

Development Plan Amendment

By the Minister

BURNSIDE (CITY) DEVELOPMENT PLAN

Mixed Use (Glenside) Zone Policy Review 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*



.....
Minister's Signature

8 DEC 2016

.....
Date of Gazette

Approval DPA

Background

The Mixed Use (Glenside) Zone Policy Review Development Plan Amendment (DPA) by the Minister amends the Burnside (City) Council Development Plan.

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

- An Initiation Document agreed on 26 November 2015
- A DPA released for concurrent agency, council and public consultation from 23 June 2016 to 17 August 2016
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 31 August 2016 at the Burnside Town Hall, Tusmore.

Consultation

A total of fourteen (14) public submissions, one (1) council submission and nine (9) agency submissions were received in relation to the DPA during the consultation period. Twenty (20) 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 in the context of the new Transit Living (Glenside) Policy Area:

- (a) Strengthening of 'strategic development site' over height policy to deliver improved built form outcomes in terms of design and sustainability.
- (b) Residential rear and side boundary setbacks have been amended to be consistent with the rest of the Urban Corridor Zone.
- (c) The Desired Character Statement has been strengthened in relation to site contamination and heritage matters.
- (d) Principle of Development Control 9 has been amended to strengthen it in relation to maintaining the future structural and design integrity of the heritage listed stone wall.
- (e) A range of other minor alterations have been made to the DPA in accordance with those identified in the Summary of Submissions tables.

Amendment Instructions Table

Name of Local Government Area: City of Burnside

Name of Development Plan: Burnside (City) Development Plan

Name of DPA: Mixed Use (Glenside) Zone Policy Review DPA

The following amendment instructions (at the time of drafting) relate to Burnside (City) Development Plan consolidated on 28 April 2016.

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 in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required	Subsequent Policy cross references requiring update
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): No				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): YES				
Mixed Use (Glenside) Zone				
1.	Replace	the Mixed Use (Glenside) Zone Policy Areas Concept Plan Fig MU(G)/1 and Mixed Use (Glenside) Zone Policy Area 1 Concept Plan Fig MU(G)/2 with the contents in ' Attachment A '	N	N
2.	Insert	under the subheading ' Complying Development ', Principle of Development Control 9 , after the words 'Mixed Use Policy Area 1', the words 'Mixed Use (Glenside) Policy Area 3'	N	N
3.	Replace	under the subheading ' Non-Complying Development ', Principle of Development Control 10 , the following: <ul style="list-style-type: none"> • Consulting rooms except in Policy Area 1 • Office except in Policy Areas 1 and 3 • Shop except in Policy Area 1 • Shop and dwelling except in Policy Area 1 with: <ul style="list-style-type: none"> • Consulting rooms except in Policy Area 1 or in Policy Area 3 • Office except in Policy Area 1 or in Policy Area 3 • Shop except in Policy Area 1 or in Policy Area 3 	N	N

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		<ul style="list-style-type: none"> • Shop and dwelling except in Policy Area 1 or in Policy Area 3 		
4.	Insert	under the heading ' Public Notification ', Principle of Development Control 11, the word 'Office' in alphabetical order.	N	N
5.	Delete	under the heading ' Public Notification ', Principle of Development Control 12, the word 'Office'.	N	N
Mixed Use (Glenside) Policy Area 1 under the Mixed Use (Glenside) Zone				
6.	Delete	<p>the following four paragraphs within the 'DESIRED CHARACTER' statement of the Mixed Use (Glenside) - Policy Area 1, namely:</p> <p>'Development within the mixed use area in the south-western corner and along the western edge of the Policy Area should be of a size and type that does not adversely impact upon the function of established centres. The range of non-residential uses appropriate within the mixed use area will be the same as those expected in a neighbourhood centre, including offices. However, carefully designed and integrated residential development will also enhance the function of this mixed use area.'</p> <p>'Built form in the mixed use area should be striking in appearance as a key landmark along Fullarton Road, and provide a carefully articulated and welcoming external presentation to all sides. In addition, the layout of development in this area should create opportunities to connect other parts of the Policy Area with Glen Osmond Road via pedestrian and bicycle paths.'</p> <p>'A range of innovative dwelling types and styles will cater for a diversity of households, with higher dwelling densities located in areas close to commercial and community facilities, as well as areas of open space. A minimum of 15 percent of the total housing stock will also be for affordable housing, including housing for people with special needs.'</p> <p>'Areas of open space, particularly in the north-west corner of the Policy Area, will cater for stormwater management and create a pleasant environment for recreation and relaxation.'</p>	N	N
7.	Delete	<p>under the sub heading 'Open Space and Landscaping', Principle of Development Control 5 , namely:</p> <p>'5 Neighbourhood parks should be at least 0.5 hectares and generally closer to 1 hectare in size, and be provided within 500 metres of households that they serve, while local parks should generally be a minimum of 0.2 hectares in size, and should be centrally located within a residential area, close to schools, shops and generally within 300 metres of households that they serve.'</p>	Y	N
8.	Delete	under the sub heading ' Street Setbacks and Height ', Principle of Development Control 11 (a) in total, (c), the words 'excluding Fullarton Road', and (d), the words 'excluding Fullarton Road'..	Y	N

