

Development Plan Amendment

By the Minister

HOLDFAST BAY COUNCIL DEVELOPMENT PLAN

Minda Brighton Campus and General Section Amendments Development Plan Amendment

For Approval

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



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Signature

30 JUL 2015

.....
Date of Gazette



Government of South Australia
Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Minda Brighton Campus and General Section Amendments Development Plan Amendment (DPA) by the Minister amends the Holdfast Bay Council Development Plan.

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

- An Initiation Document agreed on 12 September 2014
- A DPA released for concurrent agency, council and public consultation from 27 November 2014 to 12 February 2015
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 3 March 2015 at North Brighton.

Consultation

A total of one hundred and twenty three (123) public submissions, one (1) council submission and fifteen (15) agency submissions were received in relation to the DPA during the consultation period. Twenty one (21) verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and in consideration of the recommendations of DPAC, a number of alterations have been made to the Amendment:

1. General Policy has been changed where appropriate to reflect to the variations agreed to in Council's recent BDP Conversion DPA.
2. The Desired Character Statement for the Policy Area as it relates to the Minda Brighton Campus has been updated to reflect:
 - those types of non-residential development envisaged for the Minda Brighton Campus – including ancillary office and consulting room uses and cafe, restaurant and shops which cater to local residents

- the desired location of non-residential development on the site (the location also identified on the Concept Plan).
 - the total and individual floor space requirements for non-residential development.
3. Principle of Development Control 1 (envisaged land uses list) has been expanded to include the following land uses (to reflect the range of future uses anticipated on the Minda Brighton Campus):
- Aged Persons Accommodation, Nursing home and Supported Accommodation to replace 'housing for aged persons';
 - Indoor Recreational Centre and Recreation Area;
 - Hall or Convention Centre (instead of Function Centre)
 - Plant nursery (but only where associated with existing institutional use of land)
 - Pre-school
 - Retirement Village
4. New Principle of Development Control to specify:
- A nine (9) storey maximum building height for the foreshore area with buildings at this location to be a variety of heights consistent with the Master Plan.
 - A six (6) storey maximum building height for the balance of the Minda Brighton Campus. Both areas have been spatially identified on the Concept Plan.
5. The following amendments have been made to residential setback / building envelope policy along the western, eastern, northern and southern property boundaries:
- Eastern property boundary
 - Introduction of new building envelope policy applying above 3 storeys.
 - Western property boundary
 - Introduction of a 10 metre building setback along the western boundary extending from the southern site boundary to the secondary dune system to minimise impact of overshadowing on adjacent primary dune system.
 - Northern and southern property boundary
 - Retention of the existing vegetated buffer on the southern boundary in Concept Plan (along with associated principle of development control) to assist in screening and minimising overlooking from new development.

6. Amendments to the car parking table to include a separate car parking rate for the Minda Brighton Campus relating to the following land uses:

- 'Supported accommodation' at 0.3 spaces per lodging room
- 'Group dwelling' and 'residential flat buildings' at the following rates:

| Number of Bedrooms / size | Number of required car parking spaces |
|---|---------------------------------------|
| 1 or 2 bedroom, or floor area less than 130m ² | 1 |
| 3 bedroom or floor area greater 130m ² | 1.25 |
| Visitor Parking | 0.25 spaces per 4 dwellings |

7. In relation to non-residential development, amendments have been made to the Desired Character Statement and a new Principle of Development Control has been included to:

- List those types of development envisaged for the Minda Brighton Campus – including ancillary office and consulting room uses and cafe, restaurant and shops which cater to local residents
- Specify the desired location of non-residential development on the site (the location also identified on the Concept Plan).
- Specify the total and individual floor space requirements for retail development on the site.

8. Public notification categories have been revised as follows:

- Category 1 – building height of 1 to 3 storeys
- Category 2 – building height of >3 storeys

9. A number of minor and editorial amendments.

AMENDMENT INSTRUCTIONS TABLE

Name of Local Government Area: Holdfast Bay City Council

Name of Development Plan: Holdfast Bay Council Development Plan

Name of DPA: Minda Brighton Campus and General Section Amendments

The following amendment instructions (at the time of drafting) relate to the Holdfast Bay Council Development Plan consolidated on 18 December 2014. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

| Amendment Instruction Number | Method of Change | Detail what is to be replaced or deleted or detail where new policy is to be inserted. | Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only). | Is Renumbering required (Y/N) | Subsequent Policy cross-references requiring update |
|--|---|--|---|-------------------------------|---|
| | <ul style="list-style-type: none"> • Replace • Delete • Insert | <ul style="list-style-type: none"> • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify) | | | |
| COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text) | | | | | |
| | Replace | Existing Design and Appearance module | With the contents of Attachment A | No | No |
| | Insert | Into existing Heritage Places module, immediately following Principle of Development Control 6. | <p>The following new Principle of Development Control:</p> <p><i>'7: Multi-story additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as :</i></p> <ul style="list-style-type: none"> (a) <i>Extending into the existing roof space or to the rear of the building;</i> (b) <i>Retaining the elements that contribute to the building's heritage value;</i> (c) <i>Distinguishing between the existing and new portion of the building; and</i> (d) <i>Stepping in parts of the building that are taller than the front facade.'</i> | Yes | No |
| | Insert | New 'Medium –High Rise Development (3 or More Storeys)' module immediately following the policies under the heading 'Marinas and Maritime Structures' | Insert the contents of Attachment B 'Medium –High Rise Development (3 or More Storeys)' | No | No |
| | Replace | Existing Residential Development module | With the contents of Attachment C | No | No |
| | Replace | Existing Transportation and Access module | With the contents of Attachment D | No | No |

| ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS | | | | | |
|---|---------|---|---|----|----|
| Residential Zone | | | | | |
| | Insert | At the beginning of Residential Zone Principle of Development Control 3 | The following words: 'Except where specified in a particular policy area' | No | No |
| | Replace | Institution Policy Area 4 in its entirety | With the contents of Attachment E | No | No |
| | Replace | Replace the Residential Zone 'Procedural Matters' in its entirety | With the contents of Attachment F | No | No |
| TABLES | | | | | |
| Table HoB/1 – Off Street Vehicle Parking Requirements | | | | | |
| | Amend | Table HoB/1, under the Form of Development column | By replacing the heading: 'Group dwelling or residential flat building (other than where located within the Medium Density Policy Area 5)' With: 'Group dwelling or residential flat building (other than where located within the Medium Density Policy Area 5 or the Minda Incorporated Brighton Campus)' | No | No |
| | Insert | In Table HoB/1 | A new row with: the heading 'Group dwelling or residential flat building located within the Minda Incorporated Brighton Campus' under the Form of Development column; and the following words under the Number of Required Car Parking Spaces column: '1 per dwelling, where the dwelling has a maximum of 2 bedrooms or a total floor area of less than 130 square metres 1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more Add an additional 0.25 spaces per dwelling for visitor parking'. | No | No |
| | Amend | In Table HoB/1 | A new row with: the heading 'Supported Accommodation' under the Form of Development column; and the following words under the Number of Required Car Parking Spaces column: '0.3 spaces per lodging room' | No | No |
| MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps) | | | | | |
| | Amend | Map Reference Tables under the heading 'Concept Plan Maps' | By adding the words 'Minda Incorporated Brighton Campus' under the Concept Plan Title column at the end of the list, and 'Concept Plan Map HoB/6' under the Concept Plan Map Numbers column at the end of the list. | | |
| | Insert | New Concept Plan Map HoB/6 | Insert new Concept Plan Map HoB/6 (contained in Attachment G) immediately following Concept Plan HoB/5. | | |

ATTACHMENT A

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 4 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Balconies should:
 - (a) be integrated with the overall form and detail of the building and make a positive contribution to the external and external amenity of residential buildings
 - (b) be sited adjacent to the main living areas, such as the living room, dining room or kitchen to extend the dwelling's living space
 - (c) include balustrade detailing that enables line of sight to the street
 - (d) be recessed where wind would otherwise make the space unusable
 - (e) have a minimum dimension of 2 metres for upper level balconies or terraces.

- 7 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like **are not encouraged, but if developed they** should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.

Development Adjacent Heritage Places

- 8 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table HoB/ 5 - State Heritage Places](#) or in [Table HoB/4- Local Heritage Places](#).
- 9 Development on land adjacent to a State or local heritage place, as listed in [Table HoB/5 - State Heritage Places](#) or in [Table Hob/4 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 10 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 11 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 12 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

Relationship to the Street and Public Realm

- 13 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 14 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 15 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 16 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 17 **Outdoor lighting should not result in light spillage on adjacent land.**

- 18 The ground floor of mixed use buildings should comprise non-residential land uses.
- 19 In mixed use areas, development facing the street should be designed to activate the street frontage(s):
 - (a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas
 - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches
 - (c) avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage
 - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.
- 20 Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

Outdoor Storage and Service Areas

- 21 Outdoor storage, loading and service areas should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Building Setbacks from Road Boundaries

- 22 Except in areas where a new character is desired, the setback of **development** from public roads should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.
- 23 All setbacks from the road frontage should be additional to the road widening setback established under the *Metropolitan Adelaide Road Widening Plan Act 1972*.
- 24 **Petrol filling stations should:**
 - (a) have a frontage to a public road of not less than 30 metres
 - (b) be located at least 60 metres from an intersection or junction affecting a controlled access road
 - (c) provide a kerb or barrier, or both, along the allotment boundary to prevent vehicles leaving or entering the site except by the vehicular crossings
 - (d) provide a hard paved surface to driveways, service and car parking areas
 - (e) provide driveway crossovers that are designed and sited in accordance with the following:
 - (i) no more than two crossovers per road frontage
 - (ii) a setback of at least 9 metres from any other vehicular access points on the same site
 - (iii) a maximum width along the kerb of no more than 9 metres
 - (iv) an angle between the centreline of the crossing and the road alignment of at least 60 degrees.

ATTACHMENT B

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

- 1 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
 - (b) provide shelter over the footpath where minimal setbacks are desirable
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 2 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 3 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

Visual Privacy

- 4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

Building Separation and Outlook

- 5 Residential buildings (or the residential floors of mixed use buildings) should:
 - (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

Dwelling Configuration

- 6 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Environmental

- 9 Multi-storey buildings should:
 - (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 10 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 11 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
 - (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

ATTACHMENT C

Residential Development

OBJECTIVES

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 A diverse range of dwelling types and sizes available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Medium and high-density residential development in areas close to activity centres, public and community transport and public open spaces.
- 4 The revitalisation of residential areas to support the viability of community services and infrastructure.
- 5 Affordable housing, student housing and housing for aged persons provided in appropriate locations.
- 6 Increased affordable housing opportunities through land division and the conversion of buildings to a residential use.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle, pedestrian and cycling access and parking
 - (d) water sensitive design systems that enable the storage, treatment and reuse of stormwater.
- 2 Buildings on [hammerhead/battleaxe](#) allotments or the like should be single storey and be designed to maintain the privacy of adjoining properties.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.

Design and Appearance

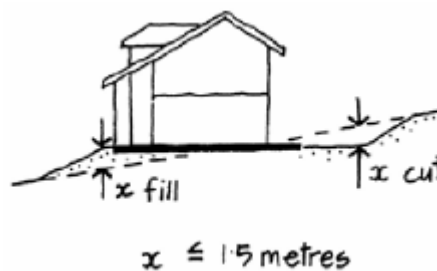
- 4 Dwellings and accommodation at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:
 - (a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants
 - (b) individual entries for ground floor accommodation
 - (c) opportunities to overlook adjacent public space.
- 5 Residential development should be designed to ensure living rooms have an external outlook.
- 6 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

- 7 The roof form and design of a semi-detached dwelling in a locality where the predominant dwelling type is detached dwellings, should achieve the appearance of a detached dwelling as illustrated by the figure below:



Design and roof form of semi-detached dwellings to provide streetscape variety

- 8 The vertical distance between any lower floor of a building and the natural ground level should not exceed 1.5 metres at any point to minimise the depth of excavation and/or height of filling of land, as illustrated by the figure below:



- 9 Development on sloping sites should be designed to reduce the bulk and scale of the proposed development and where possible include a split level design that follows the fall of the land.

Overshadowing

- 10 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:
- (a) windows of habitable rooms (all rooms excluding bathrooms, laundries and hallways), particularly living areas
 - (b) ground-level private open space

- (c) upper-level private balconies that provide the primary open space area for any dwelling
 - (d) access to solar energy.
- 11 Development should ensure that north-facing windows to habitable rooms (all rooms excluding bathrooms, laundries and hallways) of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
- (a) half of the existing ground-level open space
 - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Garages, Carports and Outbuildings

- 13 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 14 Garages and carports facing the street should not dominate the streetscape and should be designed in accordance with the following:
- (a) have a maximum total width of garage or carport openings of 6 metres or 50 per cent of the dwelling frontage width, whichever is the lesser
 - (b) be located at least 0.5 metres behind the main face of the associated dwelling
 - (c) where it is in the form of an enclosed double carport or garage, be setback at least 8 metres from the primary road frontage and incorporate one of the following:
 - (i) two individual doors with a distance of not less than 300 millimetres between them
 - (ii) double tilt-up doors with moulded door panels having a maximum width of no more than 5 metres
 - (d) be constructed of materials that integrate with those of the associated dwelling, or pre-coloured treated metal.
- 15 Garages, carports and domestic outbuildings should be set back from the secondary road frontage in line with or greater than the setback of the associated dwelling.
- 16 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

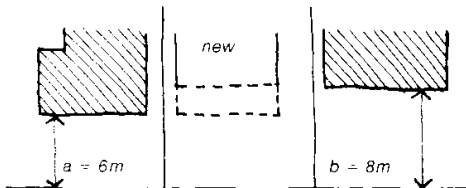
17 Garages, carports and outbuildings should be designed within the following parameters:

| Parameter | Total floor area (maximum) | Wall height above natural ground level | Wall length | Maximum height | Setback from any existing structure on the site located on the same boundary |
|--|---|--|---|----------------|--|
| Within 3 metres of a side or rear boundary | Sites 600 square metres or more: 60 square metres Sites 400-600 square metres: 40 square metres Sites less than 400 square metres: 30 square metres | 3 metres | 9 metres | 4.5 metres | n/a |
| On a side or rear boundary | Sites 600 square metres or more: 60 square metres Sites 400-600 square metres: 40 square metres Sites less than 400 square metres: 30 square metres | 3 metres | 8 metres, provided the total length of all existing and proposed boundary walls does not exceed 30 per cent of the total common boundary length | 4.5 metres | 6 metres |

18 An outbuilding should not reduce the area of useable private open space by less than 80 per cent of that required by the relevant zone, policy area or precinct.

Street and Boundary Setbacks

19 Except where specified in a particular zone, policy area or precinct or **Residential High Density Zone**, the main face of a building should be set back from the primary road frontage in accordance with the following table:

| Setback difference between buildings on adjacent allotments with frontage to the same primary street | Setback of new building |
|--|---|
| Up to 2 metres | The same setback as one of the adjacent buildings, as illustrated below:  <i>When $b - a \leq 2$, setback of new dwelling = a or b</i> |
| Greater than 2 metres | At least the average setback of the adjacent buildings. |

20 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:

- (a) minimise the visual impact of buildings from adjoining properties
- (b) minimise the overshadowing of adjoining properties.

21 Residential development (other than where located on a boundary) should be setback from side and rear boundaries in accordance with the following parameters:

| Parameter | Value |
|--|--|
| Side walls with a height up to (and including) 3 metres at any point above the natural ground level | 1 metre |
| Side walls with a height exceeding 3 metres and up to (and including) 6 metres at any point above the natural ground | 1.5 metres plus an additional 500 millimetres for every metre in height above 4 metres |
| Side walls greater than 6 metres at any point above the natural ground level | 2.5 metres plus the increase in wall height above 6 metres |
| Rear boundary setback for single storey buildings with a wall height 3 metres or less above natural ground level | 4 metres |
| Rear boundary setback for a building of two or more storeys with a wall height more than 3 metres above natural ground level | 6 metres |

22 Dwellings and or residential flat buildings on an allotment in the form of a hammerhead/battleaxe configuration should:

- (a) be setback a minimum of 4 metres from the side boundary to the two storey component of any part of the building
- (b) contain sufficient area on the allotment for a vehicle to turn around to enable it to egress the allotment in a forward direction
- (c) enhance the streetscape character by:
 - (i) ensuring that no fencing is located between the main face of the dwelling and the front property boundary
 - (ii) providing additional landscaping and/or deviation of the driveway where a driveway length exceeds 20 metres
- (d) minimise impact on the amenity of neighbouring properties by locating the driveway:
 - (i) on the side of the property that is adjacent to an existing neighbouring garage, carport or driveway
 - (ii) a minimum of 2 metres from a bedroom window of an existing dwelling on neighbouring land where separated by a fence measuring a minimum of 1.8 metres above the driveway pavement.

23 Side boundary walls in residential areas should be limited in length and height to:

- (a) minimise their visual impact on adjoining properties

- (b) minimise the overshadowing of adjoining properties.
- 24 Walls associated with a dwelling located on a side boundary should be designed in accordance with the following parameters:
- (a) a height not exceeding 3 metres above natural ground level
 - (b) a length not exceeding 8 metres
 - (c) the wall, when its length is added to the length of any other relevant walls or structures located on that boundary:
 - (i) will not result in all such relevant walls and structures exceeding a length equal to 45 per cent of the length of the boundary
 - (ii) will not be within 3 metres of any other relevant wall or structure located along the boundary, except where the side wall is located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining site and is constructed to the same or to a lesser length and height.
- 25 Walls with a height of up to (and including) 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 2 metres from the secondary street frontage.
- 26 Walls with a height of more than 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 4 metres from the secondary street frontage.
- 27 Carports and garages should be set back from road and building frontages so as to:
- (a) contribute to the desired character of the area
 - (b) not adversely impact on the safety of road users
 - (c) provide safe entry and exit
 - (d) not dominate the appearance of dwellings from the street.

Site Coverage

- 28 Site coverage (the proportion of a site covered by ground floor level buildings and structures including dwelling, garage, carport, verandas and outbuildings but excluding unroofed pergolas and unroofed balconies) should not exceed the following values:

| Parameter | Value |
|---|-------------|
| Site with an area less than or equal to 300 square metres | 60 per cent |
| Site with an area greater than 300 square metres | 50 per cent |

- 29 Site coverage should ensure sufficient space is provided for:
- (a) pedestrian and vehicle access and vehicle parking
 - (b) domestic storage
 - (c) outdoor clothes drying
 - (d) rainwater tanks

- (e) private open space and landscaping-(f) convenient storage of household waste and recycling receptacles.

30 Site coverage determinations for group dwellings and residential flat building sites should not include common areas such as access ways, driveways and landscaping.

Private Open Space

31 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling (including a dwelling within a residential flat building) and should be sited and designed:

- (a) to be accessed directly from the habitable rooms of the dwelling
- (b) to be generally at ground level (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy
- (c) to take advantage of, but not adversely affect, natural features of the site
- (d) to minimise overlooking from adjacent buildings
- (e) to achieve separation from bedroom windows on adjoining sites
- (f) to have a northerly aspect to provide for comfortable year-round use
- (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
- (h) to be shaded in summer
- (i) to minimise noise and air quality impacts that may arise from traffic, industry or other business activities within the locality
- (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

32 Dwellings and residential flat buildings at ground level should include private open space that conforms to the requirements identified in the following table:

| Site area of dwelling | Minimum area of private open space | Provisions |
|------------------------------|------------------------------------|---|
| 250 square metres or greater | 20 per cent of site area | <p>Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater.</p> <p>One part of the space should be directly accessible from a kitchen, lounge room, dining room or living room (excluding a bedroom) and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.</p> |
| Less than 250 square metres | 35 square metres | <p>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater.</p> <p>One part of the space is directly accessible from a kitchen, lounge room, dining room or living room (excluding a bedroom) and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</p> |

- 33 Private open space should not include driveways, front yards (except where it is a group dwelling that has no frontage to a public road and the private open space is screened from adjacent dwellings), effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas and common areas such as parking areas and communal open space.
- 34 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:
- (a) assist with ease of drainage
 - (b) allow for effective deep planting
 - (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.
- 35 Dwellings located above ground level should provide private open space in accordance with the following table:

| Dwelling type | Minimum area of private open space |
|---|------------------------------------|
| Studio (where there is no separate bedroom) | No minimum requirement |
| One bedroom dwelling | 8 square metres |
| Two bedroom dwelling | 11 square metres |
| Three + bedroom dwelling | 15 square metres |

- 36 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.
- 37 Private open space may be substituted for the equivalent area of communal open space where:
- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development
 - (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance
 - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

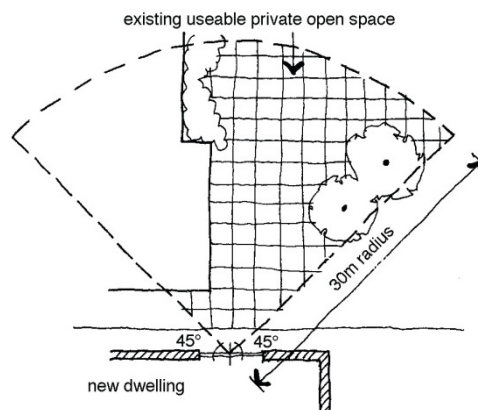
Communal Open Space

- 38 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:
- (a) private open space
 - (b) public rights of way
 - (c) private streets
 - (d) parking areas and driveways
 - (e) service and storage areas
 - (f) narrow or inaccessible strips of land.
- 39 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:

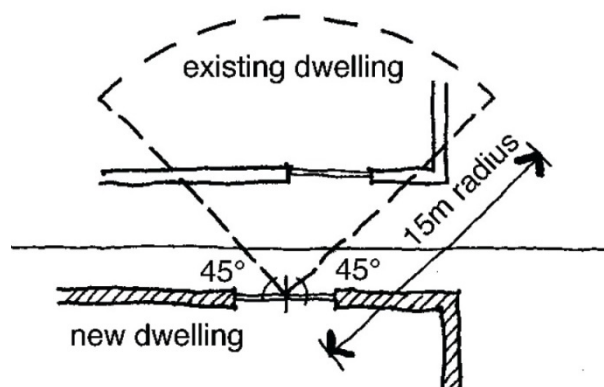
- (a) address acoustic, safety, security and wind effects
- (b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings
- (c) facilitate landscaping and food production
- (d) be integrated into the overall facade and composition of buildings.

