.	The Code Amendment largely aligns with this policy intent. As a significant urban boulevard, Anzac Highway currently performs this function, and this is reflected within the zoning and range of desire building heights across the corridor. Medium-rise and high-rise buildings forms continue to be supported o the opposite side of Anzac Highway in this locality.
Policy 5: Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	The Code Amendment largely aligns with this policy intent. As a significant urban boulevard, Anzac Highway currently performs this function, and this is reflected within the zoning and range of desire building heights across the corridor. Medium-rise and high-rise buildings forms continue to be supported o the opposite side of Anzac Highway in this locality.
<i>Design quality</i>	
Policy 27: Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts	The affected areas are adjacent to the Glandore Character Area, which consists of predominately single-storey dwellings. The proximity of the currently permitted 8-storey structures to the Character Area is intrusive and not does not allow for appropriate transitioning (including through the use of the transition angle within the current zone). This resultant forms will be at odds with the Character Area Overlay desired outcomes.
Policy 29: Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces	The Code Amendment does not seek to alter the more detailed design elements of the policy within the Urban Corridor (Boulevard) Zone which speak to activating and contributing positively to the public realm. The changed building heights will continue to maintain a human scale along this side of Anzac Highway through the achievement of a more consistent building line framing the road corridor.

Policy 30: Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.	The Code Amendment speaks directly to addressing an anomaly in allowable building heights to so they can better support the existing character and context of the adjacent Glandore Character Area.
Policy 31: Recognise the unique character of areas by identifying their valued physical attributes	The physical attributes and character of the Glandore area include single storey dwellings constructed between the 1920s-40s, that are typically constructed from masonry, timber, and iron sheeting, and have been recognised by their own Character Area Statement (and Character Area Overlay). The potential taller structures along Anzac Highway could visually dominate the Glandore Character Area's character and the Code recognises and seeks to better manage this unique character.
Action 16: Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for: <ul style="list-style-type: none"> <li>• medium and high rise buildings</li> <li>• sensitive infill in areas of protection and areas of heritage value</li> <li>• where there should be minimum and maximum height limits.</li> </ul>	The Code Amendment addresses this action, by identifying appropriate locations for where maximum building height TNVs should be located to appropriately interface/ transition new development with established areas and protect the character of the Glandore Character Area.
<i>Housing mix, affordability and competitiveness</i>	
P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The Code Amendment continues to support an increase in population densities within walking distance to public transport routes (bus and fixed-line) and employment opportunities. The public transport routes directly link to the CBD, increasing the number of services, jobs and facilities accessed.
<i>Health, wellbeing and inclusion</i>	
Policy 47: Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include: <ul style="list-style-type: none"> <li>• access to local shops, community services and facilities.</li> <li>• walkable connections to public transport and community infrastructure.</li> </ul>	The Code Amendment will continue to increase densities and populations within walking distances to public transportation and shopping/ retail areas.
<i>Climate Change</i>	
P105. Deliver a more compact urban form to: <ul style="list-style-type: none"> <li>• reduce vehicle travel and associated greenhouse gas emissions</li> </ul>	The Code Amendment continues to support the increase in densities and population within walking distance to public transportation in support of reducing vehicle travel.
Policy 107: Increase the proportion of low rise, medium-density apartments and attached dwellings to support carbon-efficient living.	The Code Amendment maintains the Urban Corridor (Boulevard) zone and therefore continues to support the increased provision of low -rise and medium density apartments and attached dwelling structures on the affected areas.

### 3. Other Strategic Plans

The Code Amendment is consistent with the following local strategic plan, as detailed below:

#### ***Community Plan 2030***

The City of West Torrens Community Plan 2030 is the Council's lead document in its suite of strategic management plans. The aspirational document builds on the previous plan 'City of West Torrens 'Towards 2025' Community Plan' and will guide Councils actions over the next five to ten years. The plan focuses on five key themes:

- Community life
- Built environment
- Environment and sustainability
- Prosperity
- Organisational strength

From the above themes, the notably strategic directions that reflect the intent of this Code Amendment include:

- Community Life - 'Recognition of our unique local cultural identity and heritage'
- Built environment – 'An attractive, safe and cohesive urban environment that supports better quality development assessment outcomes, diverse housing choice and compatible non-residential development.'

The **Code Amendment** will aim to satisfy the Plan's relevant strategic directions by lowering the affected areas building heights to create a more cohesive built form along Anzac Highway and increase housing diversity within the area by allowing for one, two and three storey structures.

The proposed TNVs will allow for an appropriate transition and built-form between the affected areas and Glandore Character Area. The TNVs will provide better quality development outcomes that the community would support and support the community's desires to protect the area's local cultural identity and heritage.