9.	Delete	under the subheading 'Street Setbacks and Height', Principle of Development Control 12, namely: '12 Development fronting Fullarton Road should be setback to allow significant trees to be incorporated within landscape areas and to accommodate potential road widening requirements.'	Y	N
10.	Replace	under the subheading ' Vehicle Access ', Principle of Development Control 15, with: '15 Vehicle access should be provided in accordance with Concept Plan Fig MU(G)/2 and include: (a) a primary access point off Fullarton Road, through the adjacent Urban Corridor Zone; (b) a secondary access point off Flemington Street.	N	N
11.	Delete	under the subheading ' Vehicle Access ', Principle of Development Control 17, namely: '17 Development involving the establishment of vehicular access between land uses either side of the historical bluestone wall, adjacent to the Frewville Shopping Centre, should: (a) minimise disturbance to the wall; (b) enhance the heritage significance of the wall, such as through improved visual and pedestrian access.'	Y	N
12.	Delete	under the subheading ' Vehicle Access ', Principle of Development Control 18, namely: '18 Vehicle access to individual allotments should not be provided from Greenhill Road or Fullarton Road.'	Y	N
13.	Delete	the subheading ' Mixed Use Development ', and consecutive Principles of Development 41 to 44, namely: '41 Development comprising a shop or group of shops should: (a) be located primarily within the area designated for mixed use on Fig MU(G)/2 ; (b) not exceed 9500 square metres in total gross leasable retail floor space throughout the Policy Area (existing and proposed); (c) be consistent with the types of retail activities appropriate to a neighbourhood centre. '42 Within the area designated for mixed use on Fig MU(G)/2 , development: (a) may comprise offices, shops, consulting rooms and other similar complementary uses; (b) may include residential development provided it does not prejudice the operation of non-residential activities; (c) should be undertaken in a manner that encourages integration with the activities in the adjoining Neighbourhood Centre Zone; (d) should incorporate the following design elements, which are additional to those mentioned elsewhere in the Policy Area:	Y	N

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		<ul style="list-style-type: none"> (i) public spaces such as malls, plazas, courtyards and parks; (ii) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character; (iii) unobtrusive facilities for the storage and removal of waste; (iv) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards. <p>43 Development in the areas designated for mixed use and office development on Fig MU(G)/2 should:</p> <ul style="list-style-type: none"> (a) incorporate underground/basement car parking spaces to create positive integration between pedestrian level and the adjoining land uses; (b) provide a carefully articulated and welcoming external presentation to all sides and be compatible with adjacent land uses—such as dwellings, offices and other shops—through the use of landscaping, screen walls, careful orientation, location of access ways, buffer strips and transitional use areas; (c) incorporate the following design elements: <ul style="list-style-type: none"> (i) access to public and community transport and sheltered waiting areas for passengers; (ii) lighting for pedestrian paths, buildings and associated areas; (iii) a unified landscaping theme; (iv) safe and secure bicycle parking. <p>44 Buildings along the Fullarton Road frontage should:</p> <ul style="list-style-type: none"> (a) be sited so as to maintain views of the State Heritage Places from the entrance of the primary vehicle access on Fullarton Road; (b) make provision for the retention of existing trees in the design and layout of buildings.’ 		
Mixed Use (Glenside) Policy Area 3 under the Mixed Use (Glenside) Zone				
14.	Insert	under the sub-heading ‘ OBJECTIVES ’, within Objective 1 , the words ‘and/or consulting room’ immediately after the words ‘A Policy Area primarily accommodating office’.	N	N
15.	Insert	under the sub-heading ‘ OBJECTIVE ’, a new Objective 2, namely: Objective 2: Shops being of a small-scale suited to servicing the needs of the local business and residential community.	N	N
16.	Insert	after Objective 2 the section heading ‘ DESIRED CHARACTER ’.	N	N
17.	Replace	the first sentence of the words of the DESIRED CHARACTER ’ statement, namely: ‘Offices and residential development can co-exist within Policy Area 2 with high levels of residential amenity being possible through innovative and high standards of design’. with:	N	N

		‘Offices and residential development can co-exist within Policy Area 3 with high levels of residential amenity being possible through innovative and high standards of design together with small scale shops suited to meeting the need of the local business and residential community.’		
18.	Insert	After Principle of Development Control 3, the following new Principle of Development Control: ‘X Retail development should: (a) consist of small-scale shops suited to serving the day-to-day needs of the local community; and (b) not be a type or scale likely to generate high traffic volumes.’	Y	N
Urban Corridor Zone				
19.	Insert	within the ‘ DESIRED CHARACTER ’ statement, after the last paragraph, the following sub-heading and text: Transit Living (Glenside) Policy Area The focus of development will primarily be medium to high density, residential development set within a mixed use urban neighbourhood allowing for small scale shops and access to local services. The predominant built form will include buildings ranging from 2 to 8 storeys in height, with the potential for increased building heights for identified Strategic Development Sites. Development will occur within a high quality urban setting of public spaces, presenting an innovative built form surrounded by cultural and community facilities, as a well serviced inner metropolitan area of Adelaide. Buildings along Fullarton Road will be set back behind a corridor of public open space with active street frontages where practical, orientated to the internal road network. Access to individual buildings will be provided from secondary road frontages and rear access ways. The greater intensity of development will be set back from the adjoining Residential Zone, Mixed Use (Glenside) Zone at the eastern and northern edges or other sensitive uses. Due to previous activities within the area, management of contaminated land may be necessary to ensure that is suitable for the intended use.	N	N