Visual Privacy

- 40 Except for buildings of 3 or more storeys in the Minda Incorporated Brighton Campus, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level.
- 41 Where development is greater than single storey (excluding the Minda Incorporated Brighton Campus):
- (a) any upper storey window that directly overlooks the private open space of an adjoining residential property that is within 30 metres from the vertical centre line of the overlooking window and beyond a 45 degree angle from the plane of the wall containing the overlooking window (as illustrated by the figure below) should be glazed in fixed obscure glass or have window sills a minimum of 1.7 metres above the upper floor level:



- (b) any upper storey window that directly overlooks habitable rooms (all rooms excluding bathrooms, laundries and hallways) of residential buildings that are within 15 metres from the vertical centre line of the overlooking window and beyond a 45 degree angle from the plane of the wall containing the overlooking window (as illustrated by the figure below) should be glazed in fixed obscure glass or have window sills a minimum of 1.7 metres above the upper floor level:



- (c) any upper storey balcony should be located and/or designed to avoid directly overlooking the private open space of adjoining residential properties and into habitable rooms (all rooms excluding bathrooms, laundries and hallways) of other dwellings.

Noise

- 42 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 43 External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.
- 44 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 45 Residential development on sites abutting established collector or higher order roads, **or on a road indicated within the following table**, should include front fences and walls that will supplement the noise control provided by the building facade:

| Collector roads | Higher order roads |
|---|-------------------------------------|
| Adelphi Terrace, Glenelg North | Augusta Street, Glenelg |
| Cedar Avenue, Brighton | Bowker Street, North Brighton |
| Commercial Road, Brighton | Cliff Street, Glenelg East |
| Cudmore Street, Somerton Park | Dunrobin Road, North Brighton |
| Dyson Street, Glenelg East | Gordon Street, Glenelg |
| Edwards Street, Brighton/South Brighton | King George Avenue, Somerton Park |
| Elizabeth Street, Glenelg | Lapthorne Street, Glenelg East |
| Grove Street, Glenelg East | Moseley Street, Glenelg |
| Harris Street, Glenelg East | Patawalonga Frontage, Glenelg North |
| Hihet Avenue, Brighton | Partridge Street, Glenelg |
| Jetty Road, Brighton | Pier Street, Glenelg |
| King George Avenue, Hove | Scholefield Road, Kingston Park |
| Miller Street, Glenelg East | Sherlock Road, Kingston Park |
| Moore Street, Glenelg East | The Crescent, Brighton |
| Nile Street, Glenelg | The Broadway, Glenelg South |
| Old Tapleys Hill Road, Glenelg North | Wheatland Street, Seacliff |
| Penzance Street, Glenelg | Whyte Street, Somerton Park |
| Rugless Terrace, Glenelg East | |
| Scarborough Street, Somerton Park | |
| Sixth Avenue, Glenelg East | |
| Waterloo Street, Glenelg | |
| Wattle Avenue, Hove | |
| Wenlock Street, Brighton | |

- 46 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.

Site Facilities and Storage

- 47 Site facilities for group dwellings, residential parks and residential flat buildings and should include:
- (a) mail box facilities sited close to the major pedestrian entrance to the site
 - (b) bicycle parking for residents and visitors
 - (c) household waste and recyclable material storage areas away from dwellings
 - (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space
 - (e) a storage area of not less than 8 square metres for each dwelling.

Affordable Housing

- 48 Affordable housing should be well integrated and complementary in design and appearance to other dwellings within the development.

Dependent Accommodation

- 49 Dependent accommodation (ie accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
- (a) the site is of adequate size and configuration and the minimum total site is 600 square metres
 - (b) the accommodation has a small floor area relative to the associated main dwelling with a floor area not exceeding 60 square metres
 - (c) adequate outdoor space of a minimum of 100 square metres is provided for the use of all occupants
 - (d) adequate on-site car parking is provided by one additional car parking space being provided on the site which can be used exclusively by the occupants of the dependent accommodation
 - (e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

Swimming Pools and Outdoor Spas

- 50 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited so as to protect the privacy and amenity of adjoining residential land.

ATTACHMENT D

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off-street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
 - (e) provides convenient and safe access to public transport stops.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.
- 5 Safe and convenient freight and people movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 11 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 12 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 14 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 15 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 16 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
 - (b) Adelaide's Metropolitan Open Space System
 - (c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in *Overlay Maps - Transport*.
- 17 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 18 New developments should give priority to and not compromise existing designated bicycle routes.
- 19 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 20 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:

- (a) showers, changing facilities and secure lockers
- (b) signage indicating the location of bicycle facilities
- (c) secure bicycle parking facilities.

21 On-site secure bicycle parking facilities should be:

- (a) located in a prominent place
- (b) located at ground floor level
- (c) located undercover
- (d) located where surveillance is possible
- (e) well lit and well signed
- (f) close to well used entrances
- (g) accessible by cycling along a safe, well lit route.

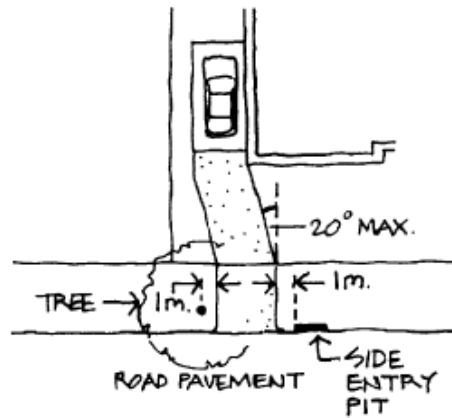
22 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

Car Parking and Access

23 Driveway crossovers should be:

- (a) single width and appropriately separated, to preserve and enhance street character, and facilitate opportunities for landscaping, fencing and street tree planting
- (b) minimised in number so as to optimise the provision of on-street visitor parking
- (c) placed to avoid relocation of street trees, utility and infrastructure inspection points, poles and equipment
- (d) a maximum of 30 per cent of the frontage of the site (except in **Institution Policy Area 4, South West Policy Area 7 and Seacliff Policy Area 12**).

- (e) located a minimum of 1 metre from property boundaries, existing street trees, stormwater side entry pits and above ground utility and infrastructure equipment and poles. Where trees or infrastructure require deviation in the crossover, the maximum deviation between the garage/carport and the crossover at the boundary is 20 degrees, as illustrated in the following figure:



Crossovers should have a 1m clearance to street trees, stobie poles and stormwater side entry pits

- 24 Paving and driveway surfaces should not constitute more than 50 percent of the area between the front property boundary and the forward most building alignment of a dwelling.
- 25 Driveways on arterial roads that serve more than one dwelling should be designed to cater for the simultaneous two-way movements of the largest vehicles expected to enter and exit the site.
- 26 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.
- 27 Except where located within the **Residential Character Zone**, a dwelling should only be developed on an allotment in the form of a hammer head or battleaxe configuration (including for group dwellings), where all of the following is achieved:
- (a) sufficient area is provided for a vehicle to enter and exit the allotment in a forward direction
 - (b) the driveway or 'handle' portion of the allotment is located in a manner that is compatible with the prevailing pattern of development and would not result in multiple access points onto the road in order to minimise the impact of access points on the amenity of the streetscape
 - (c) the driveway or 'handle' portion of the allotment has a maximum deviation angle for driveway tapering of no more than 20 degrees

- (d) the minimum width of the driveway or 'handle' portion of the allotment (including a landscaped strip on each side of the driveway, which is at least 0.5 metres wide or 1 metre wide where the driveway provides access to 8 or more dwellings) is not less than that shown in the following table:

| Dwellings or allotments to be served by the driveway (whichever is the greater) | At the front property boundary and for the first 6 metres | Width beyond the first 6 metres | Widening required for passing |
|---|--|---------------------------------|--|
| 1 | 4 metres | 3.5 metres | Not required |
| At least 2 and no more than 7 | 8 metres where the site is adjacent to an arterial road 6 metres in all other circumstances | 4 metres | The minimum width is increased to 6 metres for a length of 6 metres at a point 25 metres from the front property boundary and every 25 metres thereafter |
| 8 or more | 8 metres | 6 metres | Not required |

- 28 Development should have direct access from an all-weather public road.
- 29 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 30 Development should not restrict access to publicly owned land such as recreation areas.
- 31 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised and, where possible, access points should be:
- (a) limited to local roads (including rear lane access)
 - (b) shared between developments.
- 32 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 33 Development with access from roads identified below or where existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse onto or from the road:
- (a) Augusta Street, Glenelg
 - (b) Bowker Street, North Brighton
 - (c) Cliff Street, Glenelg East
 - (d) Dunrobin Road, North Brighton
 - (e) Edwards Street, Brighton /South Brighton
 - (f) Gordon Street, Glenelg

- (g) King George Avenue, Somerton Park
 - (h) Laphorne Street, Glenelg East
 - (i) Moseley Street, Glenelg
 - (j) Patawalonga Frontage, Glenelg North
 - (k) Partridge Street, Glenelg
 - (l) Pier Street, Glenelg
 - (m) Scholefield Road, Kingston Park
 - (n) The Crescent, Brighton
 - (o) The Broadway, Glenelg South
 - (p) Wheatland Street, Seacliff
 - (q) Whyte Street, Somerton Park.
- 34 Development with access from arterial roads or roads as shown on [Overlay Maps – Transport](#) should be sited to avoid the need for vehicles to reverse onto or from the road.
- 35 Structures such as canopies and balconies that encroach onto the footpath of an arterial road should not cause visual or physical obstruction to:
- (a) signalised intersections
 - (b) heavy vehicles
 - (c) street lighting
 - (d) overhead electricity lines
 - (e) street trees
 - (f) bus stops.
- 36 Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from surface runoff
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS: 2890 - Parking facilities*.

Access for People with Disabilities

- 37 Development should be sited and designed to provide convenient access for people with a disability.
- 38 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

- 39 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

Vehicle Parking

- 40 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table HoB/1 – Off Street Vehicle Parking Requirements](#) (with resultant numerical figure rounded to the nearest whole number) unless all the following conditions are met:
- (a) the site is located within the **Glenelg Policy Area 2**
 - (b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
 - (c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 41 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 42 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
 - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 43 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.
- 44 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 45 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.

- 46 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include soft (living) landscaping.
- 47 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 48 On-site visitor parking spaces **for group and multiple dwellings and residential flat buildings** should be sited and designed to:
 - (a) not dominate internal site layout
 - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (c) be accessible to visitors at all times.

Vehicle Parking for Residential Development

- 49 On-site vehicle parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
 - (d) **availability of on-street car parking.**
 - (e) **any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).**
- 50 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
 - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 51 The provision of ground level vehicle parking areas, including garages and carports (other than where located along a rear lane access way), should:
 - (a) not face the primary street frontage
 - (b) be located to the rear of buildings with access from a shared internal laneway
 - (c) ensure vehicle park entries are recessed at least 0.5 metres behind the main face of the building.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 52 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
 - (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties
 - (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles

- (c) the site slopes up from the street
 - (d) driveway gradients provide for safe and functional entry and exit
 - (e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (f) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (g) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (h) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)
 - (i) the height of the car park ceiling does not exceed 1 metre above the finished ground level.
- 53 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.
- 54 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 55 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

Institution Policy Area 4

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

OBJECTIVES

- 1 A policy area accommodating educational, community or institutional land uses, dwellings, residential flat buildings and housing for aged persons.
- 2 Retention of the open nature of the Sacred Heart College and Brighton High School grounds, as viewed from Brighton Road.
- 3 Cemetery and school facilities located to the west of Brighton Road.
- 4 A transition in the scale and intensity of development along any interface with the **Residential Zone** and **Residential Character Zone**.
- 5 Land divisions that provide for:
 - (a) a variety of allotment sizes suitable for different types and sizes of dwellings
 - (b) street environments which are pleasant and safe for both pedestrian and vehicle movement
 - (c) residential streets and allotments which are arranged so that dwellings can be readily orientated to take most advantage of sun and shade.
- 6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area covers four separate locations in the Council area and incorporates Sacred Heart College, Brighton High School, Minda Incorporated Brighton Campus, Marymount College (the former Mawson High School), Glenelg Primary School, Masonic Homes and Townsend House. Development in the policy area will generally be residential and include medium-density housing forms whilst facilitating the continuing development and operation of institutional activities.

All of the institutions listed above have major areas of open space associated with their facilities and hence have the potential for institutional expansion and/or residential development/redevelopment. Also, there is the possibility of the eventual closure of such facilities. Given the size of these landholdings and their ability to absorb higher residential densities without impact on surrounding areas, it is appropriate that these sites accommodate medium density housing forms.

The redevelopment of these sites will require a comprehensive planning approach to ensure well designed and integrated residential development is achieved. Sustainable design is a key focus, particularly the application of passive design features to minimise thermal load and achieve good natural lighting and ventilation. Any development on these sites must also give due consideration to the retention of heritage places and the setting in which these items are located.

Development in the policy area will comprise safe and pleasant streets, a layout of residential sites to take advantage of environmental conditions and topography and attractive development of open space and varied building form to create interest and diversity in the street environment.

Two and three storey development will incorporate architectural features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colours and materials, the provision of balconies and porticos and facade articulation.

Height and density will increase towards the centre of the key development sites (being Sacred Heart College, Brighton High School, Minda Incorporated Brighton Campus, Marymount College (the former Mawson High School), Glenelg Primary School, Masonic Homes and Townsend House and decrease at adjoining zone boundaries. The open areas of the schools will be conserved.

The impacts of non-residential development and high traffic levels detract from the amenity of the living environment in close proximity to Brighton Road. This part of the policy area is a barrier to linear expansion of existing commercial areas to the north and south, the extension of which would be detrimental to the living environment and the traffic flow on Brighton Road.

Minda Incorporated Brighton Campus

The Minda Incorporated Brighton Campus site (which is identified on [Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus](#)) will be developed with low to medium rise buildings mainly for residential accommodation. Buildings will be a variety of heights up to 9 storeys along the foreshore area and up to 6 storeys in the rest of the site. Medium density development within an overall target density across the site of around 35-60 dwellings per hectare net is expected, although some parts of the site may be developed above or below this rate, but on average will be within the target range across the site.

Small scale non residential land uses including shops offices and consulting rooms will be developed to support residents, along with Minda Incorporated's operations, on the campus and local community.

Retail development will be small in scale and will primarily comprise cafes, restaurants, convenience stores and other tenancies designed to service local community requirements. The amount of retail area within the site will be in the order of 1500 square metres of gross leasable floor area. Retail development will be of a scale that supports an active, mixed use environment, and should primarily be located within a commercial area as identified on [Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus](#).

Development will achieve a high standard of architectural design through careful building articulation and fenestration, with taller buildings (those over 3 storeys) spaced well apart to maintain a sense of openness across the campus.

In general, the greatest height and mass of development will be focussed away from the site's northern, eastern and southern common boundaries, and will reduce in scale to transition down to the interface with low rise residential development adjacent to the Minda Campus.

Overlooking and overshadowing impacts will be moderated through good design. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies.

Open space areas will incorporate the existing secondary dune area on the western side of the campus. The open space areas across the campus will provide connection across the site to the primary dune area located in the adjacent **Coastal Conservation Zone**. Heritage places on the site will front onto common open space to ensure an integrated, cohesive and attractive setting. Open space on the site should also include useable space that is suitable for active recreation and impromptu sporting activities.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- community centre
- domestic outbuilding in association with a dwelling/residential flat building
- domestic structure
- dwelling
- dwelling/residential flat building addition
- indoor recreation centre associated with the Minda Incorporated Brighton campus
- educational establishment

- function centre associated with the Minda Incorporated Brighton Campus
 - housing for aged persons
 - institutional establishment
 - plant nursery associated with the existing institutional use of land at the Minda Incorporated Brighton Campus
 - pre-school associated with the Minda Incorporated Brighton Campus
 - recreation area associated with the Minda Incorporated Brighton Campus
 - residential flat building
 - retirement village associated with the Minda Incorporated Brighton Campus.
- 2 Development of the Glenelg Primary School should include educational and recreational uses and/or dwellings of one and two storeys, together with open space which maintains linkages between the site and the Glenelg Oval.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Except on the Minda Incorporated Brighton Campus (where no minimum site area or frontage applies), a dwelling and/or residential flat building should have a minimum site area, (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

| Dwelling type | Site area excluding the area of the 'handle' in the case of a site in the form of a 'hammerhead' or 'battleaxe' configuration (square metres) | Minimum site frontage (metres) |
|---------------------------|---|--------------------------------|
| Detached dwelling | 300 minimum | 5 |
| Semi detached dwelling | 250 minimum | 5 |
| Group dwelling | 200 average | 5 |
| Residential flat building | 200 average | 5 |
| Row dwelling | 200 minimum | 5 |

- 5 Except on the Minda Incorporated Brighton Campus (where no minimum site area applies), where the site area exceeds 1800 square metres in area and comprises a minimum boundary length of 35 metres, the average site area per group dwelling and/or residential flat building should measure a minimum area of 175 square metres, (excluding the area of the 'handle' in the case of a site in the form of a hammerhead/battleaxe configuration).
- 6 Except on the Minda Incorporated Brighton Campus (where development up to nine storeys in height is allowed), development should not exceed three storeys in height and a vertical wall height at any point, excluding gables, of 10.5 metres above existing natural ground level.

- 7 Development should be setback (and on the Minda Incorporated Brighton Campus only in relation to the Campus Site Boundaries identified on [Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus](#)) a minimum of 6 metres from the primary road frontage and 3 metres from a secondary road frontage where an adjoining dwelling is setback 8 metres or more. Otherwise, the following minimum distances apply:

| Parameter | Primary road frontage (metres) | Secondary road frontage (metres) | Rear boundary except from a northern boundary as illustrated by 'Figure 3' within Table HoB/2 - Design Principles (metres) | Side boundary except from a northern boundary as illustrated by 'Figure 3' within Table HoB/2 - Design Principles (metres) |
|--|--------------------------------|----------------------------------|---|---|
| Single storey development or single storey components of a development | 4.5 | 2 | 1 | 1 |
| Two storey development, or two storey components of a development | 4.5 | 2 | 3 | 3 |
| Three storey development, or three storey components of a development | 6 | 3 | 6 metres where: (i) the adjacent side or rear wall of that development contains windows (ii) the southern boundary (being the boundary oriented between 45 degrees and 135 degrees of true north and incorporating the southern extremity of the site, as illustrated by 'Figure 3' within Table HoB/2 - Design Principles) of the site adjoins another dwelling site. | 6 metres where: (i) the adjacent side or rear wall of that development contains windows (ii) the southern boundary (being the boundary oriented between 45 degrees and 135 degrees of true north and incorporating the southern extremity of the site, as illustrated by 'Figure 3' within Table HoB/2 - Design Principles) of the site adjoins another dwelling site. |
| | | | 3 metres in all other cases. | 3 metres in all other cases. |

- 8 To allow maximum access to solar energy, the minimum setback of a dwelling and/or residential flat building from its northern boundary, as illustrated by 'Figure 3' within [Table HoB/2 - Design Principles](#), should be 3 metres unless the building does not permit a 3 metre setback, (which is the case in respect of a semi-detached, row dwelling and/or residential flat building), in which case, an area of private open space containing a rectangle of 6 metres by 4 metres should be provided immediately adjacent to that northern boundary.
- 9 Garages and carports should be setback a minimum of 6 metres from the front property boundary or the same distance as the associated dwelling, whichever is the greater distance from the front property boundary.
- 10 Up to 15 metres of single storey side walls and/or open sided carports and verandas should only be located on one side boundary of a site, provided that:
- (a) the gradient of the site is less than 1-in-10 in any direction

- (b) the setback to the other side boundary is a minimum of 1 metre
- (c) the height of the wall and/or the open sided carport does not exceed 2.75 metres above the existing ground level of the site on the boundary.

11 The driveway width of residential development should not exceed 50 per cent of the frontage of the site.

Advertisement and/or Advertising Hoarding

- 12 An advertisement and/or advertising hoarding should be limited to a message content of only the name and nature of the business conducted on the land on which the advertisement and/or advertisement hoarding will be erected.

