

COMPLETE

Collector: Web_Link_Prod (Web Link)
Started: Friday, February 28, 2020 10:23:16 AM
Last Modified: Friday, February 28, 2020 1:49:54 PM
Time Spent: 03:26:38
IP Address: [REDACTED]

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Q1 Which part of the Planning and Design Code would you like to make a submission about?(Please click the circle to select which part of the Code you wish to comment on. You can also see which council areas are included in the rural and urban code via the links below.)

My submission relates to Urban code. (click here for council areas)

Page 2: Planning and Design Code for South Australia Personal Details

Q2 Please provide your contact details below (Name, Postcode & Email are mandatory)Please be advised that your submission will be made publicly available on the SA Planning Portal.

Name **Mark Pods**
Postcode **5087**
Email Address [REDACTED]

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Q3 Which sector do you associate yourself with?

General Public

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Q4 Would you like to make comment on

Specific Topics for example : - Rules of Interpretation
- Zones and Sub-zones - Overlays - General Provision - Mapping Land Use Definitions - Administrative Definitions - Referrals - Table of Amendments

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Q5 Enter your feedback for Rules of Interpretation

The definition for the following should be as:

low-density neighbourhood= 40 dwellings/units per hectare.

medium-density neighbourhood=40-80 dwellings/units per hectare.

high-density neighbourhood=80+ dwellings/units per hectare.

Q6 Enter your feedback for Referrals

Respondent skipped this question

Q7 Enter your feedback for Mapping

Residential land within 800 meters of main arterial public transport route stops, such as train, tram and the O-Bahn busway, should have higher density housing development permitted. For example, the O-Bahn Busway stop at Klemzig Interchange should have medium-density and medium-rise development zoning with a 800m radius. This would provide more housing to people with close proximity to public transport corridors, taking more cars off the streets and providing greater housing for direct entry into the city via already established public transport corridors. This would also be a green initiative as less cars would be used to get into and from the city. It would also increase revenue to the state as more people would be using public transport.

Q8 Enter your feedback for Table of Amendments

Residential land within 800 meters of main arterial public transport route stops, such as train, tram and the O-Bahn busway, should have higher density housing development permitted. For example, the O-Bahn stop at Klemzig Interchange should have medium-density and medium-rise development zoning with a 800m radius. This would provide more housing to people with close proximity to public transport corridors, taking more cars off the streets and providing greater housing for direct entry into the city via already established public transport corridors. This would also be a green initiative as less cars would be used to and from the city. It would also increase revenue to the state as more people would be using public transport.

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Q9 Please enter your feedback for overlaysclick next at the bottom of the page for next topic

Respondent skipped this question

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Q10 Please enter your feedback for zones and subzonesclick next at the bottom of the page for next topic

Dwelling Subzone

Residential land within 800 meters of main arterial public transport route stops, such as train, tram and the O-Bahn busway, should have higher density housing development permitted. For example, the O-Bahn stop at Klemzig Interchange should have medium-density and medium-rise development zoning with a 800m radius. This would provide more housing to people with close proximity to public transport corridors, taking more cars off the streets and providing greater housing for direct entry into the city via already established public transport corridors. This would also be a green initiative as less cars would be used to and from the city. It would also increase revenue to the state as more people would be using public transport.

Residential Neighbourhood Zone

Residential land within 800 meters of main arterial public transport route stops, such as train, tram and the O-Bahn busway, should have higher density housing development permitted. For example, the O-Bahn stop at Klemzig Interchange should have medium-density and medium-rise development zoning with a 800m radius. This would provide more housing to people with close proximity to public transport corridors, taking more cars off the streets and providing greater housing for direct entry into the city via already established public transport corridors. This would also be a green initiative as less cars would be used to and from the city. It would also increase revenue to the state as more people would be using public transport.

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Q11 Please enter your feedback for general policyclick next at the bottom of the page for next topic

Respondent skipped this question

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Q12 Please enter your feedback for Land use Definitionclick next at the bottom of the page for next topic

Respondent skipped this question

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Q13 Please enter your feedback for Admin Definitions click next at the bottom of the page for next topic

High-density	defined as: 80+ dwellings/units per hectare
High-rise	defined as 8+ building levels
Low-density	defined as: 40 dwellings/units per hectare
Low rise	defined as 3 building levels
Medium-density	defined as: 41-80 dwellings/units per hectare
Medium-rise	defined as: 4-7 building levels

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Q14 Please enter your general feedback here

Building setbacks from primary street boundaries for non-arterial roads should be 6 meters from the nearest street kerb. For example, if from the street kerb to primary street boundary is 3 meters, then the building setback should be 3 meters from the primary street boundary.

Site areas (or allotments in the case of land division) not less than:

- i) 250 square meters for detached dwellings not on a Battle-axe site/allotment or in a terrace arrangement;
- ii) 250 square meters (exclusive of the Battle-axe 'handle') for detached dwellings on a Battle-axe site/allotment;
- iii) 250 square meters for semi-detached dwellings;
- iv) 180 square meters for row dwellings or detached dwellings in a terrace arrangement.
- v) 200 square meters per dwelling for group dwellings and dwellings within a residential flat building.

Street frontages not less than:

- i) 6 meters for detached dwellings not on a Battle-axe site/allotment or in a terrace arrangement;
- ii) 6 meters for semi-detached dwellings
- iii) 6 meters (averaged) for row dwellings or detached dwellings in a terrace arrangement.

The following elements should be able to extend up to 2.5 meters closer to the primary street than the minimum primary street setback:

- a) a porch or portico;
 - b) balcony;
 - c) a verandah;
 - d) window awnings or shading features; and
 - e) architectural fins or blades.
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Q15 Do you have any attachments to upload?(pdf only) Respondent skipped this question