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20.	Replace	<p>under the subheading ‘Form and Character’ Principle of Development control 4 with:</p> <p>4 Development should achieve a minimum net residential site density in accordance with the following table:</p> <table border="1" data-bbox="459 394 1329 633"> <thead> <tr> <th data-bbox="459 394 852 488">Policy area</th> <th data-bbox="852 394 1329 488">Minimum net residential site density</th> </tr> </thead> <tbody> <tr> <td data-bbox="459 488 852 544">Boulevard Policy Area</td> <td data-bbox="852 488 1329 544">100 dwellings per hectare net</td> </tr> <tr> <td data-bbox="459 544 852 633">Transit Living (Glenside) Policy Area</td> <td data-bbox="852 544 1329 633">80 dwellings per hectare net</td> </tr> </tbody> </table>	Policy area	Minimum net residential site density	Boulevard Policy Area	100 dwellings per hectare net	Transit Living (Glenside) Policy Area	80 dwellings per hectare net	N	N
Policy area	Minimum net residential site density									
Boulevard Policy Area	100 dwellings per hectare net									
Transit Living (Glenside) Policy Area	80 dwellings per hectare net									
21.	Insert	<p>under the sub-heading ‘Design and Appearance’, after Principle of Development Control 10, the following new Principle of Development Control:</p> <p>‘X When abutting footpath, the finished floor level of the ground floor of buildings should be level with or above the footpath at the primary street frontage, provided the footpath is constructed to an appropriate level to mitigate flood risk at the edge of the development site.’</p>	Y	N						

22.	Replace	<p>under the sub-heading 'Building Height', Principle of Development Control 11 with the following:</p> <p>13 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:</p> <table border="1" data-bbox="518 465 1310 1171"> <thead> <tr> <th data-bbox="518 465 742 589">Policy area</th> <th data-bbox="742 465 943 589">Minimum building height</th> <th data-bbox="943 465 1310 589">Maximum building height</th> </tr> </thead> <tbody> <tr> <td data-bbox="518 589 742 925">Boulevard Policy Area</td> <td data-bbox="742 589 943 925">3 storeys, or 4 storeys for land that is directly adjacent to or facing the Adelaide Park Lands.</td> <td data-bbox="943 589 1310 925">On land adjoining Greenhill Road between Fullarton Road and Glen Osmond Road – 7 storeys (and up to 25.5 metres). On land adjoining Fullarton Road between Kensington Road and Greenhill Road – 6 storeys (and up to 22 metres).</td> </tr> <tr> <td data-bbox="518 925 742 1171">Transit Living (Glenside) Policy Area</td> <td data-bbox="742 925 943 1171">2 storeys</td> <td data-bbox="943 925 1310 1171">8 storeys and up to 29 metres except in those areas abutting the Residential Zone, other sensitive land uses and where the Strategic Development Site policy may apply.</td> </tr> </tbody> </table>	Policy area	Minimum building height	Maximum building height	Boulevard Policy Area	3 storeys, or 4 storeys for land that is directly adjacent to or facing the Adelaide Park Lands.	On land adjoining Greenhill Road between Fullarton Road and Glen Osmond Road – 7 storeys (and up to 25.5 metres). On land adjoining Fullarton Road between Kensington Road and Greenhill Road – 6 storeys (and up to 22 metres).	Transit Living (Glenside) Policy Area	2 storeys	8 storeys and up to 29 metres except in those areas abutting the Residential Zone, other sensitive land uses and where the Strategic Development Site policy may apply.	N	N
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23.	Replace	<p>under the sub-heading ‘Setbacks from Road Frontages’, Principle of Development Control 14 with the following:</p> <p>14 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:</p> <table border="1" data-bbox="517 421 1251 1402"> <thead> <tr> <th data-bbox="517 421 691 607">Policy area</th> <th data-bbox="691 421 975 607">Minimum setback from the primary road frontage where it is the Primary Road Corridor</th> <th data-bbox="975 421 1251 607">Minimum setback from the primary road frontage in all other cases</th> </tr> </thead> <tbody> <tr> <td data-bbox="517 607 691 1099">Boulevard Policy Area</td> <td data-bbox="691 607 975 1099"> 6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor. 2 metres from the Fullarton Road Primary Road Corridor where adjacent to the front service road. </td> <td data-bbox="975 607 1251 1099">4 metres</td> </tr> <tr> <td data-bbox="517 1099 691 1402">Transit Living (Glenside) Policy Area</td> <td data-bbox="691 1099 975 1402"> 6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor. </td> <td data-bbox="975 1099 1251 1402">0 metres</td> </tr> </tbody> </table>	Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases	Boulevard Policy Area	6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor. 2 metres from the Fullarton Road Primary Road Corridor where adjacent to the front service road.	4 metres	Transit Living (Glenside) Policy Area	6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor.	0 metres	N	N
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Transit Living (Glenside) Policy Area	6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor.	0 metres											

24.	Replace	<p>under the sub-heading ‘Setbacks from Road Frontages’, Principle of Development Control 15 with the following:</p> <p>15 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:</p> <table border="1" data-bbox="550 459 1268 1563"> <thead> <tr> <th data-bbox="550 459 730 607">Designated area</th> <th data-bbox="730 459 970 607">Minimum setback from secondary road</th> <th data-bbox="970 459 1268 607">Minimum setback from a rear access way</th> </tr> </thead> <tbody> <tr> <td data-bbox="550 607 730 1055">Boulevard Policy Area</td> <td data-bbox="730 607 970 1055">2 metres</td> <td data-bbox="970 607 1268 1055"> No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles. </td> </tr> <tr> <td data-bbox="550 1055 730 1563">Transit Living (Glenside) Policy Area</td> <td data-bbox="730 1055 970 1563">No Minimum (except for any site with a boundary to Greenhill Road)</td> <td data-bbox="970 1055 1268 1563"> No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles. </td> </tr> </tbody> </table>	Designated area	Minimum setback from secondary road	Minimum setback from a rear access way	Boulevard Policy Area	2 metres	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.	Transit Living (Glenside) Policy Area	No Minimum (except for any site with a boundary to Greenhill Road)	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.	N	N
Designated area	Minimum setback from secondary road	Minimum setback from a rear access way											
Boulevard Policy Area	2 metres	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.											
Transit Living (Glenside) Policy Area	No Minimum (except for any site with a boundary to Greenhill Road)	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.											