Land Division

- 13 A variety of allotment sizes should be provided to meet the diverse housing needs of people including allotments suitable for medium-density housing.
- 14 Each allotment, including land in the form of a hammerhead/battleaxe configuration, should have a minimum frontage of 5 metres to a public road. Where the allotment is irregular in shape, the minimum frontage should be widened to allow for safe vehicle access and egress.

Minda Incorporated Brighton Campus

- 15 Development on the Minda Incorporated Brighton Campus should be carried out in accordance with *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus*.
- 16 Shops located within the Minda Incorporated Brighton Campus should be of local scale, comprise a number of individual retail tenancies, not exceed in the order of 1,500 square metres gross leasable floor area across the whole Campus and should primarily be located within the commercial area as identified on *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus*.
- 17 The existing vegetated buffer adjacent to the southern Campus site boundary should be retained to assist with the screening of new development and minimise overlooking from new development.
- 18 Maximum building heights should be in accordance with the following:

| Designated Area | Maximum building height (metres) |
|---|--|
| 'Foreshore Development Area' as identified on <i>Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus</i> | 9 storeys and no more than 32.5 metres |
| Balance of the site within the Institution Policy Area 4 as identified on <i>Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus</i> | 6 storeys and no more than 22 metres |

- 19 Buildings within the foreshore development area (identified on *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus*) should be built at a variety of heights to create visual interest in the site as viewed from the foreshore and coast.
- 20 Public access over that foreshore land required to complete the Coast Park pathway should be provided in accordance with *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus* and should be provided concurrently with any early development of the Minda Brighton Campus Foreshore Development Area.
- 21 To minimise building massing at the interface with adjoining residential development (identified as interface areas on *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus*), building elements adjacent to the eastern, northern and southern Campus site boundaries above three storeys in height should be setback as follows:

| Building height | Setback (metres) |
|---|------------------|
| 4 th storey component of a development | 21 |
| 5 th storey component of a development | 27 |
| 6 th storey component of a development | 33 |

- 22 Building elements adjacent to the **Coastal Conservation Zone** boundary and located south of the area identified as open space on *Concept Plan Map HoB/6 - Minda Incorporated Brighton Campus* should be setback 10 metres from the Coastal Conservation Zone boundary.
- 23 To ensure the openness of the site is generally preserved, particularly adjacent to the **Coastal Conservation Zone** boundary, buildings above 4 storeys within 70 metres of the **Coastal Conservation Zone** boundary should be separated from one another by a minimum distance in the order of 25 metres.

ATTACHMENT F

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

| Form of Development | Exceptions |
|--|--|
| Advertisement and /or advertising hoarding | Except where it is located within the Minda Incorporated Brighton Campus . |
| Amusement machine centre | |
| Consulting room | Except where it is located within the Minda Incorporated Brighton Campus . |
| Crematorium | |
| Dairy | |
| Farming | |
| Fuel depot | |
| Horse keeping | |
| Horticulture | |
| Hospital | |
| Hotel | |
| Indoor recreation centre | Except where it is located within the Institution Policy Area 4 . |
| Industry | |
| Intensive animal keeping | |
| Motel | |
| Motor repair station | |
| Office | Except where it is located within the Institution Policy Area 4 and it achieves one of the following: <ul style="list-style-type: none"> (a) it has a gross leasable area of 100 square metres or less (b) it has a gross leasable area of greater than 100 square metres and it is associated with an existing institution. (c) it is located within the Minda Incorporated Brighton Campus. |
| Office and dwelling | |
| Petrol filling station | |
| Public service depot | |
| Road transport terminal | |

| Form of Development | Exceptions |
|------------------------|---|
| Service trade premises | |
| Shop or group of shops | <p>Except where it achieves one of the following:</p> <p>(a) it is located within the Medium Density Policy Area 5 and sited on one or more of the following allotments:</p> <ul style="list-style-type: none"> (i) Lot 48, FP 104037, Volume 5140 Folio 759 (66-74 Jetty Road, Brighton) (ii) Lot 12, FP 104009, Volume 5140 Folio 832 (66-74 Jetty Road, Brighton) (iii) Lot 6, DP 2061, Volume 5533 Folio 365 (79-81 Jetty Road, Brighton) (iv) Lot 7, DP 2061, Volume 5226 Folio 261 (75-77 Jetty Road, Brighton) (v) Lot 80 DP 71536, Volume 5969 Folio 247 (71, 71A, 73 & 73A Jetty Road, Brighton) (vi) lot 80 DP 71536, Volume 5969 Folio 247 (73A Jetty Road, Brighton) (vii) Lot 81 DP 71536, Volume 5969 Folio 248 (73A Jetty Road, Brighton) (viii) Lot 10, DP 2061, Volume 5211 Folio 69 (69, 67-69 Jetty Road, Brighton) (ix) Lot 11. DP 2061, Volume 5332 Folio 938 (65 Jetty Road, Brighton) (x) Lot 12, DP 2061, Volume 5085 Folio 348 (63 Jetty Road, Brighton) (xi) Lot 13, DP 2061, Volume 5452 Folio 559 (61 Jetty Road, Brighton) (xii) Lot 48, DP 56331, Volume 5844 Folio 139 (57 Jetty Road, Brighton) (xiii) Lot 49, DP 56331, Volume 5844 Folio 140 (57 Jetty Road, Brighton) (xiv) Lot 50, DP 56331, Volume 5844 Folio 141 (57 Jetty Road, Brighton) (xv) Lot 1, CP 25404, Volume 6037 Folio 448 (1/51 Jetty Road, Brighton) (xvi) Lot 2, CP 25404, Volume 6037 Folio 449 (2/51 Jetty Road, Brighton) (xvii) Lot 3, CP 25404, Volume 6037 Folio 450 (1/51 Jetty Road, Brighton) (xviii) Lot 4, CP 25404, Volume 6037 Folio 451 (2/51 Jetty Road, Brighton) (xix) Lot 18, DP2061, Volume 5137 Folio 343 (49 Jetty Road, Brighton) (xx) Lot 19, DP2061, Volume 5137 Folio 342 (49 Jetty Road, Brighton) (xxi) Lot 20, DP2061, Volume 5216 Folio 595 (47 Jetty Road, Brighton) <p>(b) it is located within the Institution Policy Area 4 and it achieves one of the following:</p> <ul style="list-style-type: none"> (i) has a gross leasable floor area of 250 square metres or less (ii) is located within the Minda Incorporated Brighton Campus <p>(c) it is located within the South West Policy Area 7 and it has a gross leasable floor area of 250 square metres or less.</p> |

| Form of Development | Exceptions |
|---|---|
| Stadium | |
| Stock sales yard | |
| Stock slaughter works | |
| Store | |
| Theatre | Except where it is located within the Minda Incorporated Brighton Campus . |
| Transmitting station | |
| Warehouse | |
| Waste reception, storage, treatment or disposal | |
| Wastewater treatment plant | |
| Wrecking yard | |

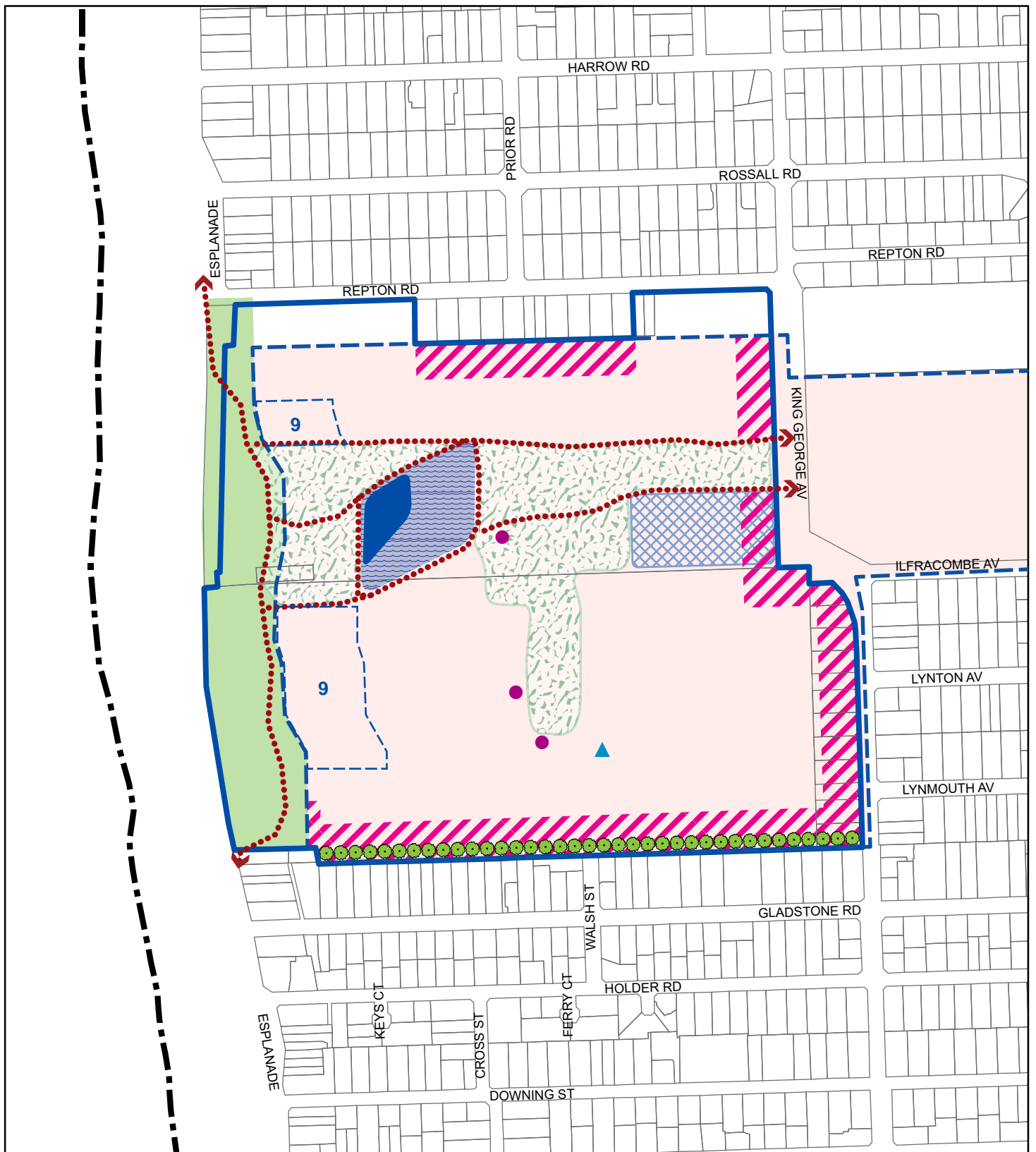
Public Notification

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

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

| Category 1 | Category 2 |
|--|--|
| <p>Development where it is located within the Central West Policy Area 3 or Institution Policy Area 4 (except within the Minda Incorporated Brighton Campus) or South West Policy Area 7 and is 3 storeys or less in height, above natural ground level, comprising one or a combination of the following:</p> <ul style="list-style-type: none"> (a) detached dwelling (b) group dwelling (c) residential flat building (d) semi-detached dwelling (e) row dwelling. | <p>Development where it is located outside a policy area within the Residential Zone or where located within Medium Density Policy Area 5 and it has a wall located on a side or rear property boundary (other than a common wall of semi-detached or row dwellings) exceeding either of the following:</p> <ul style="list-style-type: none"> (a) 2.75 metres in height above natural ground level (b) 10 metres in length or 40 per cent of the length of the boundary, whichever is the lesser. |
| <p>Development where it is located within the Minda Incorporated Brighton Campus and is 3 storeys or less in height comprising one or a combination of the following:</p> <ul style="list-style-type: none"> (a) aged persons accommodation (b) all forms of development that are ancillary and in association with residential development (c) community centre (d) consulting room (e) dwelling (f) function centre (g) indoor recreation centre (h) office (i) plant nursery associated with the existing institutional use of land at the Minda | <p>Development where it is located within the Central West Policy Area 3 or Institution Policy Area 4 (except within the Minda Incorporated Brighton Campus) or South West Policy Area 7 and it exceeds 3 storeys in height, above natural ground level, comprising one or a combination of the following:</p> <ul style="list-style-type: none"> (a) detached dwelling (b) group dwelling (c) residential flat building (d) semi-detached dwelling (e) row dwelling. <p>Development within the Minda Incorporated Brighton Campus comprising one or a combination of the following:</p> |

| Category 1 | Category 2 |
|--|--|
| <p>Incorporated Brighton Campus</p> <p>(j) pre-school</p> <p>(k) recreation area associated with the Minda Incorporated Brighton Campus</p> <p>(l) residential flat building</p> <p>(m) retirement village</p> <p>(n) supported accommodation</p> <p>(o) shop or group of shops not exceeding 1500 square metres in total leasable floor area for the Minda Incorporated Brighton Campus.</p> | <p>(a) all forms of development not listed as Category 1</p> <p>(b) any development listed as Category 1 and is more than 3 storeys in height.</p> |



— Minda Incorporated Brighton Campus Site

— Institution Policy Area

..... Coast Park Pedestrian/Cycle link

● State Heritage Place

▲ Local Heritage Place

9 Foreshore Development Area - 9 Storey maximum building height

Existing Vegetation Buffer

Open Space/Public Access

Coastal Conservation Zone

Wetlands

Detention Basin

Interface Area

Commercial Area

1:5,000
0 50 100 150 200 250 metres



North Brighton

Concept Plan Map HoB/6

MINDA INCORPORATED BRIGHTON CAMPUS

HOLDFAST BAY COUNCIL



Government of South Australia

Department of Planning,
Transport and Infrastructure

Holdfast Bay Council Development Plan

MINDA BRIGHTON CAMPUS AND GENERAL SECTION AMENDMENTS

Development Plan Amendment

By the Minister

For Consultation

November 2014

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EXECUTIVE SUMMARY

INTRODUCTION

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

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

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

A DPA consists of:

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

NEED FOR THE AMENDMENT

The Minda Brighton Campus is predominantly located within Residential Zone – Institution Policy Area 4 of the Holdfast Bay (City) Council Development Plan, with a small portion of the site also contained within the Residential and Coastal Conservation Zones.

The existing Residential Zone – Institution Policy Area 4 allows residential development up to three storeys in height, and only limited non residential activity (shops up to 250m² in floor area and offices up to 100m² in floor area).

The Minda Brighton Campus has been the subject of a master planning process over the past few years involving a number of studies which have examined future development options for the current site.

In this context, the existing zoning does not allow implementation of the Minda Campus Masterplan, particularly in relation to the forms of development envisaged for the site including greater allowance for mixed use/commercial development to service Minda's residents, increased building scale and height, and reinforcing the open space nature of the site.

AREA AFFECTED

The DPA affects the Minda Brighton Campus site and will only amend the Holdfast Bay (City) Development Plan. The site is bounded predominantly by Repton Road to the north, King George Avenue to the east, the rear of allotments fronting Gladstone Road to the south, and the Coastal Conservation Zone boundary to the west. The site is approximately 28.5 hectares in area. **Map 1 – Affected Area** shows this area spatially.



Map 1 – Affected Area

PROPOSED POLICY CHANGES

The DPA proposes to amend policy applying to the Minda Brighton Campus (identified as the Affected Area in **Map 1** above), as well as make amendments to the general section of the Development Plan relating to design and appearance, residential development, multi storey development and transportation and access policies.

Key changes proposed relate to:

- built form and scale (allowing for medium rise development up to 9 storeys in height along with policies to address interface issues along the northern and southern site boundaries)
- preservation of the secondary dune area on the western part of the site
- allowing small scale commercial activity (shops, offices and consulting rooms).

A number of changes to the general section of the Development Plan have also been included. A more detailed list of the proposed changes is provided in Section 6 – Summary of Recommended Policy Changes.

The proposed changes will allow for the implementation of the Minda Campus Masterplan, which seeks to upgrade site facilities and deinstitutionalise disabled resident accommodation on the site. To fund these works and secure Minda Incorporated's future operations, multi storey retirement apartments, proposed on the western part of the site, will be sold privately.

Current policy allows three storey medium density development across the entire site, with the potential for over 900 dwellings. The long term Masterplan vision proposes around 690 dwellings, well below the site's current potential development capacity. The DPA therefore does not propose to increase the site's development capacity.

LEGAL REQUIREMENTS

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

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

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

CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies that will be consulted include:

- Department of Planning, Transport and Infrastructure
 - Transport Services
 - Public Transport Services
 - Office of Recreation and Sport
 - Office for Design and Architecture SA
- Department of State Development
- Aboriginal Affairs and Reconciliation
- Department of Further Education Employment Science and Technology
- Department for Premier and Cabinet
- Environment Protection Authority
- Department of Environment, Water and Natural Resources
 - Coast Protection Board
 - Heritage
- Adelaide and Mount Lofty Ranges NRM Board
- Department for Health and Ageing
- Renewal SA
- Department for Communities and Social Inclusion

- Department for Education and Child Development
- South Australia Police
- South Australian Metropolitan Fire Service
- State Emergency Service
- SA Power Networks
- ElectraNet
- SA Water

The City of Holdfast Bay is considered to have a direct interest in the DPA and will be consulted.

The following organisations are considered to have an interest in the DPA and will be consulted:

- Conservation Council of SA
- National Trust
- Kaurna Nation Cultural Heritage Association

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

THE FINAL STAGE

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

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

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

ANALYSIS

1. BACKGROUND

Minda Incorporated is a not-for-profit organisation that provides accommodation, care and support services to persons with an intellectual disability, as well as their families. Currently, Minda's Brighton Campus provides supported housing for over 250 adults, with another 250 individuals in community based living attending the site for activities, training and care. Other individuals are supported through a variety of services, including respite care, day programmes, aged care, employment opportunities and sport, leisure and arts activities.

Minda faces increasing challenges with respect to maintaining service delivery, managing and maintaining assets and meeting future needs for services and care. In particular, the existing accommodation on site is highly institutionalised, outdated and no longer fit for purpose. It is therefore necessary that this accommodation be replaced with a contemporary style of housing better suited to Minda's residents. The financial sustainability of the organisation is also an ongoing concern.

In this context, Minda Incorporated has prepared a Master Plan for the site, which seeks to:

- de-institutionalise the campus and provide accommodation which meets best practice
- provide social inclusion for people with an intellectual disability within the wider community
- provide a range of affordable housing options for individuals living on campus
- develop a mixed use precinct that provides for lifestyle activities, health services, commercial and retail opportunities, which will be accessible to the wider community
- development of up to 9 storeys adjacent to the seafront for retirement apartments open to persons over 55 from the wider community
- facilitate the development of the last section of the Coast Park together with the State Government and City of Holdfast Bay, and conserve the undeveloped secondary dune
- reinforce the open space assets of the site and introduce a number of sustainability initiatives relating to water sensitive urban design and solar orientation
- accommodate the necessary infrastructure to appropriately manage services and demands for the site, including use of water sensitive urban design techniques, managing flood risk and sea level rise, access and necessary stormwater infrastructure upgrades.

It is noted that Minda Incorporated has undertaken consultation with various Government agencies, organisations and the wider community in the preparation of its Master Plan.

The Minda Brighton Campus site is predominantly located within the Residential (Institution) Zone, with a small portion of the site contained within the Residential and Coastal Conservation Zones. The existing Residential (Institution) Zone allows residential development up to three storeys in height, prescribes minimum site areas for different dwelling types (300m² for detached dwellings, 250m² for row dwellings etc), and only allows small scale retail activity (shops above 250m² in floor area are non-complying).

The existing zoning does not allow implementation of the Minda Master Plan, particularly in relation to the forms of development envisaged for the site.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 STRATEGIC DIRECTIONS

A range of government strategic policy directions are relevant to the DPA. South Australia's Strategic Plan provides the overarching strategic direction for the state, and in relation to the Minda Brighton Campus the DPA will contribute to a number of social and housing related targets (refer **Appendix A.1**).

The *30-Year Plan for Greater Adelaide* (The Plan) is the relevant volume of the Planning Strategy in regard to this DPA. **Appendix A.2** provides a detailed summary of relevant strategic policies and targets, and how the DPA accords with these.

The DPA supports The Plan's intent of shifting growth towards a greater proportion of infill in the existing metropolitan area. Further, the Minda Brighton Campus is specifically identified as a potential infill area (non-corridor) on Map E5 – Southern Adelaide directions.

Appendix A also contains summaries of the following strategic documents and an assessment of their relevance to the DPA:

- State Infrastructure Plan for South Australia
- Housing and Employment Land Supply Program
- (Draft) Integrated Transport and Land Use Plan.

2.2 THE STATE'S PLANNING POLICY LIBRARY

The Better Development Plans (BDP) project was initiated as a Development Plan improvement program undertaken by the then Department of Planning and Local Government (now Department of Planning Transport and Infrastructure) and councils throughout the state to establish a more standardised format and set of planning policies that deal with issues that are common to most councils. The BDP Library has since been expanded upon and replaced by the South Australian Planning Policy Library (SAPPL).

The Holdfast Bay Council Development Plan has recently been converted to the SAPPL format (Version 5). Relevant aspects of the SAPPL and guiding principles have been taken into account in preparing this DPA.