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25.	Replace	<p>under the sub-heading ‘Other Setbacks’, Principle of Development Control 16 with the following:</p> <p>16 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:</p> <table border="1" data-bbox="587 459 1361 1211"> <thead> <tr> <th data-bbox="587 459 746 633">Designated area</th> <th data-bbox="746 459 1034 633">Minimum setback from rear allotment boundary</th> <th data-bbox="1034 459 1361 633">Minimum setback from side boundaries (where not on a street boundary)</th> </tr> </thead> <tbody> <tr> <td data-bbox="587 633 746 880">Boulevard Policy Area</td> <td data-bbox="746 633 1034 880">3 metres</td> <td data-bbox="1034 633 1361 880">For allotments with a frontage width of : (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.</td> </tr> <tr> <td data-bbox="587 880 746 1211">Transit Living (Glenside) Policy Area</td> <td data-bbox="746 880 1034 1211">0 metres except where boundary abuts an existing residential zone in which case the setback should be in the order of 3 metres</td> <td data-bbox="1034 880 1361 1211">For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.</td> </tr> </tbody> </table>	Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)	Boulevard Policy Area	3 metres	For allotments with a frontage width of : (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.	Transit Living (Glenside) Policy Area	0 metres except where boundary abuts an existing residential zone in which case the setback should be in the order of 3 metres	For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.	N	N
Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)											
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26.	Replace	<p>under the sub-heading ‘Open Space’, Principle of Development Control 17, the existing opening sentence with:</p> <p>17 Excluding where located within the Transit Living (Glenside) Policy Area, dwellings at ground level should provide private open space in accordance with the following table:</p>	N	N									
27.	Replace	<p>under the sub-heading ‘Open Space’, Principle of Development Control 18, the existing opening sentence with:</p> <p>18 Excluding where located within the Transit Living (Glenside) Policy Area, dwellings above ground level should provide private open space in accordance with the following table:</p>	N	N									

28.	Insert	<p>under the sub-heading 'Open Space', after Principle of Development Control 18, the following new Principle of Development Control:</p> <p>X Within the Transit Living (Glenside) Policy Area), dwellings should provide private open space in accordance with the following table:</p> <table border="1" data-bbox="512 421 1366 1552"> <thead> <tr> <th data-bbox="512 421 790 779">Dwelling type / Site area (square metres)</th> <th data-bbox="790 421 994 779">Minimum area excluding any area at ground level at the front of the dwelling (square metres)</th> <th data-bbox="994 421 1153 779">Minimum dimension (metres)</th> <th data-bbox="1153 421 1366 779">Minimum area provided at the rear, side or balcony of the dwelling, directly accessible from a habitable room (square metres)</th> </tr> </thead> <tbody> <tr> <td data-bbox="512 779 790 1084">Any dwelling ≥ 250</td> <td data-bbox="790 779 994 1084">40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres.</td> <td data-bbox="994 779 1153 1084">2.5</td> <td data-bbox="1153 779 1366 1084">24</td> </tr> <tr> <td data-bbox="512 1084 790 1200">One bedroom dwelling (<250)</td> <td data-bbox="790 1084 994 1200">8</td> <td data-bbox="994 1084 1153 1200">2</td> <td data-bbox="1153 1084 1366 1200">8</td> </tr> <tr> <td data-bbox="512 1200 790 1317">Two bedroom dwelling (<250)</td> <td data-bbox="790 1200 994 1317">11</td> <td data-bbox="994 1200 1153 1317">2</td> <td data-bbox="1153 1200 1366 1317">8</td> </tr> <tr> <td data-bbox="512 1317 790 1433">Three + bedroom dwelling (<250)</td> <td data-bbox="790 1317 994 1433">15</td> <td data-bbox="994 1317 1153 1433">2</td> <td data-bbox="1153 1317 1366 1433">10</td> </tr> <tr> <td data-bbox="512 1433 790 1552">Studio (where there is no separate bedroom)</td> <td data-bbox="790 1433 994 1552">No minimum requirement</td> <td data-bbox="994 1433 1153 1552">No minimum requirement</td> <td data-bbox="1153 1433 1366 1552">No minimum requirement</td> </tr> </tbody> </table>	Dwelling type / Site area (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear, side or balcony of the dwelling, directly accessible from a habitable room (square metres)	Any dwelling ≥ 250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres.	2.5	24	One bedroom dwelling (<250)	8	2	8	Two bedroom dwelling (<250)	11	2	8	Three + bedroom dwelling (<250)	15	2	10	Studio (where there is no separate bedroom)	No minimum requirement	No minimum requirement	No minimum requirement	Y	N
Dwelling type / Site area (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear, side or balcony of the dwelling, directly accessible from a habitable room (square metres)																									
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Three + bedroom dwelling (<250)	15	2	10																									
Studio (where there is no separate bedroom)	No minimum requirement	No minimum requirement	No minimum requirement																									
29.	Insert	<p>under the sub-heading 'Open Space', Principle of Development Control 20, new sub point (d), namely:</p> <p>(d) public open space of no less than 2000 square metres is adjacent to the dwelling.</p>	N	N																								
30.	Insert	<p>under the sub-heading 'Public Notification', Principle of Development Control 27, headed 'Category 1' the words 'outside of the Transit Living (Glenside) Policy Area ' after Primary School, ie:</p> <p>Primary school outside of the Transit Living (Glenside) Policy Area</p>	N	N																								

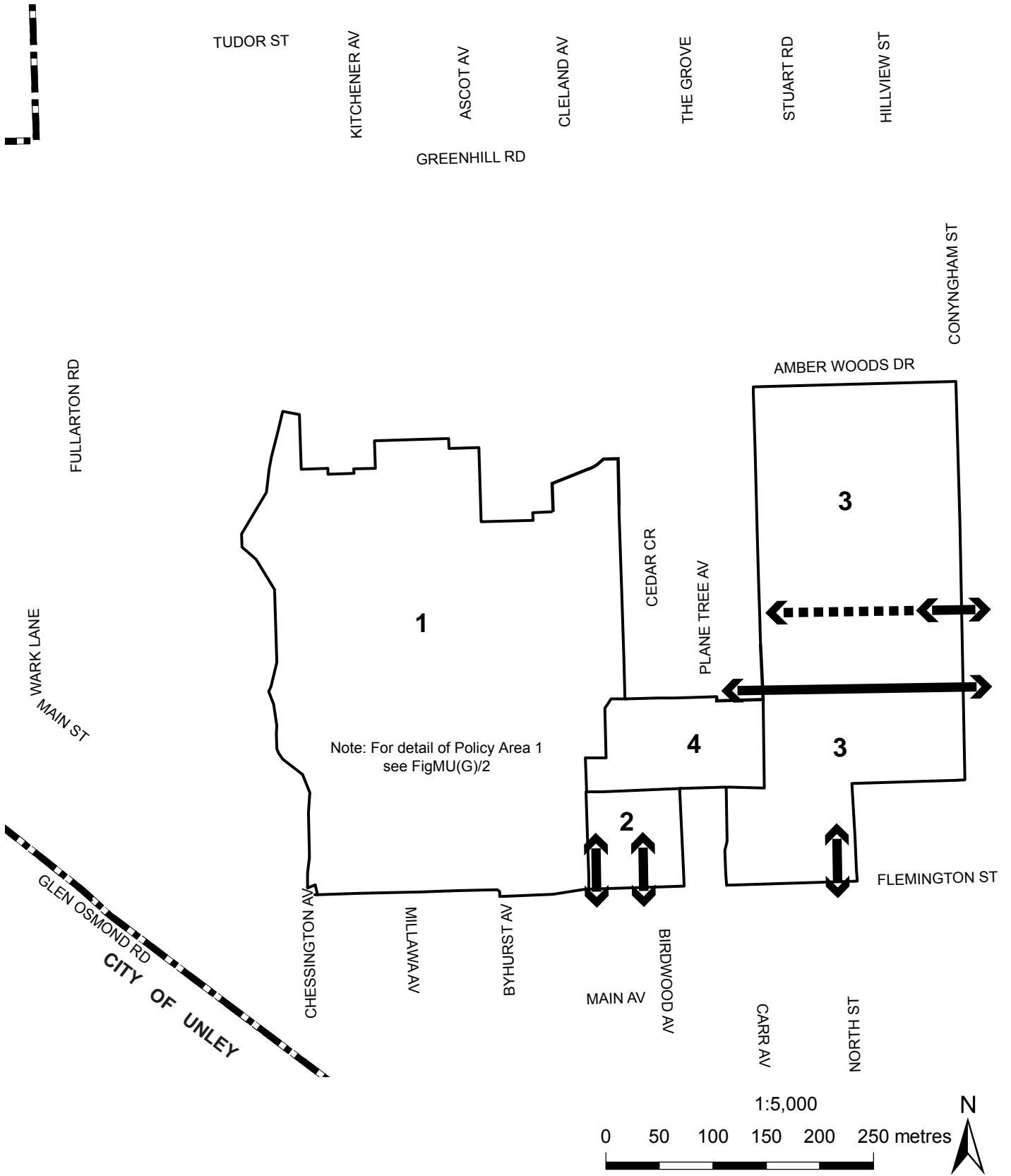
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by the Minister
Amendment Instructions Table**

31.	Insert	under the sub-heading ' Public Notification ', Principle of Development Control 27, at the end of the ' Category 2 ' listings the following: Primary school located within the Transit Living (Glenside) Policy Area Shop or group of shops with a gross leasable area of 500 square metres or more located within the Transit Living (Glenside) Policy Area	N	N
NEW Transit Living (Glenside) Policy Area under the Urban Corridor Zone				
32.	Insert	new Transit Living (Glenside) Policy Area directly after the Boulevard Policy Area in the Urban Corridor Zone as contained in ' Attachment B '	N	N
TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments Required (Yes/No): Yes				
Map(s)				
33.	Replace	Replace Noise and Air Emissions Map Bur/1 (Overlay 4) contained in ' ATTACHMENT C '	N	N
34.	Replace	Replace Strategic Transport Routes Map Bur/1 (Overlay 5) contained in ' ATTACHMENT D '	N	N
35.	Replace	Replace Affordable Housing Map Bur/1 (Overlay 6) contained in ' ATTACHMENT E '	N	N
36.	Replace	Replace Zones Map Bur/6 contained in ' ATTACHMENT F '	N	N
37.	Replace	Replace Policy Areas Map Bur/15 contained in ' ATTACHMENT G '	N	N