3. CURRENT CONTEXT

3.1 SITE DESCRIPTION

The site is located approximately 12 kilometres south-west of the Adelaide Central Business District on land adjacent to the North Brighton beach and coastal dunes and occupies some 28.5 hectares. The site has street and/or pedestrian access on all four boundaries, with primary road access from King George Avenue to the east. It is occupied by Minda Incorporated, which has owned and operated the site for some 100 years.

Minda's operation and use of the site are widely known, and the site is strategically important in that it:

- accommodates operation of a disability care service (including accommodation) of state-wide importance
- is under single ownership, providing a significant opportunity for coordinated master planning and site development
- contains a number of existing buildings that are underutilised and/or not fit for purpose, providing opportunity for upgrading and improvement to the level and nature of disability care offered to the community
- contains part of the North Brighton coastal dunes system and adjoins the beach and provides a key link in the metropolitan Coast Park
- is one of the largest single privately-owned sites in the City of Holdfast Bay that offers potential for transformative new development to allow for the continuation of Minda activities and accommodate an increased residential population base for the Council
- forms part of a cluster of institution or community land uses, including Brighton Secondary School.

In recognition of the site's strategic importance and its development potential, the area affected is designated as a 'potential regeneration area (non-corridor)' in The Plan.

While the site forms an important part of the community, it is not widely utilised by the wider population of Holdfast Bay due to its perceived 'gated' nature and existing institutional purpose. The site represents possibly the most important remaining connection for the Coast Park shared pathway in the City of Holdfast Bay – connecting the northern coastal pathway from Somerton Park to the southern pathway at Brighton. The site also forms an important potential linkage to the coast from east to west.

3.2 EXISTING OPERATIONS

The area affected by this DPA is wholly owned by Minda Incorporated. Minda has operated on site since 1909, providing care and accommodation to people with an intellectual disability, as well as their families.

The built form of existing residential accommodation on the site is generally considered to be outdated and not appropriate for the future care of Minda's residents. Much of the accommodation is institutional in style and does not adequately provide for the safety and high level of care required by residents. Whilst Minda is primarily a high-needs care operator with a unique facility, a

significant redevelopment of the site is needed to continue this level of care and facilitate the upgrade of much of the existing built form to present day standards.

Like many not-for-profit organisations, Minda faces increasing challenges with respect to maintaining service delivery, managing and maintaining assets and meeting the future needs of its clients for services and care. In this context, Minda has developed a Strategic Plan to ensure they can provide the same level of high quality care and support into the future. One of the key goals of this Strategic Plan include the preparation and delivery of a detailed Masterplan to address the above issues.

3.3 MINDA INCORPORATED MASTERPLAN

The Masterplan prepared by Minda Incorporated was primarily prepared to address:

- the changing needs of people that live and visit Minda
- the changing models in which Minda's services and accommodation are delivered
- Person Centred Thinking* which is now the underlying approach to all of Minda's future planning
- the need to coordinate the provision of accommodation and associated services for Minda's residents over time.

** Minda define Person Centred Thinking as about people living with intellectual disability being at the centre of decisions that help to shape their lives, by giving them the opportunity to choose their own personal goals and decide how they wish to go about achieve them. This involves a move from a traditional service delivery model to a contemporary approach, adopting the guiding principles of the United Nations Convention on the Rights of Persons with Disabilities.*

Minda further recognised that success of the above approach would be dependent on an integrated and holistic approach to delivery of new services and infrastructure that ensured long term financial sustainability.

Development of the Masterplan included input from a diverse range of Minda stakeholders, the local community, the SA Government and the City of Holdfast Bay over the period 2010-2013. Extensive engagement with residents of the facility was also undertaken to determine their needs and desires and to help shape the approach to future development of the site.

The Masterplan establishes the following vision:

"To create a high quality, integrated, affordable, liveable and sustainable urban village which delivers the diversity of lifestyle choice that will support Minda's ability to deliver Person Centred Thinking based services to its residents."

Key aspects of the overall Masterplan (refer **Figure 1 – Masterplan – 10 Year Plan**) include:

- Creation of an urban wetland in the centre of the site and a lifestyle options 'main street', providing spaces for day activities and consulting rooms, with a possibility for small scale retail to sell products produced on site
- better integration of facilities with the surrounding community through:
 - changes to the operational aspects of the services and their locations across the site

- providing facilities for all ages of the community
- offering opportunities to share experiences and facilities with surrounding community facilities (such as the Brighton Secondary School)
- better road and pathway connections to surrounding roads and the coastal walking path
- the provision of other accommodation, such as retirement housing, open to the broader community.
- achieving better sustainability outcomes, including social, economic and environmental
- maintaining the open space feel through the use of landscaping to reinforce the open space asset of the site for residents and the surrounding community, as well as provide more variety of spaces and functions
- creating a sense of place and identity through place-making principles that tell the story of Minda and its people through public art, community event spaces and a variety of other flexible spaces that foster creativity and wellbeing
- catering for a wide variety of adaptable accommodation needs including various supported living models, retirement living, aged care and affordable housing at a range of building heights
- providing for safe movement into, out of and within the site, through carefully designed streetscapes and the encouragement of active transport
- accommodating the necessary infrastructure to appropriately manage services and demands for the site, including use of water sensitive urban design techniques, managing flood risk and sea level rise and necessary infrastructure upgrades.

The Masterplan also includes a Long Term Vision that outlines the longer term redevelopment directions for the site (refer **Figure 2 – Long Term Vision**).

3.4 LAND USE ZONING

As indicated earlier, the area affected by the DPA is located predominantly within the Residential Zone, Institution Policy Area 4 of the Holdfast Bay Development Plan. A small section of the site is also located within the Residential Zone outside of a policy area.

Land to the north, south and east of the site is generally zoned Residential, with the exception of the Brighton Cemetery which is zoned Community. The large grounds of the Brighton High School are located to the east across King George Avenue and located within the same Residential Institute Policy Area 4 as the Minda site

Analysis of the impact of the current zoning framework on the proposed development of the Minda Brighton Campus is outlined in greater detail under Section below.



Figure 1 - Masterplan – 10 Year Plan



Figure 2 – Long Term Vision

4 INVESTIGATIONS PREVIOUSLY UNDERTAKEN

A range of investigations have previously been undertaken to guide the future development of the Minda Brighton Campus and to inform the formulation of planning policy relevant to this DPA. These investigations have been prepared by Minda Incorporated or the City of Holdfast Bay, and reviewed by the Department of Planning Transport and Infrastructure and used where appropriate to assist in the preparation of the DPA. These investigations include the following documents:

- Final Masterplan and Long Term Vision
- Investigations and Policy Approach Report (prepared by Jensen Planning)
- Minda Brighton Site Urban Design Framework
- Minda Masterplan - Concept Report
- Minda Masterplan - Traffic Report
- Minda Masterplan - Stormwater Management Plan Report
- Environmental Site History Report
- Environmental Soil Testing Report
- Environmental Grid and Targeted Investigations – Northern Precinct
- Minda Masterplan – Pedestrian Level Wind Report
- Wider Traffic Network Assessment
- Social Infrastructure Assessment
- Desktop Assessment Minda Dunes
- Road Safety Audit King George Avenue
- Minda Dune Rehabilitation Report
- Minda Dunes Bird Survey Report 2007
- Minda Vegetation Survey Map
- Report - Pyp Grass Mapping at Minda Dunes

A summary and review of the above investigations is provided in **Appendix B**.

All of the above documents are also available online at the Minda Brighton Campus DPA webpage, which can be found under 'Minister initiated amendments to development plans' on the sa.gov.au website at:

<http://www.sa.gov.au/topics/housing-property-and-land/local-government/development-plans/amendments-to-development-plans/minister-initiated-amendments-to-development-plans>

5 INVESTIGATIONS AND RATIONALE INFORMING THIS DPA

In addition to those investigations already undertaken to inform the DPA (outlined in Section 4) there are a range of other issues and investigations which have been considered to assist in the formulation of policy directions proposed by this DPA. These are discussed in greater detail below.

5.1 CURRENT PLANNING POLICY

An examination of current planning policy applying to the site is necessary to understand the existing development parameters for the Minda Brighton Campus, in terms of both land use and built form, and therefore identify what aspects require consideration for possible amendment to enable redevelopment of the site in accordance with strategic objectives and the Minda Masterplan.

Development Plan policy consists of general provisions, which apply uniformly across all land in the Council area, and zone provisions which apply only to land contained within the zone boundary. In some instances a zone may also contain a policy area(s), which contain additional provisions that are specific to the area contained in the policy area.

The Minda Brighton Campus is located predominantly within the Residential Zone, Institution Policy Area 4 of the Holdfast Bay Development Plan (refer to **Figure 3 – Locality Zoning**). A small section of the site adjacent to Repton Road is located within the Residential Zone outside of a policy area. The current policy area boundary is not proposed to be changed by this DPA.

5.1.1 Residential Zone

The existing Residential Zone contemplates a range of dwelling types including an increase in dwelling densities in close proximity to centres, public transport routes and public open spaces. The intent of the Zone is to manage development within the residential areas of the Council which are primarily characterised by their low density nature and typical suburban form. The Zone's Desired Character statement however does recognise that there are parts of the zone where higher residential density exist or where there are sites that provide an opportunity for coordinated and comprehensive redevelopment. These are allocated as policy areas in the Zone and include residential institution sites such as Minda. The policy areas are:

- Coastal Policy Area 3
- Institution Policy Area 4
- Medium Density Policy Area 5
- Northern Coastal Policy Area 6
- Southern Coastal Policy Area 7.

The forms of development envisaged in the Zone include dwellings, small scale non-residential uses that serve the local community and supported accommodation.

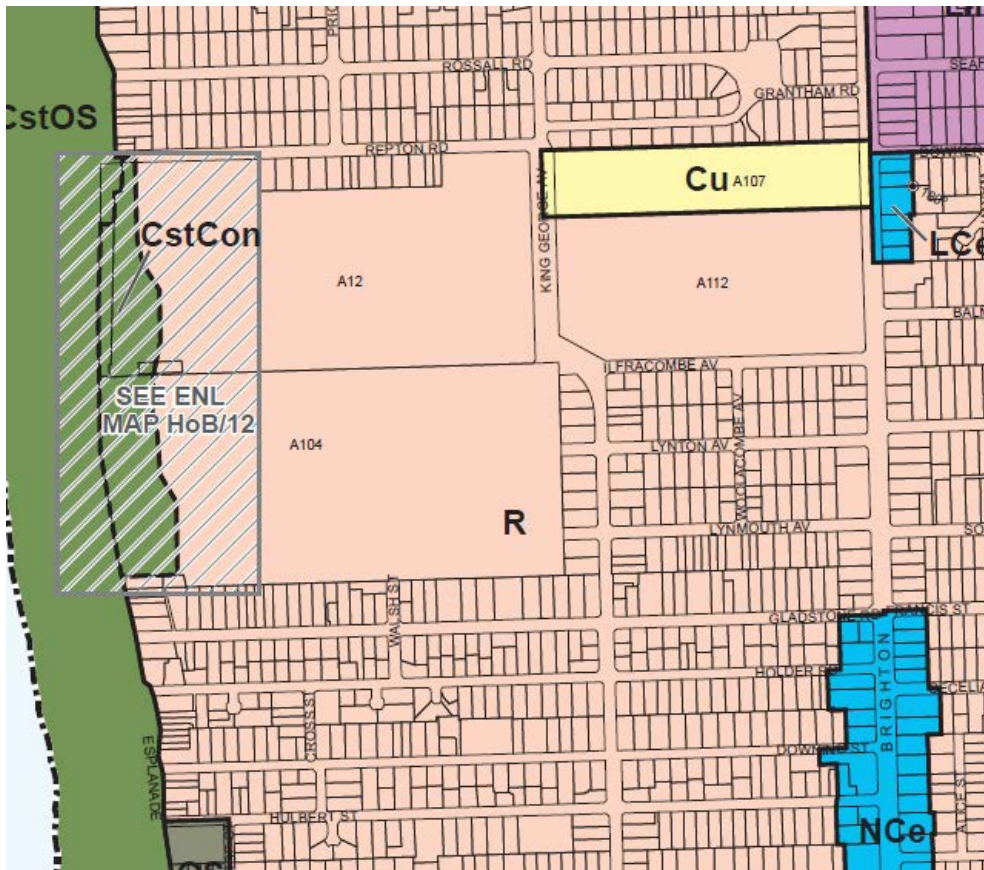


Figure 3 – Locality Zoning (Holdfast Bay Council Development Plan)

The Residential Zone also contains policy regarding the requirement for the provisions of affordable housing in accordance with State Government policy (refer Principles of Development Control 10 and 11 under the heading ‘Affordable Housing’).

Residential Zone Institution Policy Area 4

The Institution Policy Area 4 covers seven separate locations in the Council, including the Minda Brighton Campus (refer to **Figure 4 – Locality Policy Area**). The primary objective of the Policy Area is to accommodate educational, community or institutional land uses, dwellings, residential flat buildings and housing for aged persons. The Desired Character statement recognises that these sites provide opportunity for residential development and institutional expansion subject to good design, layout, access and open space outcomes.

It is preferred that the redevelopment of each of these sites will be achieved as part of a comprehensive approach to planning in order to ensure well designed and integrated development is achieved. The Minda Masterplan is consistent with the planned approach sought for these larger sites in the Policy Area.

The forms of development envisaged in the Policy Area include community facilities, dwellings, housing for aged persons, institutional establishments and residential flat buildings.

5.1.2 Adjoining Land Use and Zoning

Land to the north, south and east of the site is generally zoned Residential, with the exception of the Brighton Cemetery which is zoned Community (refer to **Figure 1 – Locality Zoning**). The large grounds of the Brighton High School are located to the east across King George Avenue and located within the same Residential Institute Policy Area 4 as the Minda site (refer to **Figure 2 – Locality Policy Areas**).

The balance of nearby residential land sits outside of a policy area, including properties on the northern side of Gladstone Road and a number on the southern side of Repton Road which back onto the Minda site.

Beachfront properties to the northwest and southwest of the site are located within Coastal Policy Area 3. This includes land to the immediate southwest of the site at 84-87 and also 92-96 Gladstone Road (outside of the policy area), which directly adjoin the Minda site.

The Coastal Policy Area 3 recognises the coastal foreshore nature of these properties and provides additional guidance on their future development, including an allowance for dwellings up to three storeys in height.

5.1.3 General Policies

The Holdfast Bay Council Development Plan contains range of general policies that apply across the entire Council area, and are in addition to any zone specific provisions. These are based on the policies contained in Version 5 of the South Australian Planning Policy Library (SAPPL).

The Holdfast Bay Council Development Plan does not contain all of the available general policy modules from the SAPPL. This would be expected as not all of the issues addressed in the general section is relevant to all council jurisdictions. However, it is noted that some policy modules (or parts of modules) relating to multi storey development – for example the Medium and High Rise Development module introduced in Version 6 of the SAPPL - are not included in the plan at present.

These modules contains a range of policies that are pertinent to multi storey development - addressing design and appearance, visual privacy, building separation and outlook, dwelling configuration, adaptability, environmental and site facilities and storage. These provisions address the unique characteristics and configuration of dwellings in multistorey buildings compared to conventional housing on individual sites.

It should be noted that including these policies in the general section of the Development Plan, consistent with the structure of the SAPPL, will result in their application across the whole council area where medium or high rise development is proposed.

It is also proposed to amend / replace existing policy modules in the General Section of the Development Plan considered relevant to the future development of the area affected by this DPA including the following:

- *Design and Appearance* – incorporating various amendments to update and consolidate policy dealing with urban design matters consistent with Version 6 of the SAPPL
- *Heritage Places* – insertion of a new policy into the existing policy module relating to the redevelopment of heritage places consistent with Version 6 of the SAPPL
- *Residential Development* – updated to provide consistent policy for ancillary structures (e.g. garages and sheds) and the provision of private open space (including balconies); and to relocate some existing policy to other modules within the General Section of the Development Plan that are relevant to forms of development besides residential uses (e.g. vehicle parking and parking areas, street setbacks, overshadowing etc)
- *Transportation and Access* – updated to include relevant vehicle parking and parking areas policy from the existing *Residential Development* module.

Some of the above changes proposed to the General Section of the Development Plan are essentially a rearrangement of existing policies or format and they may have applied to development proposals prior to this DPA. However, the insertion of new policy or the relocation of some policies will mean that additional requirements might be applied to development proposals located outside of the Minda Campus site.

Implications for DPA policy amendment

Include the Medium and High Rise Development module from the South Australian Planning Policy Library in the general section of the Holdfast Bay Council Development Plan.

Amend or replace the Design and Appearance, Heritage Places, Residential Development and Transportation and Access modules to be consistent with Version 6 of the SAPPL.

5.2 SITE CAPACITY

The Residential Zone - Institution Policy Area 4, which applies to the Minda Campus, anticipates medium density development. This is reflected in the Policy Area's Desired Character statement which includes the following –

'Given the size of these landholdings and their ability to absorb higher residential densities without impact on adjoining areas, it is appropriate that these sites accommodate medium density housing forms.'

The Plan provides guidance to assist in defining dwelling density, as follows:

- Low density = less than 35 dwelling units per hectare (net)
- Medium Density = 35 – 70 dwelling units per hectare (net)
- High density = more than 70 dwelling units per hectare (net)

The Minda campus site is 28.5ha in area. In estimating the potential maximum dwelling capacity for the site, it is important to establish the 'net' area that is

available for development. This involves discounting land that will be disposed of for internal roads, open space, retention of heritage buildings and site cartilage, and so on, and is therefore not developable. Applying a discount rate of 40% would result in a net developable land area of 17.1 hectares.

Applying the medium density range from The Plan to the site (noting that the site is not suitable for high density development as this is generally accommodated around Transit Oriented Developments), a net developable area of 17.1 hectares could be expected to accommodate somewhere in the range of 600 – 1200 dwellings.

The Institution Policy Area 4 currently prescribes minimum site areas for different types of dwelling types as follows (refer Principle of Development Control 4):

| Dwelling Type | Minimum Site Area |
|---|--------------------------|
| Detached Dwelling | 300m ² |
| Semi Detached Dwelling | 250m ² |
| Row / Group Dwelling | 200m ² |
| Residential Flat Building | 200m ² |
| Group Dwelling / Residential Flat Building on a site less than 1800m ² | 175m ² |

The Minda Brighton Campus is currently comprised of two allotments, so the development of dwellings on the site would be either in the form of group dwellings or residential flat buildings (noting that other dwelling types require individually held allotments for each dwelling, with individual public road frontage).

If the net developable area of the site is fully developed under current zone provisions (using a minimum site area range of 175-200m² for group dwellings / residential flat buildings), in the order of 855-975 dwellings can be accommodated. The density policy currently applying to the site therefore aligns with The Plan's broader strategic directions in relation to housing density. The development potential offered by the current Institution Policy Area 4 provides a basis for comparison to future development proposals envisaged under the Masterplan.

The Minda Masterplan proposes a redevelopment concept that includes around 275 retirement apartments, along with around 200 bedrooms for disabled people contained in 36 houses and 3 apartment buildings.

The Long Term Minda Masterplan proposal identifies a total of around 690 dwellings across the site (or approximately 40 dwellings per hectare net). This is less than the 855-975 dwellings that could be accommodated on the site under existing policy.

5.3 FUTURE POLICY

5.3.1 Strategic Directions

The Minda Brighton Campus is a strategic site, identified in The Plan as a potential non-corridor infill site. The site's suitability for potential infill is already reflected in the Desired Character statement for Institution Policy Area 4. Key future land use policy considerations for the site include its capacity for medium scale, medium density development, with a focus on residential uses but also contemplating small scale non-residential uses, and managing interface impacts on houses that are directly adjacent to the site.

5.3.2 Future Land Use

Future land use for the site largely reflects that of the current zoning – i.e. a variety of residential dwelling types including supported accommodation for disabled residents along with associated health related support activities, office, and retail activity. Future land uses also include the provision of new retirement apartments.

This is detailed in the Minda Urban Design Framework and Minda Masterplan.

5.3.3 Site Constraints

The Minda Brighton Campus Urban Design Framework identifies a number of site constraints. The site constraints affect the parts of the site that can be developed, and those parts that need to be retained for various non-residential purposes or left unaffected. Overlaying the constraints on the site begins to inform the distribution and location of future potential land use and activities (refer **Figure 5 below**).

Key features of the Minda Brighton Site Urban Design Framework include:

- Preserving the existing unbuilt secondary dunes area
- Recognition of stormwater flows across the site and future areas for detention
- Identification of existing heritage buildings
- Identification of open space areas.
- Visual connections through the site from King George Avenue

These site constraints, which are also reflected in the Masterplan, are important to be recognised by that policy applying to the site regardless of the nature of any future development proposal or scheme.