ATTACHMENT A

Mixed Use (Glenside) Zone Policy Areas Concept Plan Fig MU(G)/1

Mixed Use (Glenside) Zone Policy Areas Concept Plan Fig MU(G)/2



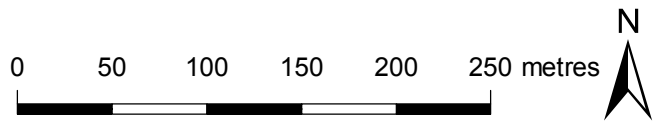
POLICY AREAS








- 1 Hospital / Arts / Residential / Shopping / Office
- 2 Residential
- 3 Office and Technology
- 4 Education
-  Access Point
-  Possible Access Point
-  Excluded (Residential Zone)
-  Policy Area Boundary

**BURNSIDE (CITY)
MIXED USE (GLENSIDE) ZONE
POLICY AREAS
CONCEPT PLAN
Fig MU(G)/1**



Note: This Concept Plan is indicative only. The final location of access points and the arrangement of land use areas may change as a result of detailed land division and urban design outcomes that achieve the desired character for the policy area.



-  Open Space / Stormwater Management
-  Hospital
-  Arts
-  Residential
-  Secondary Access Point
-  Maximum 2 Storey Building Height
-  Development Plan Boundary

BURNSIDE (CITY)
MIXED USE (GLENSSIDE) ZONE
POLICY AREA 1
CONCEPT PLAN
Fig MU(G)/2

ATTACHMENT B

Transit Living (Glenside) Policy Area

Transit Living (Glenside) Policy Area

The following provisions apply to the Transit Living (Glenside) Policy Area as shown on [Map Bur/15](#). They are additional to those expressed for the whole of the Urban Corridor Zone and for the whole of the Council area.

OBJECTIVES

- Objective 1:** A medium to high density residential area supported by local shops, offices and community land uses.
- Objective 2:** A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development sited around usable public open space.
- Objective 3:** Development that contributes to the desired character of the policy area and is undertaken in accordance with Concept Plan [Fig UrC \(TL\(G\)\)/1](#).

DESIRED CHARACTER

This Policy Area will have a subdivision layout and subsequent development which will create attractive, well landscaped, liveable environments and convey a sense of place to residents and visitors alike.

Buildings will be sited around large central open spaces which provide areas of community focus. These public open spaces will have proportions and shape that ensures that the area is usable and suitable for a variety of community uses including playgrounds, picnic shelters and informal ball games.

This Policy Area will also serve a primarily medium to high density residential function with local shops, offices and community land uses to support the daily living and working needs of residents. The form of buildings, setbacks and street pattern will vary and make use of site opportunities, provide space for landscaping and good design outcomes.

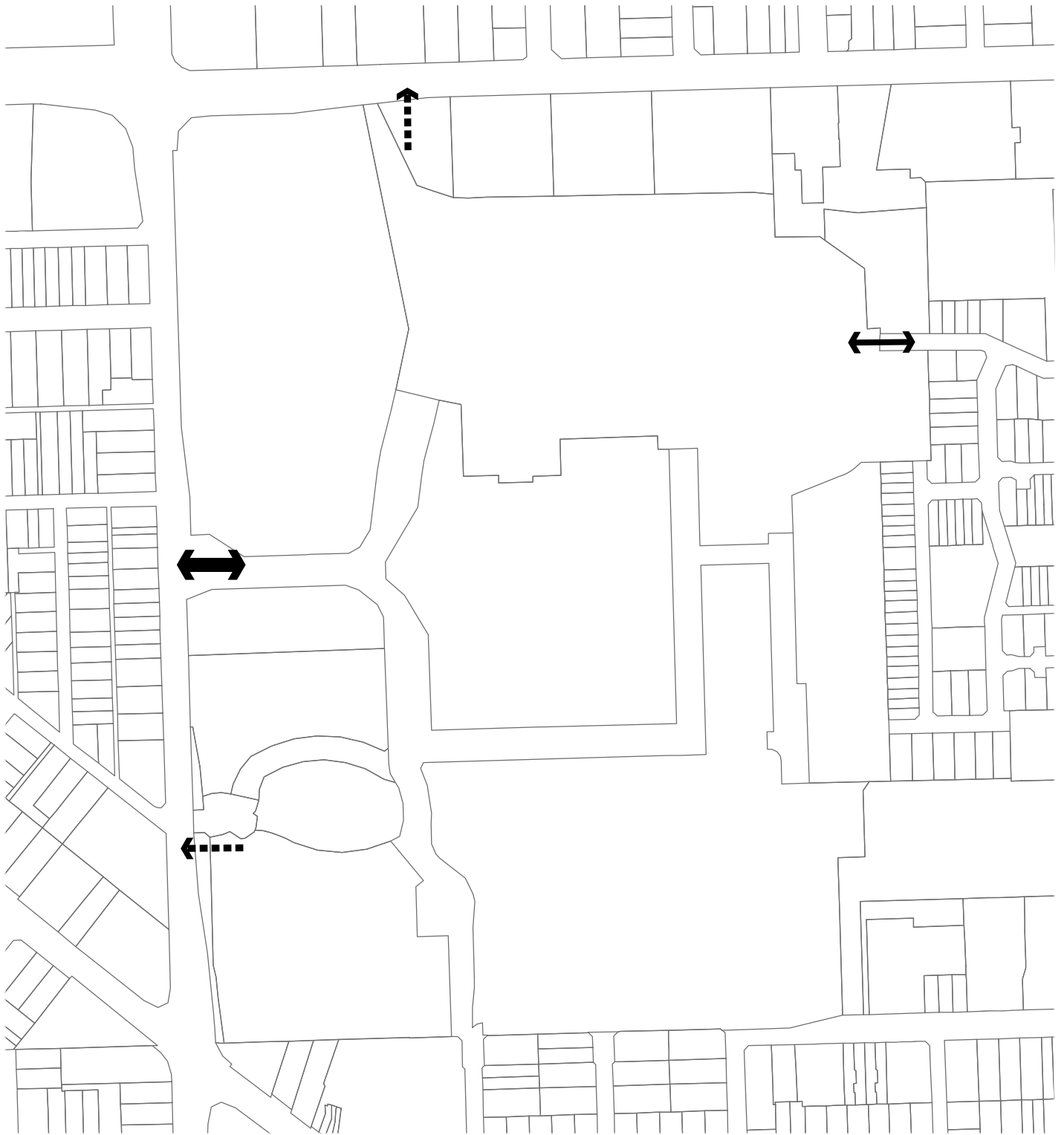
Buildings up to 8 storeys are anticipated, set behind an open space corridor along Fullarton Road, to the south of the open space area at the intersection of Greenhill and Fullarton Roads and separated from the adjoining residential zone by transitional lower scale built form to two storeys.

A variety of building forms will be developed, creating housing opportunity for people at various life stages and the potential to accommodate a variety of small businesses. Development will be interspersed with landscaping, to soften the appearance of buildings from the street and reduce heat load in summer whilst also enabling links and pathways through the area and beyond.

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of services and shopping services within the Policy Area.

The division of land, movement networks and built form will take cues from the layout and scale of the State Heritage Places located in this Policy Area and in the adjoining Mixed Use Zone by:

- the formalisation of the primary vehicle access from Fullarton Road;
- recognising the evolution in the spatial arrangement of buildings; and
- establishing a layout of built form that complements the State Heritage Places.



Note: This Concept Plan is indicative only. The final location of access points and the arrangement of land use areas may change as a result of detailed land division and urban design outcomes that achieve the desired character for the policy area.

Open Space /
Stormwater Management

Residential

Mixed Use



Primary Access Point



Secondary Access Point



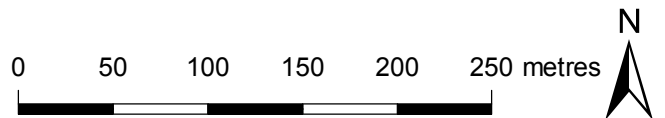
Proposed Egress Point



Max 2 Storey Building Height



Development Plan Boundary



**BURNSIDE (CITY)
URBAN CORRIDOR ZONE
TRANSIT LIVING (GLENSIDE) POLICY AREA
CONCEPT PLAN
Fig UrC(TL(G))/1**

State Heritage Places in the Policy Area will be sensitively adapted for reuse in a manner that conserves their historic and cultural significance. A range of innovative dwelling types and styles will cater for a diversity of households, with higher dwelling densities located in areas close to Fullarton Road.

Areas of open space, particularly in the north-west corner of the Policy Area, will cater for stormwater management and create a pleasant environment for recreation and relaxation. The development will promote approaches to stormwater management that result in the reduction of inundation impacts in larger areas of open space, thereby optimising the proportion of useable active areas.

Established large trees will be retained where they are located within public open spaces, road reserves and areas set-aside for landscaping including the retention of the majority of large trees adjacent the Fullarton Road boundary to facilitate wildlife corridor linkages to the Adelaide Parklands.. Landscaping will include drought-tolerant vegetation that is sustainable and complements the built form, while also catering for different types of recreation throughout the Policy Area.

Due to previous activities within the area, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended use, particularly where it involves sensitive uses such as residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Shops or groups of shops contained in a single building should have a gross leasable area in the order of 500 square metres.

Form and Character

- 2 Development should be consistent with the desired character for the policy area and Concept Plan [Fig UrC \(TL\(G\)\)/1](#).
- 3 Detached dwellings should take the form and appearance of row dwellings (i.e. constructed to side boundaries) and achieve the desired net residential site density.
- 4 Residential development within the Policy Area should not be more than two storeys in height adjacent any residential zone.
- 5 The designated open space/stormwater management area shown on Concept Plan [Fig UrC \(TL\(G\)\)/1](#) should provide opportunities for a range of passive and active recreational pursuits and form part of the overall open space network.
- 6 Development fronting Fullarton Road should be setback to allow significant trees to be incorporated within landscape areas and to accommodate potential road widening requirements.

Strategic Development Sites

- 7 Within the Transit Living (Glenside) Policy Area, development should not exceed the maximum building height on strategic development sites (sites with a frontage to a primary road corridor and over 1500 square metres in area, which may include one or more allotment) unless (a), (b) and (c) are satisfied:
 - (a) it meets one or more of the following:
 - (i) the proposed building is constructed within the zone's Interface Building Height provision;