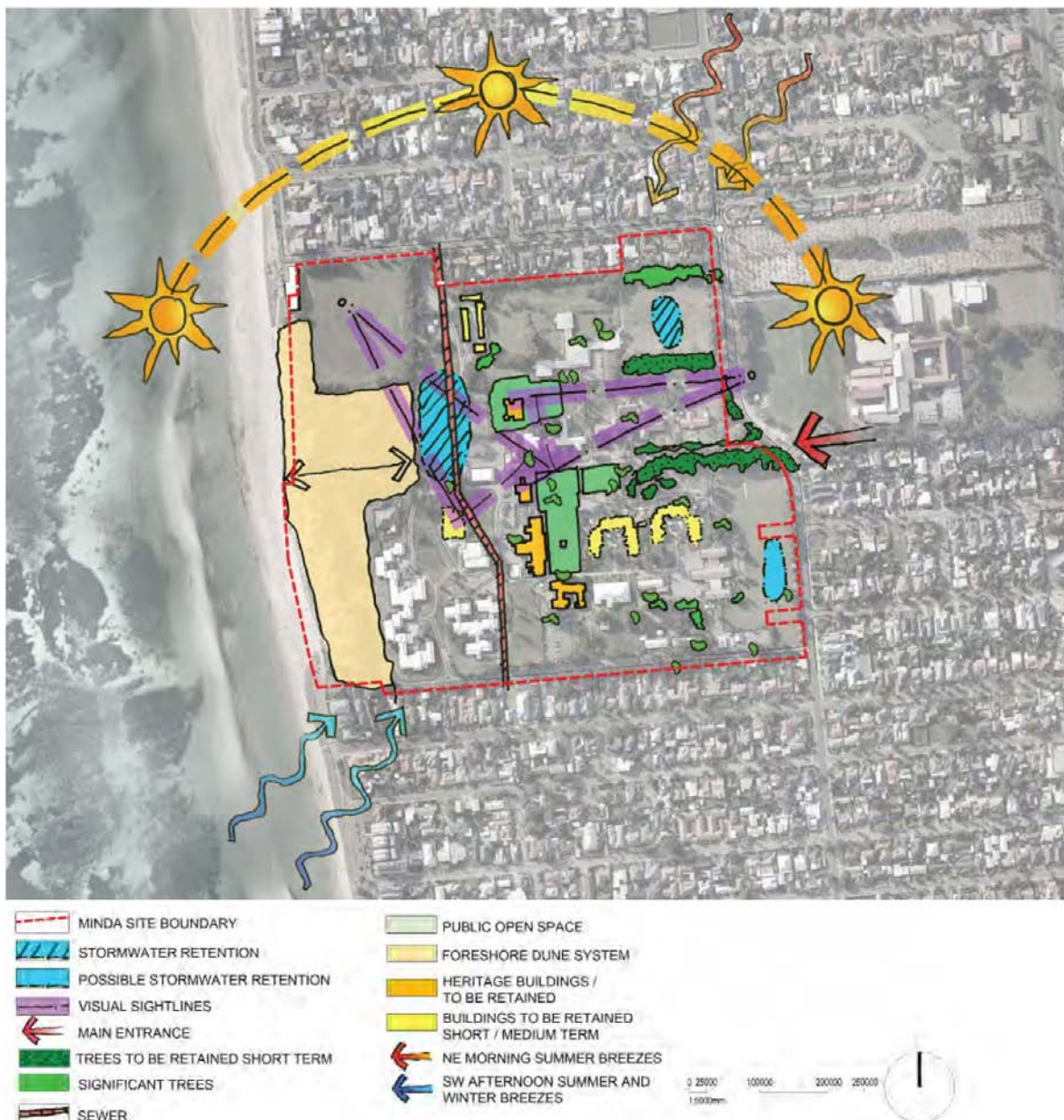


Figure 5 – Site Opportunities and Constraints (Minda Brighton Site Urban Design Framework)

5.3.4 Site Layout

The site layout for the campus is informed by the constraints and key features identified above. New development on the site will therefore need to have regard to these features which will need to be spatially reflected in a new concept plan for the site. Retention of the secondary dune area will assist in keeping an ‘openness’ in terms of visual presentation as viewed from beachside (noting that under current policy the entire western side of the Minda site can be developed with compact three storey housing across the full extent).

However, in retaining the secondary dune area, the ‘footprint’ or extent of developable area of the site is reduced compared to current policy. This is proposed to be offset by allowing increased height of new development on the western part of the site within the Institution Policy Area 4.

The western most extent of the Minda campus is zoned Coastal Conservation and therefore cannot be developed. The Coastal Conservation Zone follows the alignment of the Residential Zone – Central West Policy Area 3 which applies to housing fronting the Esplanade adjacent to the Minda site. Development on the Minda site will therefore be setback between 26-68 metres compared to housing in the adjacent Residential Zone – Central West Policy Area 3. This is illustrated in **Figure 6** on the following page, which shows the continuation of the Residential Zone – Central West Policy Area 3 alignment across the Minda campus. This will mean that buildings on the Minda Campus are a greater distance from the beach compared to other development in the vicinity.

Implications for DPA policy amendment

Policy recommendations:

Include a new concept plan for the Minda Site (Concept Plan Map HoB\6) that identifies opens space, the secondary dune area, heritage listed buildings, and stormwater detention areas.

Include new text in the Desired Character Statement that applies only to the Minda Brighton Campus that seeks to preserve and integrate these attributes as part of any future development on the site.





Figure 6 – Residential Zone – Central West Policy Area Alignment

5.3.5 Site Density Policy

Current policy applying to the site includes a range of minimum allotment sizes for different dwelling types (refer to section 5.2). However, application of this policy across the range of dwelling types proposed in the Masterplan may not be suitable as the staging of development at the site may result in individual components that are below the current minimum allotment size, despite the overall density being within the 'medium density' range guide contained in the 30-Year Plan (35-70 dwellings per hectare net). To address this limitation, the minimum site area per dwelling unit will be removed (as it applies to the Minda campus) and replaced with a policy that seeks to achieve an overall density for

the site. This approach is consistent with existing Principle of Development Control 4 for the Residential Zone, Medium Density Policy Area. Applying this policy to the Minda Brighton Campus will provide greater flexibility for new development at the site, although it will still need to be tailored to recognise that individual parts of the site may be developed above or below the specified medium density range.

The upper figure in the site's overall target density range will also need to correlate with the maximum development capacity under current policy (ie around 60 dwellings per hectare net), so that future site capacity is not increased beyond current zone potential.

The Desired Character Statement for the Institution Policy Area 4 still provides general guidance with regard to suitability of medium density development. It is proposed to include an overall target net density range of 35-60 dwellings per hectare net in the Desired Character Statement for the Minda site.

Implications for DPA policy amendment

Policy recommendations:

Amend Principle of Development Control 4 and 5 in the Institution Policy Area 4 so that the existing minimum site area requirements for different dwelling types do not apply to the Minda Brighton Campus site.

Include a new overall target net density figure of 35-60 dwellings per hectare for the Minda Brighton Campus site, noting that some parts may be developed above or below this figure.

5.3.6 Non-Residential Land Uses

Most residential areas in metropolitan Adelaide usually contemplate opportunities for small scale non-residential land uses. This is reflected in the policy directions contained in the SAPPL, where the Residential Zone module (which applies to established residential areas with conventional housing) allows shops, offices and consulting rooms up to a certain size. The permitted size of commercial activity will usually be limited to a size whereby its external impacts are commensurate with the residential amenity and environment of the area that the zone applies to. Other zones in the SAPPL, such as the Suburban Neighbourhood, Suburban Activity Node, Urban Corridor and Urban Core Zones, contemplate an increasing allowance for mixed use activities.

The Residential Zone in the Holdfast Bay Council Development Plan is consistent with this approach. Principle of Development Control 4 states that:

- 4 *Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:*
 - (a) *serves the local community*
 - (b) *is consistent with the character of the locality*
 - (c) *does not detrimentally impact on the amenity of nearby residents.*

However, the zone's non-complying list is inconsistent with Principle of Development Control 4, identifying consulting rooms, shops and offices as non-complying forms of development generally throughout the zone, although in the Institution Zone an office up to 100m², and shop or group of shops up to 250m², can be accommodated.

The Minda Masterplan proposes to allow for some retail activity on the site along with consulting room space for on site and visiting health professionals, and office activity as part of Minda Incorporated administrative functions. This is consistent with the Residential Zone's existing Principle of Development Control 4. To reinforce this, it is also proposed to include text in the Desired Character Statement applying to the Minda Brighton Campus to clearly reflect small scale commercial activities as envisaged land uses.

The existing non-complying limit placed on consulting rooms, shop and office uses will also need to be removed as it applies to the Minda Brighton Campus.

A limited amount of advertising would be expected along with non residential activity. This is reflected in Principle of Development Control 12 in the Institution Policy Area 4. However, the non-complying list for the Residential Zone identifies Advertising as 'non-complying'. It is therefore proposed to remove advertising on the site from 'non-complying, so that limited small scale advertising consistent with Principle of Development Control 12 can occur.

Implications for DPA policy amendment

Policy recommendations:

Amend the Desired Character statement in the Institution Policy Area 4 to clearly reflect the Residential Zone's allowance for small scale shops, offices and consulting rooms on the site.

Amend the Non-complying Development list in the Residential Zone under the heading 'Procedural Matters' to exempt 'Consulting Rooms', 'Offices' and 'Shop or Group of Shops' as non-complying development on the Minda Brighton Campus.

Remove Advertising from 'non-complying' within the Minda Brighton Campus

5.3.7 Building Scale and Design

The Minda Brighton Campus is a well positioned large strategic site. It is roughly as wide as it is deep and therefore provides opportunity for multi storey development without direct impacts (such as overshadowing and close building massing) on existing residential development adjoining the site.

The Plan provides guidance on the scale of development across metropolitan Adelaide - Policy 7 under the heading 'New Transit Corridors, Growth Areas, Transit-Oriented Developments and Activity Centres' states:

'Ensure that the bulk of new residential development in Greater Adelaide is low-to-medium rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.'

Strategic directions suggest that low to medium rise development can be contemplated on the site, although this will depend on interface issues with adjacent existing residential uses being appropriately addressed. Interface issues are addressed in the following section 5.3.8.

In contemplating alternative building scale and design it is important to consider current built form policy. Current built form provisions applying to the Minda Brighton Campus (including Principle of Development Control 6 which prescribes a three storey height limit) are comparable to the Residential Zone – Central West Policy Area 3, which applies to land fronting the Esplanade north and south of the Minda campus. This includes over the secondary dune area on the site which is available for development under the current zoning.

The Minda Masterplan proposes an alternative built form adjacent to the foreshore area, comprising a number of multi storey buildings (between three and nine storeys), but which includes preservation of the secondary dune area, along with considerable space between each building. This presents as a substantially different built form to that which is allowed under current policy.

Lowering the building profile could be achieved by including an additional building of similar footprint – for instance the proposed eight and nine storey buildings could be reconfigured as two six plus one five storey building - however to maintain spacing between the buildings the secondary dune area would be affected.

While the proposed new Concept Plan Map HoB/6 identifies the secondary dune area as open space, it is also proposed to include new policy regarding medium rise buildings to ensure such buildings are well spaced apart to further ensure the sense of openness across the site is maintained.

The Office of Design and Architecture SA has been consulted with regard to urban design considerations for the site, and has contributed related policy in the DPA.

Residential Zone Principle of Development Control 7 is proposed to be amended to (new text underlined):

'Except where specified in a particular policy area or precinct, vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.'

While the policy directions for the Minda Campus are generally considered compatible with adjoining residential development through the use of interface policy (refer section 5.3.8 below), proposed medium rise development for the site is not common to the locality at present. The proposed amendment will ensure there is no tension with proposed policy applying to the Minda Campus.

Implications for DPA policy amendment

Policy recommendations:

Introduce new policy applying to the Minda Brighton Campus allowing low to medium rise storey development up to nine storeys in height.

Introduce a new policy applying to the Minda Brighton Campus requiring reasonable separation between multi-storey buildings to ensure a sense of openness is maintained.

Amend the Institution Policy Area 4 Principle of Development Control 6 (relating to building height) to exclude its application to the Minda Brighton Campus.

Amend Residential Zone Principle of Development Control 7 to read: *'Except where specified in a particular policy area or precinct, vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development'*

5.3.8 Interface

Managing direct interface impacts of new development on adjacent residential development is a critical issue for the site.

The medium to high rise general module which is proposed to be included in the general section of the Holdfast Bay Council Development Plan contains a range of policies that manage interface issues such as:

- overshadowing and solar access (mainly on the southern side where winter sun is affected)
- overlooking and privacy of dwellings and private open space
- the massing of the building when perceived from existing low rise dwellings.

These new policies will assist in managing interface impacts from new development on the site.

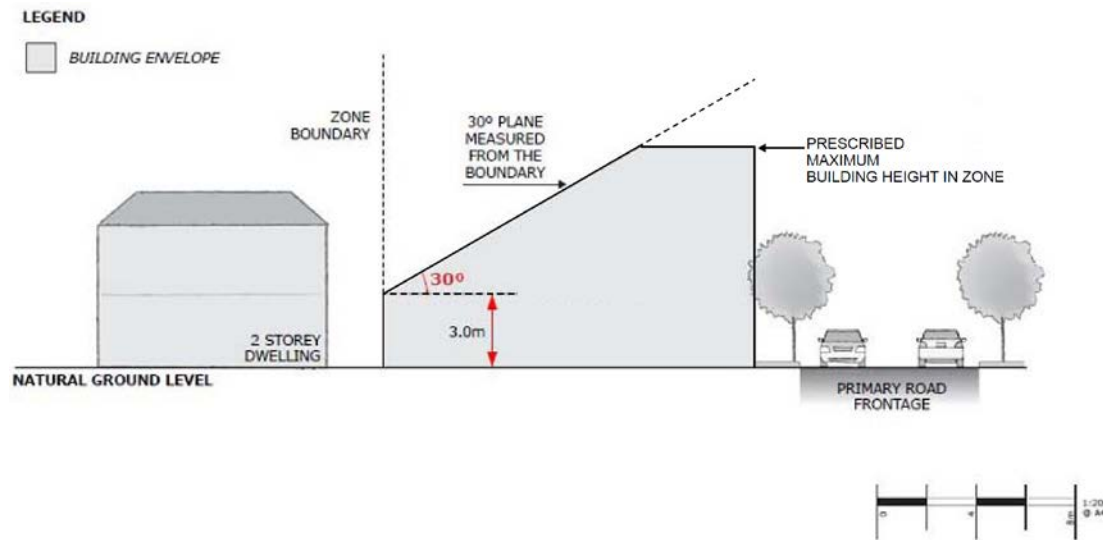
The Institution Policy Area 4 has existing policy that specifies minimum setback requirements from primary and secondary road frontages as well as side and rear boundaries, for single, two and three storey components of new buildings (refer Policy Area Principle of Development Control 7).

However, policy to address impacts from medium rise building elements is required for development above three storeys.

There are a number of zones in the SAPPL that contemplate medium rise development above three storeys, such as the Urban Corridor or Urban Core Zone. The application of these zones is typically on sites that adjoin existing suburban residential areas. In addition to general policy that addresses interface issues, these zones also contain a 'building envelope' provision that requires new building work to be beneath. The policy that has been applied through the Urban Corridor Zone in various inner metropolitan Adelaide locations contained a building envelope of 30 degrees, as follows:

To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage) as illustrated in Figure A:

Figure A



This means that scale of development close to the zone boundary interface is kept relatively low, with taller elements sited further away.

It is also worth noting that the 30 degree angle correlates with the sun's angle at the winter solstice, so properties along the southern boundary interface will not be overshadowed. It also further assists in minimising overlooking issues by ensuring reasonable distances between taller building elements and adjoining properties.

It is therefore proposed to utilise the same 30 degree building envelope provision described above to apply to the medium rise building elements (ie above 3 storeys) across the site directly adjacent to side and rear property boundaries of existing residential development outside the Minda site. This would translate to the following building setbacks:

| Building height | Setback |
|--------------------------------|---------|
| 4 th storey element | 21m |
| 5 th storey element | 27m |
| 6 th storey element | 33m |
| 7 th storey element | 39m |
| 8 th storey element | 45m |
| 9 th storey element | 51m |

The approach of ensuring taller building elements being located away from the interface with adjacent low scale residential development is already reflected in the Desired Character Statement for the Institution Policy Area 4, which states:

'Height and density will increase towards the centre of key development sites (being Sacred Heart Collage, Brighton High School, Minda Incorporated Brighton Campus, Marymount Collage (the former Mawson High School), Glenelg Primary School, Masonic homes and Townsend House and will decrease at adjoining zone boundaries. The open areas of the schools will be conserved.'

However, given the DPA is proposing to allow multi storey development on the site, reinforcing the need for taller buildings to be focussed away from the sites common boundaries with existing residential development is considered appropriate.

Implications for DPA policy amendment

Policy recommendations:

Include setback policy equivalent to a 30 degree building envelope provision to apply to building elements above three storeys in height applying to the northern and southern site boundaries (ie where directly adjacent to existing residential development).

Include text in the Desired Character statement applying to the Minda Brighton Campus that reinforces the need for taller buildings to be focussed away from the sites common boundaries with existing residential development.

5.3.9 Coastal Land

The western part of the Minda Brighton Campus is zoned Coastal Conservation. The Coastal Conservation Zone protrudes into the Minda Campus between 45-80 metres, comprising an area of around 2.9ha. It is not proposed to alter the policy in this zone or change the zone boundary. However, the Masterplan proposes to allow public access to the Coastal Conservation area, both through the Minda Campus and by completing the Adelaide Coast Park between Glenelg and Brighton.



The Coastal Conservation Zone was established in the early 1990's. In 2006 the zoned area was increased eastwards (as part of the [Ministerial] North Brighton Coastal Plan Amendment Report) to set aside land for completion of the Coast Park, so that the balance of the dune system already zoned could remain largely unaffected. The proposed Coast Park path tracks along the eastern portion of the Coastal Conservation Zone, and is therefore consistent with the Metropolitan Adelaide Coast Park Concept.

In terms of policy, the Development Plan already contains a number of provisions to address potential impacts of development on natural coastal areas (refer general section under the heading 'Coastal Areas'). Further policy relating to the Coastal Conservation zoned area on the Minda site is therefore not required.

The current policy applying to the site does not refer to the secondary dune area in the middle of the western part of the site, so this area can be developed at present. This area has been identified in the Masterplan to be retained as part of the site's open space. The DPA proposes to reflect this by identifying the

secondary dune area as open space on the proposed new concept plan for the site.

Minda also proposes public access over this area, linking through to the Coastal Conservation zoned land linking in with the Coast Park. Access across the open space areas of the Minda Brighton Campus to the Coastal Conservation Zone is proposed be reflected on Concept Plan HoB/6.

Implications for DPA policy amendment

Policy recommendations:

Identify the secondary dune area as open space, along with access to the Coastal Conservation Zoned land, on new Concept Plan Map HoB/6 applying to the site.

5.3.10 Carparking and Access

Carparking

Off street carparking requirements are contained in *Table HoB/1 – Off Street Vehicle Parking Requirements* of the Holdfast Bay Council Development Plan. These are specified for various land uses, covering both commercial and residential.

Commercial activities currently undertaken on the Minda Brighton Campus include office, consulting room and retail activity. Under the proposed Masterplan the extent of commercial activity will increase compared to current amounts. The amount of vehicle car parking spaces required on site can therefore be expected to increase, although the amount will depend on the extent of any excess currently provided on site.

The standard commercial requirements specified in Table HoB/1 will apply as necessary. The Preliminary Traffic Assessment prepared by Aurecon used these as part of its investigation regarding future carparking needs in light of the Minda Masterplan.

In relation to residential uses, Table HoB/1 has a rate for detached, semi-detached and row dwellings that applies across the council area. These are not relevant for the Minda campus for the most part – new dwellings will most likely be classified as either group dwellings or residential flat buildings. The rate for group dwellings or residential flat buildings is the same, although a lower rate applies when in the Medium Density Policy Area 5 as follows:

| Number of Bedrooms / size | Number of required car parking spaces | |
|---|---------------------------------------|-----------------|
| | Medium Density Policy Area 5 | Everywhere else |
| 1 bedroom or floor area less than 75m ² | 0.75 | 1 |
| 2 bedroom or floor area less than 130m ² | 1 | 1.5 |
| 3 bedroom or floor area greater 130m ² | 1.25 | 2 |

Medium Density Policy Area 5 is found in locations with good access to public transport, typically along transit corridors and adjacent to railway stations. As outlined in **Appendix B.4.2**, the Minda site is located on the 265 bus route which provides a 15-30 minute service during peak hours, and an hourly service otherwise, between Westfield Marion through Jetty Road Glenelg, then to Adelaide CBD. The site's proximity to regular public transport service supports the off street vehicle carparking rate applicable to Medium Density Policy Area 5.

Aurecon's Preliminary Traffic Assessment report uses a rate of 1 space per unit, based on the 2001 Carparking Guide produced by the then Planning SA. Some Development Plans contain this rate in addition to other dwelling types. While this category of residential accommodation is not identified in Table HoB/1, it further indicates that a lower carparking rate than is currently applicable to residential flat buildings and group dwellings for retirement purposes may be contemplated.

The current Development Plan rate applying to the Minda Brighton Campus for residential flat building and group dwellings is therefore proposed to be lowered to the rate that currently applies in Medium Density Policy 5.

Implications for DPA policy amendment

Policy recommendations:

Apply a reduced car parking rate on the Minda Brighton Campus for group dwellings and residential flat buildings equivalent to that applied in the Medium Density Policy Area 5.

Access

Access to the site is currently provided in a number of locations, including from King George Avenue and Repton Road. The Masterplan indicates proposed future access points, some of which are slightly different to current ones.

The Development Plan already contains a number of policies in the general section that address site access (refer to provisions under the heading 'Transportation and Access'), so further policy in this regard is not necessary.

5.4 HERITAGE PLACES

5.4.1 State Heritage Places

There are currently three (3) buildings of State heritage significance located in the area affected by the Minda Brighton Campus DPA. The buildings listed are as follows:

| Property Address | Description of Place and Extent of Listing | Lot | Sec. | Hundred | Certificate of Title |
|---------------------------------------|--|------------|-------------|----------------|-----------------------------|
| 12-16 King George Ave, North Brighton | Hospital – Minda Home Complex Former Brighton House | | 235 | Noarlunga | 5431/200 |
| 12-16 King George Ave, | Hospital – Rogerson Building | | 235 | Noarlunga | 5431/200 |

| Property Address | Description of Place and Extent of Listing | Lot | Sec. | Hundred | Certificate of Title |
|---------------------------------------|--|-----|------|-----------|----------------------|
| North Brighton | Minda Home | | | | |
| 12-16 King George Ave, North Brighton | Hospital – Verco Building Minda Home | | 235 | Noarlunga | 5431/200 |

All three State heritage buildings (Verco, Rogerson, Brighton House and Hayward buildings) are to be retained in any redevelopment of the Minda Campus.



Minda Campus - Heritage Building

5.4.2 Local Heritage Places

There is one building of Local heritage significance located in the area affected by the Minda North Brighton Campus DPA:

| Property Address | Description and/or Extent of Listed Place | Lot No. or Part Sec | Plan No. | Certificate of Title | Section 23(4) Criteria | Heritage NR |
|--|--|---------------------|----------|----------------------|------------------------|-------------|
| 12-16 King George Avenue, North Brighton | Frank Hayward House, Minda Home: Overall external form, original materials and detailing which remain of the 1860's residence. | 102 S235 | H105500 | CT 5315/870 | a c d e | 20712 |

The above Local Heritage building will be retained in any redevelopment of the Minda Campus.

5.4.3 Interface with Heritage Places

The proposed new concept plan for the site (refer Concept Plan Map HoB/6) identifies open space areas in front of the four heritage places on the campus, which will also be reflected in the Desired Character statement for the site. This will ensure that the heritage places retain a focus and prominence on the site, and are directly linked through to the common open space area.

The Development Plan contains a number of provisions in the general section that address development relating to a heritage place, or development adjacent to heritage places.

The proposed changes to the general section of the Development Plan include additional provisions for heritage related policies to address potential impact of multi storey development on heritage places.

Implications for this DPA

Policy recommendation/s:

Existing Council Wide policy regarding Heritage and Conservation contained in the Holdfast Bay (City) Council Development Plan provides comprehensive guidance regarding heritage matters. However the DPA proposes to include new heritage policies in the general section of the Development Plan relating to multi storey development, based on version 6 of the SAPPL.

5.5 CATEGORIES OF PUBLIC NOTIFICATION

The *Development Regulations 2008* or a Development Plan can assign public notification to development as either Category 1 or 2. The Regulations may also assign development to Category 2A.

Development assigned Category 1 cannot be notified, whereas Category 2 development allows notification to adjacent land owners or occupiers. In either case, no third party appeal rights exist.

Any uses not assigned a Category referred to above defaults to Category 3 for public notification purposes. Such developments invoke wide notification and allow third party appeals against the decision of the planning authority.

The categories of public notification proposed in this DPA are consistent with the range of uses and building scale envisaged in the proposed amendments. In particular, all uses listed as desired in the zone or that may be appropriate within the Minda Campus are either Category 1 (for development that is envisaged in terms of land use, and within built form parameters) or Category 2 (for development that is envisaged in terms of land use, but exceeds built form parameters) for the purposes of notification. Only those forms of development identified as non-complying (or determined to constitute a non-complying form of development) will attract full notification and attendant appeal rights. This approach is considered appropriate given the impacts associated with development can be effectively assessed through application of proposed new and existing planning policy, and is consistent with the approach in the SAPPL.

This is consistent with the approach that currently applies to the Minda Campus under current policy.

Implications for this DPA

Policy recommendations:

Designate envisaged land uses that are within built form parameters as Category 1.

Designating envisaged land uses that exceed built form parameters, along with other forms of land uses (except for those listed as non-complying) as Category 2.

Land uses identified as non-complying remain Category 3.

5.6 INFRASTRUCTURE PLANNING

The service infrastructure investigations undertaken by Systems Solutions as part of the Urban Design Framework in May 2011 (refer to **Appendix B.8**) have shown that some of the existing infrastructure in the general area may need to be replaced at some stage in the future due to it getting to the end of its serviceable

life. This includes further augmentation in relation to local electricity network (in the form of upgraded transformers).

Development of the site over the medium to long term, in conjunction with new development in the broader vicinity, will provide an opportunity to upgrade infrastructure more generally. However, it is impractical to speculate more broadly about the capacity improvements that may be needed, or the precise timing as to when potential augmentation may be required. On this basis, this DPA is informed by and responds to general awareness of the fact that increases in capacity of utility infrastructure could be required to support development within the Minda Brighton Campus and surrounding areas, as opposed to specific awareness of required capacity upgrades (beyond those identified by Systems Solutions).

It is important to note that the Minda Brighton Campus site's potential development capacity will not be increased as a result of the DPA. Therefore the DPA will not result in any additional impost on infrastructure above what is already permitted under current zoning.

In a policy sense, the Development Plan already contains policy regarding consideration of new development in relation to infrastructure provision. Further policy is therefore not considered necessary as part of this DPA.

An overview of the relevant investigations already undertaken in relation to infrastructure is provided in **Appendix B**.

6. SUMMARY OF RECOMMENDED POLICY CHANGES

The DPA proposes to amend policy applying to the Minda Brighton Campus, as well as introducing a number changes to general provisions applying council wide. These amendments include:

Minda Brighton Campus

- A new Desired Character Statement and policies in the Institution Policy Area specifically relating to the Minda Brighton Campus that support the development of medium density supported accommodation and retirement apartments along with a range of supporting and ancillary uses including offices, consulting rooms and small scale shops.
- Replacing the current minimum allotment size criteria with a medium density target for the overall site of 35-60 dwellings per hectare net.
- Allowing medium rise development (up to nine storeys) on the site.
- Introducing new side setback policy equivalent to a 30 degree 'building envelope', applying to building elements above three storeys in height (note current policy already has side setback provisions for single, two and three storey building work), to address interface impacts and ensure taller building elements are well setback from the northern and southern site boundaries (ie where adjacent to existing residential development).

- Introducing policy to ensure high quality building design, plus generous spacing between multi storey buildings to ensure a sense of openness is maintained.
- New Concept Plan Map HoB/6 for the site identifying open space areas (which will include the secondary dune area adjacent to the Coastal Conservation Zone area, as well as space in front of the site's heritage places), as well as a new wetland area with stormwater detention area as part of stormwater disposal solution, along with access links through the Coastal Conservation Zones area to complete the Coastal Park.
- Removing non-complying triggers for advertising, shop(s), office(s) and consulting room(s).
- New text under the Desired Character statement in the Institution Policy Area with regard to the Minda Brighton Campus, relating to built form and site layout.
- New categories of public notification whereby envisaged land uses are Category 1 (no notification), unless they exceed the zone's maximum height limit of 9 storeys or side setback provision (from the northern or southern site boundary) in which case it is Category 2.

General Provisions

- Replacement or amendment of the following general modules:

| Module | Key Changes |
|---|---|
| <i>Design and Appearance</i> | <ul style="list-style-type: none"> • Revision of policy for concise expression and to clarify intent (consistent with Version 6 of the SAPPL) |
| <i>Heritage Places</i> | <ul style="list-style-type: none"> • Addition of policy relating to multi-storey additions to heritage places |
| <i>Residential Development</i> | <ul style="list-style-type: none"> • Relocation of policy on overshadowing and some requirements for visual privacy to the Design and Appearance module • Introduction of new policy on communal open space • Relocation of requirements on parking and access to the Transportation and Access module • Inclusion of affordable housing policy |
| <i>Transportation and Access</i> | <ul style="list-style-type: none"> • Inclusion of requirements on parking and access (from the Residential Development module) |

- Inclusion of the following new general module:

| Module | Key Features |
|--|---|
| <i>Medium and High Rise Development (3 or more storeys)</i> | <ul style="list-style-type: none"> • seeks to provide additional certainty in respect to design matters relating to multi-storey buildings including clear entrance ways, visual privacy, separation between buildings and outlook, site storage requirements etc. |

Table HoB/1 – Off Street Vehicle Parking Requirements

- Applying the same off street vehicle parking rate to the Minda Incorporated Brighton Campus as applies within the Medium Density Policy Area 5, with regard to 'group dwellings' or 'residential flat buildings'.

7. STATEMENT OF STATUTORY COMPLIANCE

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

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

7.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

7.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Holdfast Bay Council Development Plan.

7.3 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the intent of policies in the Development Plans for adjoining areas.

7.4 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

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APPENDIX A

STRATEGIC CONTEXT AND POLICY DIRECTIONS – DETAILED SUMMARY

A.1 Consistency with South Australia's Strategic Plan

The Strategic Plan outlines a number of initiatives and targets to meet key objectives set by the State Government to achieve a better future for South Australia. South Australia's Strategic Plan has several targets that are relevant to this DPA.

- *Target 11 – Housing for people with disabilities:* Increase the number of people with a disability in stable, supported community accommodation to 7000 by 2020
- *Target 25 – Support for people with a disability:* Triple the number of people with a disability able to access self-managed funding by 2016
- *Target 50 – People with disability:* Increase by 10% the number of people with a disability employed in South Australia by 2020
- *Target 7 – Affordable housing:* South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households
- *Target 23 – Social participation:* Increase the proportion of South Australians participating in social, community and economic activities by 2020

The DPA contributes towards the priorities and goals of the South Australia's Strategic Plan by enabling the redevelopment of the Minda Campus which will include accommodation which meets best practice, enabling social inclusion for people with an intellectual disability within the wider community, providing a range of affordable housing options for individuals living on campus, and providing a mixed use precinct that provides for lifestyle activities, health services, commercial and retail and opportunities (leading to employment opportunities for disabled residents), which will be accessible to the wider community.

A.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government policy for development in South Australia and is based on key economic, social and environmental imperatives. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The 30-Year Plan for Greater Adelaide

The 30-Year Plan for Greater Adelaide (The Plan) is a volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The main aim of the Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of Greater Adelaide. The Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. It seeks to provide a set of practical

and achievable policies and targets to manage the forecast changes that will confront Greater Adelaide during the next 30 years.

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

New Transit Corridors, Growth Areas, Transit-Oriented Developments and Activity Centres

Policy 7: Ensure that the bulk of new residential development in Greater Adelaide is low-to-medium rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.

The proposed DPA allows redevelopment of a large strategic site (identified in The Plan as a potential regeneration area [non-corridor]) with low to medium rise development.

Communities and Social Inclusion

Target A: Provide for an additional 560,000 people over 30 years

Target B: Plan for regional distribution of projected population growth as shown in Map D8

The DPA will contribute to population targets in the Council area and region by providing a more flexible policy framework which enables the development of a range of medium density housing options on the site, including supported living, retirement living and aged care.

Affordable Housing

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

Target B: At least 38,700 new dwellings (15 per cent of all dwelling growth) should be affordable housing (see table D1)

The DPA seeks to support the continued operation of Minda in the provision of housing services and support for the intellectually disabled, for which affordable housing is a key objective.

Health and Wellbeing

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

Target B: Closely connect new dwellings to local parks within walking range

The DPA will support the continued provision of health services by Minda to both residents and the wider community. The DPA also seeks to reinforce the open space nature of the site, and improve access to these spaces including across the foreshore area in Coastal Conservation zoned part of the campus.

Housing Mix, Affordability and Competitiveness

Target A: Plan for net growth of 258,000 dwellings over 30 years, or an annual average construction target of about 10,100 dwellings a year (allowing for dwellings lost due to demolition)

Target B: Plan for the regional distribution of these new dwellings as identified in Map D9

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

The DPA will enable the development of a variety of housing forms for a segment of the community who are socially and financially disadvantaged.

Policy 6: Ensure Structure Plans and Development Plans provide for new retirement housing and residential aged care facilities, and protect and allow for appropriate redevelopment of such existing facilities. This will increase the opportunities for older people to remain living in and connected to their communities as their needs for support increase.

The DPA will provide opportunity for the development of retirement apartments on the western side of the site, as envisaged in the Minda Camus Masterplan. Approximately 70% of registered interest in the retirement apartments are from local community.

Policy 8: Identify urban regeneration areas outside transit corridors that are suitable for redevelopment to achieve economic, social and environmental improvements.

The DPA will enable the development of a variety of housing forms for a segment of the community who are socially and financially disadvantaged.

Urban Design

Target A: Develop design principles for multi-unit and mixed-use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide. Some adaptation will be required in heritage areas

Target B: Develop guidelines for safe, attractive residential streetscapes that provide for vegetation, lighting and, potentially, water-sensitive urban design techniques.

The DPA seeks to establish policy which promotes good urban design, particularly where it relates to higher density development and place making.

Open Space, Recreation and Sport

Target D: Locate public open spaces within walking distance of new housing to ensure equitable distribution of open space in an area

Target H: Complete the coastal linear park from Sellicks Beach to North Haven by 2020

The DPA seeks to reinforce the open space nature of the site, and will provide an opportunity to finalise the Coast Park shared pathway as envisaged by the Masterplan.

Biodiversity

Target E: Minimise the discharge of stormwater, pollution and nutrients to freshwater, coastal and marine environments through the adoption of appropriate water-sensitive urban design (WSUD) and Adelaide Coastal Water Quality Improvement Plan policies and targets into Development Plans

Target H: Assist biodiversity restoration initiatives throughout the region by supporting the establishment of urban forests, linked networks of open space, greenways, restored urban watercourses and the SA Urban Forests – Million Trees Program. Through these measures, target 300 hectares of plantings per year to achieve 7800 hectares of plantings by 2036

The DPA seeks to conserve the undeveloped secondary dune – one of only a few remaining along the metropolitan Adelaide coastline – and to reinforce the open space nature of the campus, thereby potentially contributing to habitat corridors. The DPA will also consider opportunities for water-sensitive urban design (WSUD) measures on site.

Map E5 – Southern Adelaide directions

The affected area is identified as a Potential regeneration area (non-corridor) (refer

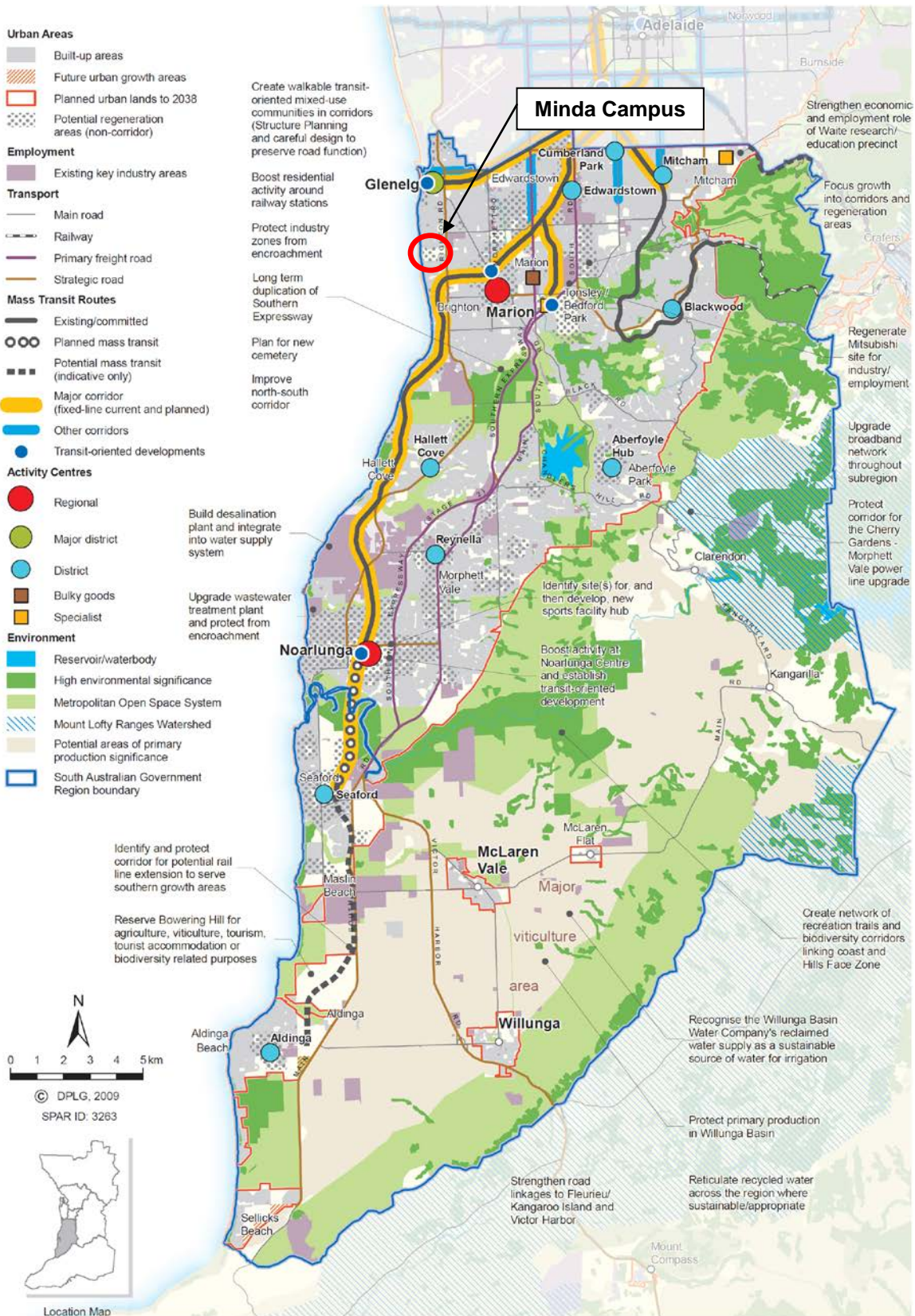
The DPA seeks to investigate increasing the development capacity of the Minda site in accordance with its designation as a potential regeneration area.

Implications for this DPA

Policy recommendation/s:

The DPA will support the policies and targets listed above by:

- Providing additional land zoned to accommodate population growth at varying densities across the site, which can be adequately serviced by infrastructure within the footprint of the existing metropolitan area
- Ensuring that future development is guided by the principles of good urban design and environmental sustainability
- Providing additional opportunities for housing to be located close to existing and well established roads, jobs and services
- Ensuring that the new residential areas will be walkable that contain high-quality, accessible and useable open space
- Provide a variety of housing forms for different segments of the community including supported living, retirement living and aged care and housing, including for socially and financially disadvantaged.



Map 2: 30-Year Plan for Greater Adelaide Map E5 – Southern Adelaide directions

Southern Adelaide Targets relevant to the DPA

The DPA study area is situated in the Southern Adelaide region as defined on Map E5 in The Plan. The following table represents the desired population, housing, land supply and employment targets prescribed for the Southern Adelaide regions.

Southern Adelaide Targets

| Population and dwellings | Net additional dwellings | Net additional population |
|--|--------------------------|---------------------------|
| Within corridors (incl. transit-oriented developments) | 24,500 | 48,400 |
| Outside corridors | 16,000 | 33,600 |
| TOTAL | 40,500 | 82,000 |

| Affordable housing | Net additional dwellings |
|--------------------|--------------------------|
| | 6,075 |

| Employment | Net additional jobs |
|------------|---------------------|
| | 43,000 |

| Gross land supply | Hectares |
|--|----------|
| Infill up-zonings (residential and employment) | 4,840 |

the DPA will contribute to the housing, employment, and population outcomes prescribed within the Southern Adelaide region. The DPA will particularly contribute to development within corridors (including transit oriented developments).

Implications for this DPA

Policy recommendation/s:

- The proposed DPA is consistent with the direction sought by The Plan and will assist to achieve the additional dwelling, population and employment targets for the Southern regions.

A.3 STATE INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA (2004/05-2014/15)

The State Infrastructure Plan provides a five to ten year framework to guide all spheres of government, the private sector and community in the planning, delivery, management and use of infrastructure. The plan incorporates four broad strategies to:

- Coordinate infrastructure planning and construction;

- Pursue more efficient and competitive infrastructure systems;
- Pursue and promote sustainable development through sound planning and use of infrastructure, and
- Meet future demands in a timely and innovative manner.

The State Infrastructure Plan (2004/05-2014/15) sets out the following strategic priorities for infrastructure under the headings of 'Transport', 'Recreation and Sport' and 'Natural Assets'.

Transport

Transform Adelaide's urban passenger transport system into a cost-effective, environmentally friendly and modern metropolitan network.

Coordinate the development of urban planning and the transport systems to maximise the economic, social and environmental benefits.

Land

Ensure that planning for residential developments is more closely integrated with infrastructure and transport planning.

Community Services and Housing

Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.

The infrastructure priorities of relevance to this DPA have been set out in **Table 1** below together with an analysis of the DPA's response:

Table 1: Infrastructure Priorities Assessment

| INFRASTRUCTURE PRIORITIES | RESPONSE |
|---|--|
| Infrastructure (Priorities) Increase use of public transport. Better manage our water resources, including stormwater. Be energy efficient and reduce greenhouse gas emissions. | This DPA will maintain the site's current development capacity of 975 dwellings with access to public transport. The DPA will encourage the development of energy efficient buildings and will promote walking and cycling and public transport use over car usage, all assisting to reduce greenhouse gas emissions. |

| INFRASTRUCTURE PRIORITIES | RESPONSE |
|--|---|
| <p>Land</p> <p>To ensure the residential land supply is sufficient to meet the needs of the market, greater consideration of demographic changes will be required in residential land supply planning. Planning for residential developments will be more closely integrated with infrastructure planning.</p> <p>State and local government will jointly identify options for more strategic use of public land to deliver community services more efficiently. Work to improve the efficiency of the planning system will continue to receive high priority to provide a competitive business climate for investment in the state. These improvements will ensure the timely release and development of industrial and residential land throughout the state by the development industry.</p> | <p>The area affected is identified as being a significant infill (non-corridor) opportunity in <i>The 30-Year Plan for Greater Adelaide</i>. This DPA will assist in the release of this land to the market and will guide the form of development that can be undertaken on it.</p> <p>The DPA will also provide opportunity an increase in the number of people living in a location with good access to transport services and areas of employment.</p> |
| <p>Community Services and Housing</p> <p>South Australia will be a leader in affordable housing innovation and a partner in providing and developing affordable housing in our community.</p> <p>There will be increased attention to ecological sustainable development (ESD) principles in residential and urban design.</p> <p>Location, access to transport and services, community support and employment are crucial aspects of a healthy community.</p> <p>Higher-density residential development near activity centres and transport nodes will be encouraged with support for more intensive infill redevelopment in appropriate urban areas through planning for land use and infrastructure augmentation. The greater uptake of ESD technologies in new residential developments will be encouraged.</p> | <p>This DPA requires the provision of 15 per cent affordable housing in residential developments.</p> <p>The DPA proposes requirements for best practice in sustainable built form and urban environments.</p> <p>The affected area has access to public transport. The DPA will provide for medium to higher density residential development and increased employment opportunity by promoting a mixed use form of development.</p> |
| <p>Water</p> <p>Improved water-use efficiencies will have been achieved among all water users. Metropolitan Adelaide stormwater systems will have been upgraded through our water proofing Adelaide initiative with greater beneficial re-use of stormwater and wastewater.</p> | <p>Development of the land will be subject to the policy requirements in the Development Plan dealing with water conservation and management, including principles relating to Water Sensitive Urban Design (WSUD).</p> <p>Redevelopment of the Minda Campus is expected to meet a range of water efficiency aims and employ best practice water sensitive urban design measures in the design and management of open space in both the public realm, and in buildings.</p> |

| INFRASTRUCTURE PRIORITIES | RESPONSE |
|--|--|
| <p>Transport (Priorities)</p> <p>Coordinate the development of urban planning and transport systems to maximise the economic, social and environmental benefits.</p> | <p>The location and development of the area affected by the DPA will enjoy full advantage of existing public transport options.</p> |
| <p>Integration of Services</p> <p>Improve community access and amenity by better linking housing to transport infrastructure and services.</p> | <p>Opportunity to improve links to housing and public transport will be enabled through the DPA, with a proposed increase in residential density and land use mix.</p> |
| <p>Housing</p> <p>There is increasing recognition of the need to make future housing and urban design more responsive to changing community preferences and demographic trends including disability access and environmental sustainability design principles. The government is committed to encouraging greater energy and water efficiency, recycling initiatives and other ecologically sustainable development (ESD) technologies. By encouraging the greater uptake of ESD principles in residential developments by the private sector, the government will be helping to achieve the sustainability targets of South Australia's Strategic Plan (SASP).</p> | <p>The DPA requires the provision of a range of housing types and sizes to cater for the various needs of the wider community, including the provision of affordable housing. The DPA also supports a sustainable built form and surrounding environment.</p> |
| <p>Housing (Priorities)</p> <p>Incorporate affordability objectives within the planning system so that the development approval process supports an appropriate supply of affordable and high needs housing.</p> <p>Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.</p> <p>Promote energy efficiency and environmental sustainability in new residential developments.</p> | <p>The DPA requires the provision of 15 per cent affordable housing, including high needs housing, via the introduction of a new Affordable Housing Overlay. As a designated non-corridor area, housing will be of higher density and will be supported with appropriate infrastructure. The DPA also requires a sustainable built form and surrounding environment.</p> |

Implications for this DPA

Policy recommendation/s:

The area affected by the proposed zoning will make use of existing infrastructure. Development of the precinct over the medium to long term., in conjunction with new development in the broader vicinity, could result in the need for augmentation of infrastructure. However, it is impractical to speculate about the capacity of improvements that may be needed, or the precise timing as to when potential augmentation may be required. On this basis, this DPA is informed by and responds to general awareness of the fact that increases in capacity of utility infrastructure could be required to support development within the Minda Campus and surrounding areas, as opposed to specific awareness of required capacity upgrades.

Importantly, the City of Holdfast Bay Development Plan contains a number of policies that prevent development occurring until suitable infrastructure is in place.

A.4 HOUSING AND EMPLOYMENT LAND SUPPLY PROGRAM (HELSP)

The HELSP report, originally released in 2010, combines two former documents, being, the Metropolitan Development Program and Industrial Land Strategy. The HELSP document provides a comprehensive report guiding the management of land supply for residential, industrial, retail and commercial purposes.

The key features of the 2010 HELSP report as they relate to the DPA and its investigations are:

- Guide the rezoning of land to meet the housing and employment targets in the 30 Year Plan. This includes the land to be rezoned to meet the 15-year zoned supply targets for Greater Adelaide, as well as the quantity of infill capacity to be created in current Structure Plans for State Significant Areas;
- Aid the transition to the new urban form for metropolitan Adelaide and change the existing infill to fringe development ratio of 50:50 to 70:30 over 30 years; and
- Help guide the preparation of, and be informed by, Structure Plans and Precinct Requirements for transit corridors and new growth areas identified by the Plan.

The 2012 HELSP monitoring report presents an overview of major residential, industrial and retail land supply and demand trends. It also summarises the current status of both 30-Year Plan growth areas and key infill rezoning initiatives.

Key findings from the 2012 monitoring report include:

- Since the release of the first HELSP report in October 2010, there has been significant progress on structure plans and investigations relating to key infill areas and transit corridors in Greater Adelaide. This has contributed towards the significant increase in residential land supply, with 13.5 years now available; and
- The potential for major residential infill growth has been greatly enhanced as a result of recent initiatives including the:
 - Capital City DPA - approved by the Minister

- Inner Metropolitan Growth project (including Structure Plan and DPA) –approved by the Minister.

Implications for this DPA

This DPA will support the principles listed above by:

- Providing a residential land supply opportunity for the Southern Region in the short to medium term and thus supporting the 30 Year Plan for Greater Adelaide and the HELSP; and
- Supporting the capacity to deliver some 690 new dwellings over the next 10+ years in a range of configurations and forms including detached dwellings, row houses, apartments and affordable housing to provide for a range of lifestyles and family groupings.

A.5 DRAFT INTEGRATED TRANSPORT AND LAND USE PLAN, 2013

The State Government has drafted the State's first Integrated Transport and Land Use Plan. It was released for consultation from 21 October – 29 November 2013 with the aim of linking transport with land use plans and subsequently link people to places. The following initiatives are planned to improve the transportation networks servicing the North Brighton / Brighton area:

- Electrification of the Seaford train line (which is complete);
- Development of attractive and convenient pedestrian and cycling connections to public transport stops and stations, including along the revitalised southern rail corridor;
- Development of shared use linear paths along waterways, coast and public transport corridors (Coast Park completion through North Brighton is a major part of this); and
- Key intersection and road improvements along Brighton Road to improve traffic flow.

The draft Integrated Transport and Land Use Plan is expected to be completed prior to the conclusion of this DPA and the outcomes of the draft Integrated Transport and Land Use Plan can be included in the final DPA as appropriate.

Implications for this DPA

No specific policy amendments have been made to the draft DPA with regard to the draft Integrated Transport Plan however the final DPA will need to be consistent and reflect its outcomes when completed if relevant.

APPENDIX B

INVESTIGATIONS PREVIOUSLY UNDERTAKEN – DETAILED SUMMARY

A range of investigations have previously been undertaken to guide the future development of Minda Brighton Campus and to inform the formulation of planning policy relevant to this DPA. These investigations have been prepared by Minda Incorporated or the City of Holdfast Bay, and reviewed by the Department of Planning Transport and Infrastructure and used where appropriate to assist in the preparation of the DPA.

B.1 MINDA BRIGHTON SITE REDEVELOPMENT URBAN DESIGN FRAMEWORK

An Urban Design Framework (UDF) was drafted in 2011 to identify those development opportunities and important catalysts that could assist in providing an integrated design for the long-term redevelopment of the Minda site. The principles of environmentally sustainable design and person centred thinking were at the very centre of the design process.

The UDF suggested a significant shift in land and public space use, building density and design to achieve long-term sustainability that was consistent with the overall vision and direction outlined during stakeholder consultation.

The overall vision offered by the UDF was to create a high quality, integrated, affordable, liveable and sustainable urban village which delivers the diversity of lifestyle choice that will support Minda's ability to deliver Person Centred Thinking based services to its residents.

A preferred development option resulted from the UDF process which considered the following key principles / concepts:

- A coastal village connected sensitively with the coast and proposed Coast Park;
- A central community centre accessible to both the Minda and wider communities;
- Development of an urban village adjacent King George Avenue comprising a mixed use precinct; and
- Provision of a range of residential, retirement and aged care housing options (including some supported living systems and providing universal design to allow for adaptable housing).

All of the above is to be set in a landscaped environmentally sustainable setting, framed by the adjacent coast park and integrated with the surrounding urban environment.

B.2 MINDA BRIGHTON SITE REDEVELOPMENT CONCEPT REPORT

The Concept Report further developed the principles arising out of the Urban Design Framework process, in particular focusing on the following elements:

- Residential Concepts / Housing Types – including requirements for single dwellings, medium to high density housing and retirement housing options;

- Day options for the Village Centre in terms of providing meaningful employment, training and education for local residents;
- Landscape Concept;
- Placemaking and Public Art;
- Movement Strategy including pedestrian and cycling access and shared road access;
- Sustainability including provision of water sensitive urban design; community gardens, wetlands and coast park;
- Infrastructure including stormwater retention; and
- Ten year plan and Long Term Vision (including staging of development, proposed development yields and key milestone or benchmark dates).

The Ten Year Plan consists of the following key elements:

- Minda Residential – a range of dwelling types to support and enhance the lifestyle of residents;
- Retirement Residential - for Minda and private residents;
- Main Street / Commercial Precinct – a community focus, with small scale retail and Day Option facilities to enhance social and life skills of participants; and
- Retained Facilities – Heritage buildings (Verco, Rogerson, Brighton House and Hayward buildings) and Laundry, Hydrotherapy, Kitchen, Pat Kaufman Centre and Minda Memorial Garden.

The Long Term Vision will include additional Minda residential dwellings, retirement dwellings, private dwellings and an expansion of the Day Option facilities. The Long Term Vision also relocates the Laundry, Hydrotherapy and Kitchen off site and reduces the Minda vehicle fleet.

B.3 MINDA BRIGHTON SITE REDEVELOPMENT FINAL MASTERPLAN AND LONG TERM VISION

Woodhead was engaged by Minda to prepare a Masterplan of its Campus which reflects its Long Term Vision and preferred concept for redevelopment of the site.

The Masterplan document provides a highly visual representation of Minda's preferred option for developing its land at North Brighton. The key details outlined in the Masterplan document include the following:

- Overall spatial representation of built form on the redeveloped site (including layout of internal road network, car parking areas, pedestrian treatments, open space, coastal conservation areas and wetlands / stormwater detention basins);
- 3D imagery of proposed built form showing the scale and appearance of low and medium rise development as well as streetscape character and open space;
- Tran-section of the proposed development from the coastal frontage of the site;
- Details of proposed landscaping treatments throughout the site;
- Concept Plans for various areas of the Minda Campus including the proposed Jack Fox Retirement area, Community Garden Hub, Southern Dunes Apartments, Main Street area; and
- Overview and visual representation of the Main Street, Secondary Street and Local Street concept.

Implications for this DPA

Policy recommendation/s:

The DPA will introduce a policy framework which will assist in delivering key aspects of the above Masterplan document, by:

- Permitting the development of medium density mixed use development within an area already serviced by existing infrastructure;
- Providing for a range of dwelling types; and
- Incorporating energy efficiency and water sustainability into the proposed urban form.

However, it should be noted that the concepts presented in the Masterplan may be subject to further change and may evolve over time to reflect changing circumstances. The objective of the DPA is therefore to provide a broad policy framework to encourage a range of development on the Minda Campus consistent with that which is proposed.

B.4 PRELIMINARY TRAFFIC ASSESSMENT

Aurecon was engaged by Minda Incorporated (Minda) to undertake a preliminary traffic assessment of the proposed residential and community development of its Campus at North Brighton.

The report identified proposed traffic generation rates for the redeveloped Minda Campus on the basis of the 10 Year Plan and Long Term Vision both of which are identified in greater detail under section 3.2 above.

Infraplan was engaged by the City of Holdfast Bay to undertake a traffic assessment of the effects of the Long Term Vision of the Masterplan on the wider traffic network.

A summary of the Aurecon Preliminary Traffic Assessment Report and the Infraplan Wider Traffic Network Assessment is provided below.

B.4.1 External Road Network

The roads in the immediate vicinity of the Minda Campus are under the care and control of the Commissioner of Highways (CoH). A range of traffic data (including daily traffic volumes) provided by the CoH were identified in the report.

The following three access points connect the Minda Campus internal road network to the external road network:

- Main Entrance;
- Southern Access; and
- Repton Road Access

The Wider Traffic Network Assessment prepared by Infraplan has investigated the potential impact on the wide traffic network in the vicinity, roughly in the area bounded

by Brighton Road, Whyte Street (to the North) and King Street (to the South). It used a variety of information to inform the study, including the Aurecon Preliminary Traffic Assessment Report with regard to traffic movements, parking and so on.

It concluded that the overall impact of the traffic generated from the proposed redevelopment can be considered negligible in the context of multiple route choices.

B.4.2 Public Transport Network

The site is well serviced by two Adelaide Metro bus services which run along King George Avenue. These bus routes – 256 and 265X – operate 7 days a week (including public holidays) between the city and the Marion shopping centre. On weekdays services operate at frequencies between 15-30 minutes during peak periods to 1 hour in the early morning and evenings, and 1 hourly on weekends. Both routes also stop in close proximity to the Hove Railway Station, which services the Seaford line.

Adelaide Metro also operates school buses along King George Avenue to Sacred Heart College.

Four additional Adelaide Metro bus services operate along Brighton Road, running between the city and Brighton or Marion shopping centre. These services also operate 7 days a week at frequencies ranging between 15 minutes to 1 hour (depending on time of day), and includes an after-midnight service.

B.4.3 Pedestrian and Cycle Networks

The existing development area has some infrastructure to support walking and cycling.

Marked on-street bicycle lanes are provided external to the site on King George Avenue. The remaining external roads in the vicinity of the Minda Campus have no marked bicycle lanes.

Pedestrian access to the Campus is provided by footpaths adjacent to the Main Access Road and Southern Access Road.

An existing Pedestrian Actuated Crossing (PAC) is located north of the current main access to the Minda Campus. The PAC is predominantly used by school children attending the nearby Brighton Secondary School.

B.4.4 Internal Road Network

The Minda Campus provides a unique private road environment. The roads serve to connect the external road network to two large car parking areas and multiple smaller car parks.

Travel data provided in the report by the CoH indicates that the Minda Campus currently generates an external daily traffic volume of 1,740 car movements, with an AM peak two-way traffic flow of 200 vehicles per hour (vph) and 290 vph during the PM peak period.

B.4.5 Traffic Generation

As indicated, the traffic assessment undertaken by Aurecon identifies proposed traffic generation rates for the redeveloped Minda Campus on the basis of two development options:

- The 10 Year Plan; and
- The Long Term Vision.

Both the above options are identified in further detail under section 3.2.

Traffic generation rates were produced using the following data:

- Employee and visitor data provided by Minda for the facilities that will remain or be relocated; and
- Retail, retirement and private dwelling data provided by the New South Wales Roads and Traffic Authority Guide to Traffic Generating Developments (which is the industry standard).

The traffic assessment undertaken by Aurecon concludes that:

- The Ten Year Plan will generate some 2,730 vehicles per day with 330 vehicles per hour in the AM peak period and 430 vehicles per hour during the PM peak period; and
- The Long Term Vision will generate 5,050 vehicles per day, with 520 vehicles per hour in the AM peak period and 660 vehicles per hour during the PM peak period.

An analysis of the future performance of the junctions connecting the Minda road network to the external road network has also been undertaken using SIDRA, a micro-analytical computer model used to analyse isolated intersections. The SIDRA modelling indicates that all junctions operate with capacity to spare.

Overall, the traffic assessment concludes that:

- The traffic generated by the envisaged development of the Minda Campus can be accommodated by the current mid-block cross-section of King George Avenue, with traffic volumes of up to 9,300 vehicles per day expected; and
- The proposed junctions of King George Avenue and Repton Road with the internal roads of the Minda Campus, and the King George Avenue / Repton Road roundabout, all currently operate with capacity to spare to accommodate both the Ten Year Plan and the Long Term Vision.

B.4.6 Proposed Traffic Management Measures

The report recommends that the following traffic infrastructure modifications be undertaken to improve the performance of the local road network and encourage walking and cycling to the Minda Campus:

- The Pedestrian Actuated Crossing on King George Avenue will need to be relocated 30 metres north of its current position, with no change to the bus stop configuration required to accommodate the crossing;
- Four vehicle access points to the external road network will need to be provided as follows:
 - Repton Road / Road 1 junction – T-junction controlled by give-way sign.

- King George Avenue / Road 2 junction - T-junction controlled by give-way sign.
- King George Avenue / Road 3 junction - T-junction controlled by give-way sign.
- King George Avenue / Lynmouth Avenue / Road 4 junction – four-way junction controlled by roundabout; and
- The internal road network should accommodate two-way traffic operation, with a 3 metre wide lane in each direction. The majority of the campus should also operate at 20 km/h, with speeds physically moderated by wombat crossings, flat top road humps and raised pavements at some junctions.

Based on the traffic and parking assessment undertaken by Aurecon and the conclusions reached by this report, and subject to a detailed design being prepared, the Ten Year Plan and Long Term Vision are considered to be supported from a traffic engineering perspective.

B.5 MINDA BRIGHTON SITE REDEVELOPMENT STORMWATER MANAGEMENT

Aurecon was engaged by Minda to undertake a Stormwater Management Plan (SMP) for the redevelopment of the existing Minda Campus at Brighton. This SMP is based on the Long Term Vision of the site.

This SMP provides an overview of the existing catchment and issues relating to current stormwater management. It also provides an overview of the opportunities to improve stormwater management as part of the future development to address both flood protection and water sustainability.

B.5.1 Stormwater

The site is currently partially developed, with a mix of buildings, access roads and car parks, with the majority of the site comprising open space and landscaped areas. There is little existing formal stormwater drainage infrastructure. In general, buildings have been developed independently and stormwater runoff is currently directed to a combination of soakage wells and Council's existing underground drainage infrastructure in King George Avenue.

Drainage plans obtained from the City of Holdfast Bay indicate that the current capacity of this existing drainage infrastructure (including the existing Harrow Road outfall) has less than a 1 year Average Recurrence Interval (ARI) standard.

B.5.2 Flooding

Flood mapping undertaken by the City of Holdfast Bay indicates that the Minda site is the lowest point in the Harrow Road catchment.

At the 100 year average recurrence interval (ARI) for storm events, it has been determined that there is a risk that the site will be inundated with flood water from the upstream external catchment. The size of the external catchment discharging to the Harrow Road outfall is some 390 hectares and extends beyond the City of Holdfast Bay Council boundary into the City of Marion Council.

The surface flood flows provided by Council are illustrated in **Figure B1** below.

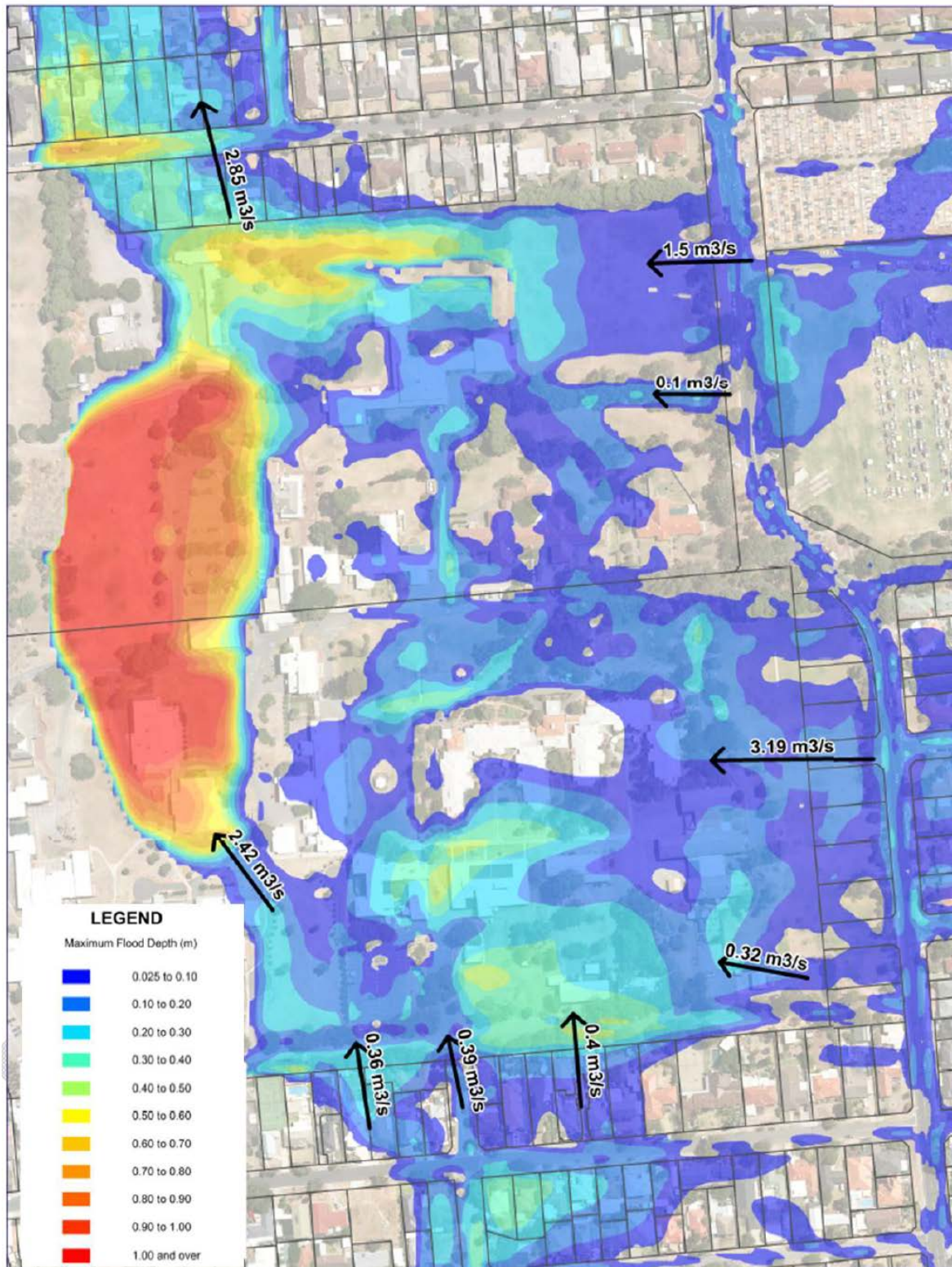


Figure B1 – Surface Flood Flows

As indicated, the SMP developed for the Minda site by Aurecon is based on the ultimate Long Term Vision which involves development of the site of 10+ years. It is considered that the extent of impervious area on the site will be significantly increased from the existing site conditions due to the demolition of a number of single storey buildings and extensive car park areas. However, even under the Long Term Vision the site remains fairly open.

B.5.3 Proposed Stormwater Management Measures

The following combination of stormwater management techniques and treatment systems are proposed as part of the Minda redevelopment:

- Bio-Retention Swales;
- Oil and Sediment Separator;
- Wetland system;
- Detention Basin; and
- Use of Rainwater Tanks and Irrigation Buffer Tank.

As identified previously, there is currently no low risk and convenient path for stormwater to discharge from the Minda site. The site is also the lowest point in the catchment and currently collects stormwater from the upstream catchment. To address the significant challenges of managing external flows entering the Minda site and conveying these flows safely and conveniently out to sea, an upgraded existing sea outfall to Harrow Road is proposed to be constructed connected with new and upgraded concrete box culverts from the Minda detention basin to Repton Road and then along Repton Road and Prior Road.

Investigations by the City of Holdfast Bay have validated the size of the outfall and confirmed the need to upgrade the existing twin Harrow Road drain from Prior road to the beach outfall to create the same additional capacity.

Aurecon has undertaken preliminary hydraulic modelling using DRAINS software to observe the impact of conveying external flood flows through the Minda site and estimating a size for the proposal outfall. The outcome of this preliminary modelling demonstrates that a 100 year ARI peak flow can be accommodated through the Minda site, confined to within the cross-sectional areas of the roadways and open channels, and conveyed to the outfall without inundating future building pad levels (based on the Long Term Vision layout).

Using the outcomes of Aurecon's investigations, the City of Holdfast Bay undertook additional flood modelling of the entire Harrow Road catchment. The outcome of this independent modelling has validated the approach and assumptions made by Aurecon in completing its DRAINS model.

As part of the proposed redevelopment works for the Long Term Vision for the site it is therefore envisaged that the following will be required to adequately manage stormwater flows through the Minda site (in addition to those other measures outlined above):

- New 2700 mm wide by 900 mm high reinforced concrete box culvert (RCBC) outfall heading north from the Minda detention basin to Repton Road. A new Council owned culvert of equivalent size is proposed along Repton Road and Prior Road connecting to an upgraded existing sea outfall within Harrow Road.
- Upgrade of existing twin 1400 mm diameter pipes along Harrow Road from Prior Road to the existing beach outfall to create the same additional capacity;
- Upgrade of existing Council drainage infrastructure from Gladstone Road to Downing Street, south of the Minda site; and

- Detention Basins upstream of the Minda site at Brighton High School and Bowker Oval.

The report by Aurecon also notes that in addition to this Stormwater Management Plan that separate stormwater drainage report will be required for each part of the development due to the intention to stage the redevelopment of the site.

In a policy sense, it would be expected that the Minda campus be able to dispose of stormwater that falls on the site (noting that it is not responsible for disposal of offsite stormwater). Policy in the Development Plan already sufficiently addresses this issue. However, the Masterplan identifies a stormwater detention area to as a specific part stormwater disposal for the site, so this detail is proposed to be reflected in the new Concept Plan Map HoB\6.

Implications for this DPA

Policy recommendation/s:

The existing Council-wide provisions in the Holdfast Bay (City) Development Plan provide comprehensive guidance relating to stormwater management.

Include the stormwater detention basin identified in the Minda Site Masterplan on the new Concept Plan Map HoB/6

B.6 ENVIRONMENT SITE ASSESSMENT

TMK Consulting Engineers (TMK) were engaged by Minda to undertake an Environmental Site History report of the Minda Campus. TMK were subsequently also engaged by Connor Holmes (on behalf of Minda) to do more detailed environmental soil testing report two years later.

In 2012, AEC Environmental was engaged by Woodhead (on behalf of Minda) to conduct a further environmental site assessment across portion of the Minda site at Brighton. This testing took the form of soil and groundwater investigations.

An overview of all three assessment reports is provided below:

B.6.1 Stage 1 Environment Site History Report (December 2008) for Minda Brighton Campus

The report prepared by TMK comprised site history research from readily available sources. Subsurface soils and groundwater were not assessed at this site as part of this report.

The Site History report confirmed that there are a total of three (3) underground fuel storage tanks at the Minda Campus, with one currently in use. The two disused tanks are likely to contain product and there is an additional above ground fuel tank containing diesel.

The report concludes that potential contamination is likely to be limited to only surface soils for a small number of localised areas and that the risks of significant surface or

groundwater contamination in these areas precluding future uses of the site would be low.

Notwithstanding the above conclusion, the report does indicate that some of the areas outlined may require further consideration at the relevant time to properly assess any potential risks.

B.6.2 Environmental Soil Testing Stage II and III Report (November 2010) for Minda Brighton Campus

The report prepared by TMK built on the initial stage 1 environmental site history report undertaken in 2008 and aimed to assess the potential for gross or widespread soil contamination on the Minda Campus site as a result of current or previous land use.

The Stage II testing comprised intrusive soil assessment around the three (3) underground fuel storage tanks and seepage pit, and across Jack Fox Oval.

The Stage III testing targeted intrusive soil assessment within the secondary dune, south western residential areas and recreation park.

All up 24 boreholes were drilled across the areas identified for testing purposes.

Both sets of testing confirmed that the likelihood of gross or widespread soil contamination existing in shallow soils around the underground fuel storage tanks and seepage pit, across Jack Fox Oval, the secondary dune, south western residential areas and the recreation park is low.

However it was also acknowledged that the secondary sand dunes have been modified to an extent that not all areas were accessible. On this basis TMK did conclude that the areas not assessed in the sand dunes may be filled with materials.

B.6.3 Environment Site Assessment - Minda, North Brighton (September 2012)

This assessment completed by AEC Environmental (AEC) examined an area of the Minda Campus of 10.9 hectares in size (comprising Stage 1A of the proposed development - otherwise commonly known as Jack Fox Oval). The testing included drilling 38 additional test locations across the area.

The AEC report concluded the following:

- No areas of 'dumping' have been identified but that anecdotal information suggests there may be an area of dumping along the western side of the Jack Fox Oval (but that this has not been identified at the locations tested);
- Isolated elevated polycyclic aromatic hydrocarbons exceeding the acceptable levels for standard residential use and high density residential use have been identified at a depth of approximately 1 metre below the existing ground surface; and
- Isolated heavy metals and fluoride exceeding the adopted ecological investigation levels (but not the adopted health investigations levels) have been

AEC confirms that all of the identified contamination will be able to remediated or managed as part of any site redevelopment works. AEC has also indicated that it will work in conjunction with the appointed Auditor to develop a Remediation Action Plan

and obtain Interim Audit Advice to undertake any remedial works in order to obtain a Site Contamination Audit Report confirming that the site is suitable for the proposed development.

Implications for this DPA

Policy recommendation/s:

The findings of the three environmental assessments undertaken are in accord with typical findings for land with Minda's history of land use. The City of Holdfast Bay Development Plan also has existing policies in the Council-wide section of the Development Plan that addresses the assessment of contaminated sites and ensures that development only occurs after assessment and remediation as necessary.

No additional planning policy is required as part of this DPA.

B.7 NATIVE VEGETATION AND TREE MANAGEMENT

B.7.1 Tree Survey

A tree survey of the Minda Campus was undertaken by Tree Environs Pty. Ltd in October 2011 on behalf of Minda.

The survey assessed 452 trees which were selected based on the following criteria:

- Larger trees with a trunk circumference of greater than 1 metre;
- Trees with a trunk circumference of below 1 metre where an elevated level of risk is identified;
- Trees along roadways within and to the front of the site that overhang roadways and pedestrian paths;
- Trees around the buildings and in courtyard areas within the site
- Trees overhanging the rear yards of adjoining properties to the north and south; and
- Trees in the cottages on Repton Road.

The following trees were not included in the survey:

- Smaller trees and shrubs with a trunk circumference below 1 metre;
- Trees along the primary and secondary dunes; and
- Trees in other defined low use areas.

A summary of the survey's key recommendations is provided below:

- 452 trees were surveyed at Minda Home for health, safety and management purposes;
- 171 of these trees qualify as significant trees under the *Development Act 1993*;
- The majority of these trees are in average to good health with a small number of poor health;
- The majority of the trees have average to good structure with a small number having a poor structure;
- 69 trees are recommended to be removed while 106 trees require some level of pruning;

- 14 trees to be monitored while another tree requires further investigation; and
- The remaining 206 trees do not require any maintenance at this point in time.

The Minda Campus contains a mixture of vegetation that has been planted for amenity purposes. As indicated, 171 trees were identified as being 'significant trees' pursuant to the *Development Act, 1993*. The removal of these trees, if proposed, would be subject to a separate Development Application assessment process. No remnant native vegetation is present in the Minda Campus (with the exception of the remnant sand dunes) however the planted vegetation currently provides a positive contribution to the amenity of the area.

The area within the current Coastal Conservation Zone (outside the area affected by the DPA) is subject to the *Native Vegetation Act, 1991*. Further information concerning the vegetation value of this area is provided in greater detail below.

B.7.2 Ecological Assessment of the Minda Dunes

EBS Ecology was engaged by the City of Holdfast Bay to conduct a desktop assessment of the ecological impacts potentially arising from the Minda Campus Masterplan on the Coastal Conservation Zone.

The dunes contained in the Coastal Conservation Zone are under the care of Minda, however the City of Holdfast Bay and the Adelaide and Mount Lofty Ranges Natural Resources Management (NRM) Board recognises the importance of this site and work closely with Minda to protect and conserve this zone.

The Coastal Conservation Zone is deemed to be a locally significant and valuable remnant of the original coastal dune. It also forms a refuge site for species and specific niche requirements that are otherwise absent in the southern metropolitan area. The EBS Ecological Assessment identifies a number of ongoing management practices that would assist in the preservation of the Coastal Conservation Zone area, however it has not raised any direct concern about the area as a result of the proposed development on the Minda site.

The Development Plan contains a number of provisions aimed at protecting important coastal environments (refer Coastal Areas general provisions) that sufficiently address this issue. No further policy change is required as part of this DPA.

B.8 UTILITY INFRASTRUCTURE

This section identifies relevant utility infrastructure in the area affected by the DPA as well as its capacity to accommodate more intensive development. The ability of proximate existing social infrastructure to service the essential needs of future residents within the area is also considered bearing in mind demographic trends and projections.

In May 2011, Systems Solutions Engineering (SSE) produced a Site Infrastructure Supply Authority Connections Preliminary Investigations Report (the Report). The Report identified that all infrastructure services at the site were 'at the end of serviceable life' and were insufficient to meet the demand created by the Masterplan vision. Importantly, the Report notes that the aging infrastructure will be required to be replaced with or without a redevelopment of the site. SSE identified the redevelopment

of the site as an opportunity for the replacement and upgrade of existing infrastructure in a cost effective way.

B.8.1 Electricity and Natural Gas

Electricity

A high voltage electricity supply is currently provided via King George Avenue, and traverses the site by way of overhead transmission cables, before travelling underground and reticulated throughout the site to 3 pad mounted transformers in the southern portion of the site.

In its report, SSE identify that a second electricity feeder comes from Repton Road underground and between two homes on the northern side of the site feeding one transformer on the site.

The four transformers on the site feed a series of main switchboards which distribute electricity to various distribution boards and buildings across the site.

There are registered ETSA easements throughout the site. These easements are for the high voltage cabling and pad mounted transformers. The easements are 7.5 metres in width below the overhead high voltage cables, 4 metres wide where the high voltage cables are underground, and approximately 3 metres by 4 metres around each of the transformers.

There is a low voltage supply, with easement, which enters the site from Repton Road and feeds directly to the communications tower.

The Report notes that the existing electricity supply cables are undersized to cope with a redevelopment of the proposed kind, and acknowledges that the easements may encroach on the building locations. Additionally, the existing transformers on the site may not be suitable for the requirements of the site into the future as a result of the Masterplan. Therefore, SSE recommends that 'a new ETSA high voltage supply be brought onto the site which would be located so as not to encroach on any site redevelopment'. It is also recommended in the Report that all transformers (except number 484) be replaced, along with new main switchboards.

Natural Gas

The Minda Brighton Campus is supplied with natural gas feeds from Walsh Avenue, with meters located on the southern boundary. Potential exists for additional supplies from a medium pressure main located within King George Avenue or a low pressure main on Repton Road if required.

The Report recommends that an entirely new medium pressure gas reticulation system be connected to existing and future buildings via the new internal road network, given the age of the current system and its layout. However further investigations to the cost implications of this new system have found it prohibitive and therefore greater focus will be placed on electricity for energy supply in the future.

B.8.2 Water Supply

The site receives its domestic water supply via incoming supplies with two meters located on King George Avenue interconnected to form a ring main within the site. The water mains infrastructure is in excess of 40 years in age and is considered past its lifespan and susceptible to failures.

It is acknowledged in the Report that 'much of the infrastructure would need to be redirected or modified to suit the new development layout, and supply locations'. It is therefore recommended that the site be provided with 'an all new ring main reticulation system to reconnect the remaining buildings and new developments internal road network.'

In addition to domestic water supply, the site is also provided with bore water via four bore wells and pump stations. Three of the bores supply the garden areas to the north and western areas of the site, whilst the forth bore supplies the south east area of the site.

B.8.3 Sewer

The site is serviced by multiple SA Water sewer mains connections along King George Avenue, as well as connections to an internal sewer easement which traverses the site to serve local residents in the surrounding area. The site discharges to the sewer main traversing the site, and it is expected that this will continue into the future.

The Report highlights the need to maintain SA Water easements and ensure that future development is not undertaken over these services. It is understood that the depth of the sewer varies over the site from South to North and is as deep as 6 metres in some areas but relatively shallow within the centre of the site.

Importantly, the layout of the Masterplan has accounted for, and allows for, the potential widening (up to 10 metres width) doubling of the width of the current easement.

B.8.4 Waste Collection

Waste collection in the Holdfast Bay area operates on a three bin system that it common to all parts of the Adelaide metropolitan area.

Waste collection is outsourced to private contractors and long-term contracts are awarded with provision for variation in the case of major development occurring within the respective Council area.

The costs associated with waste collection and disposal is passed on to property owners through council rate payments.

Waste collection for the City of Holdfast Bay is contracted to Solo Resource Recovery.

No costs will be incurred as a result of intensification in Klemzig which will increase requirements for waste collection and disposal services. The associated increase in Councils cost will be covered by the additional rates collected from the new dwellings and businesses.

B.8.5 Telecommunications Infrastructure

As outlined in the Report, the site is currently serviced by 10 copper phone lines. The phone lines enter the site from three separate directions, including King George Avenue, Repton Road and south of the Southern Drive entrance.

The Report concludes that the existing communications network should be replaced with a fibre network that incorporates 'VOIP (voice over internet protocol) technology'.

The lease on the mobile phone tower has expired and has since been removed.

In terms of the NBN rollout for the local area, the NBN is currently being rolled out to the Stage 1B redevelopment of the Minda site. This will be progressively introduced to the broader site as it is redeveloped.

B.9 SOCIAL INFRASTRUCTURE

Urban Regional Solutions (URS) was engaged by the City of Holdfast Bay to undertake a Social Infrastructure Assessment to inform the investigations for the Minda Brighton Campus DPA.

The DPA intends to facilitate the redevelopment of the Minda Campus to provide for an additional 250 apartments for independent retirement living which is anticipated to accommodate 350 residents aged 55 and over.

The purpose of this assessment was therefore to ascertain the needs of these residents and the likely demand that they will create for social infrastructure. The assessment considered the services available to residents on the Minda Campus as well as their access to services and facilities within the surrounding area.

B.9.1 Existing health services at Minda

There are a number of existing allied health services at the Minda Campus which current residents are able to access. These health services include:

- Occupational Therapy
- Physiotherapy
- Psychology
- Diabetes Education
- Nursing
- Podiatry
- Social Work
- Developmental Education
- Speech Pathology
- Dietetics
- Dentistry
- General Practitioners

There is also an Aquatic Centre, where instructors provide services for residents. Minda has indicated that these services will become available for Brighton Dunes residents to use (with a cost attached that is yet to be determined), although GPs are unlikely to be included.

B.9.2 Existing health services in the local area

Medical and other health services are also available at the nearby Mawson Medical Centre (1.4 km's from the site). The medical centre is co-located with a radiology clinic, physiotherapy clinic and pharmacy.

The Flinders Medical Centre is a major public and private hospital located approximately 6 km's from Minda's Brighton Campus. The hospital has a 24 hour emergency facility.

At Marion Regional Centre, there is a GP Plus Health Care Centre which provides primary health and intermediate care services, South Australian Dental Service, Mental Health Services, SA Pathology and range of other services provided by the Flinders Medical Centre and the Repatriation General Hospital at Daw Park.

B.9.3 Existing Retail / Shopping facilities

The Minda Campus and surrounding area is well serviced by the following major shopping precincts:

- Hove Shopping Centre (located 800 metres south of the site);
- Westfield Marion Shopping Centre (located outside the Council area but easily available to those residents who have access to personal transport or able to utilise public transport); and
- Glenelg Main Street.

Both shopping centres provide the usual services offered by such large centres, including a post office, recreational / entertainment facilities and a range of grocery and retail shops.

The following facilities are also available at the Minda Campus or in the local area:

- Isabel's Cafe – located on the Minda Campus which provides light meals and provides employment for residents; and
- Somerton Surf Lifesaving Club – operates a Bistro and Cafe on site.

Current policy applying to the site allows small scale shops (up to 250m² in floor area) and limited commercial activity (offices up to 100m² in floor area).

B.9.4 Existing Recreational and Community facilities

The Minda campus site offers numerous opportunities for recreational activities due to the close proximity of local beaches and Coast Park.

Other recreational and sporting facilities are provided at the nearby Brighton Secondary School and Somerton Bowling Club (both along King George Avenue) as well as local community sporting fields at Bowker Oval and Brighton Oval

A community library is located nearby at Jetty Road, Brighton and the Holdfast Bay community Centre is located 1 km south of the Minda Campus along King George Avenue. The community centre provides a range of activities that are relevant to the local community, including a range of social and recreational activities for people who are frail-aged, or have a disability.

B.9.5 Envisaged Needs

The range of services and facilities already provided in the local area are considered to be adequate to cope with the anticipated growth in population that will result from this DPA. There is currently a good provision of local shopping, community, health care, aged care and school facilities to accommodate any future demand from the local community in the short to medium term.

All relevant government agencies and local Councils actively review the requirement for any new services and facilities on an ongoing basis.