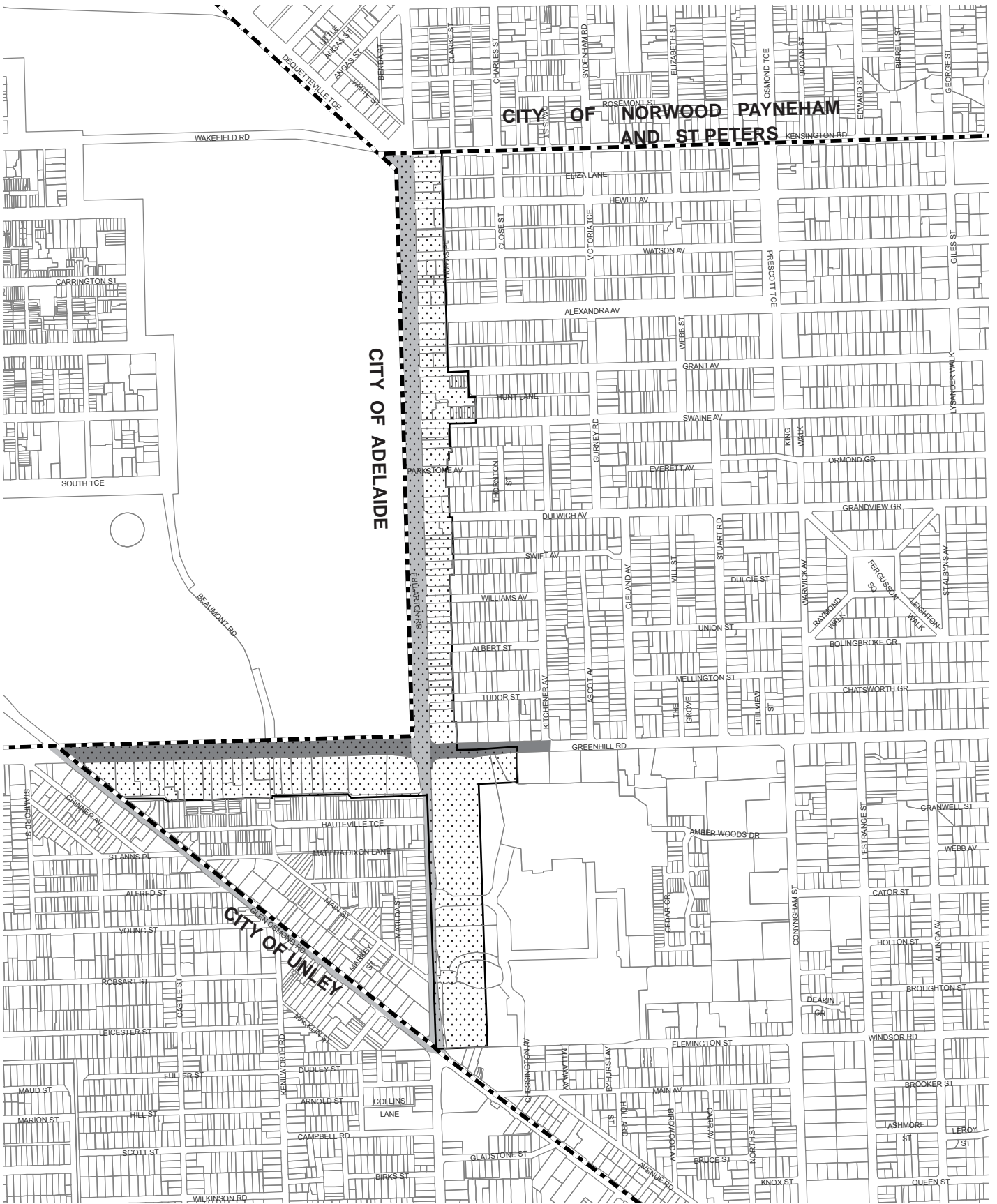
- (ii) not result in an increase in building height of more than 30 percent above the maximum that would apply to non-strategic development sites in the policy area;
 - (iii) ensure the massing of taller building elements are distributed across the site to minimise impacts on the streetscape and residential/sensitive uses in adjacent zones;
- (b) at least two of the following features are provided:
- (i) the development incorporates the retention and conservation of a character building or listed heritage place;
 - (ii) 50% of all on site car parking is provided underground;
 - (iii) residential, office or any other actively occupied use is located on the side of the building directly facing the street or formal public space areas, with any above ground car parking located behind;
 - (iv) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
 - (v) more than 15 per cent of dwellings as affordable housing;
- (c) at least one of the following sustainable design features is provided:
- (i) a rooftop garden covering a majority of the available roof area;
 - (ii) a greenroof, or greenwalls / facades;
 - (iii) on site water collection and storage for non-potable purposes;
 - (iv) external shading on all of the western facing façade of the building.

Vehicle Access

- 8** Vehicle access should be provided in accordance with Concept Plan [Fig UrC \(TL\(G\)\)/1](#) and include:
- (a) a primary access point off Fullarton Road; and
 - (b) a secondary egress points to Greenhill Road and Fullarton Road.
- 9** Development involving the establishment of vehicular access between land uses either side of the historical bluestone wall, adjacent to the Frewville Shopping Centre, should:
- (a) preserve the structural integrity of the wall; and
 - (b) minimise disturbance to the wall;
 - (c) enhance the heritage significance of the wall, such as through improved visual and pedestrian access; and
 - (d) ensure that the removal of any part of the wall is restricted to the minimum amount required to facilitate access
- 10** Vehicular access to individual allotments should not be provided from Greenhill Road or Fullarton Road.

ATTACHMENT C





Noise and Air Emissions Map Bur/1 (Overlay 4)



CITY OF ADELAIDE

CITY OF NORWOOD PAYNEHAM AND ST PETERS

CITY OF UNLEY

-  Designated Road: Type A road
-  Designated Road: Type B road
-  Designated Area
-  Development Plan Boundary

Designated Road: Type A road
 Designated Road: Type B road
 Designated Area
 Development Plan Boundary



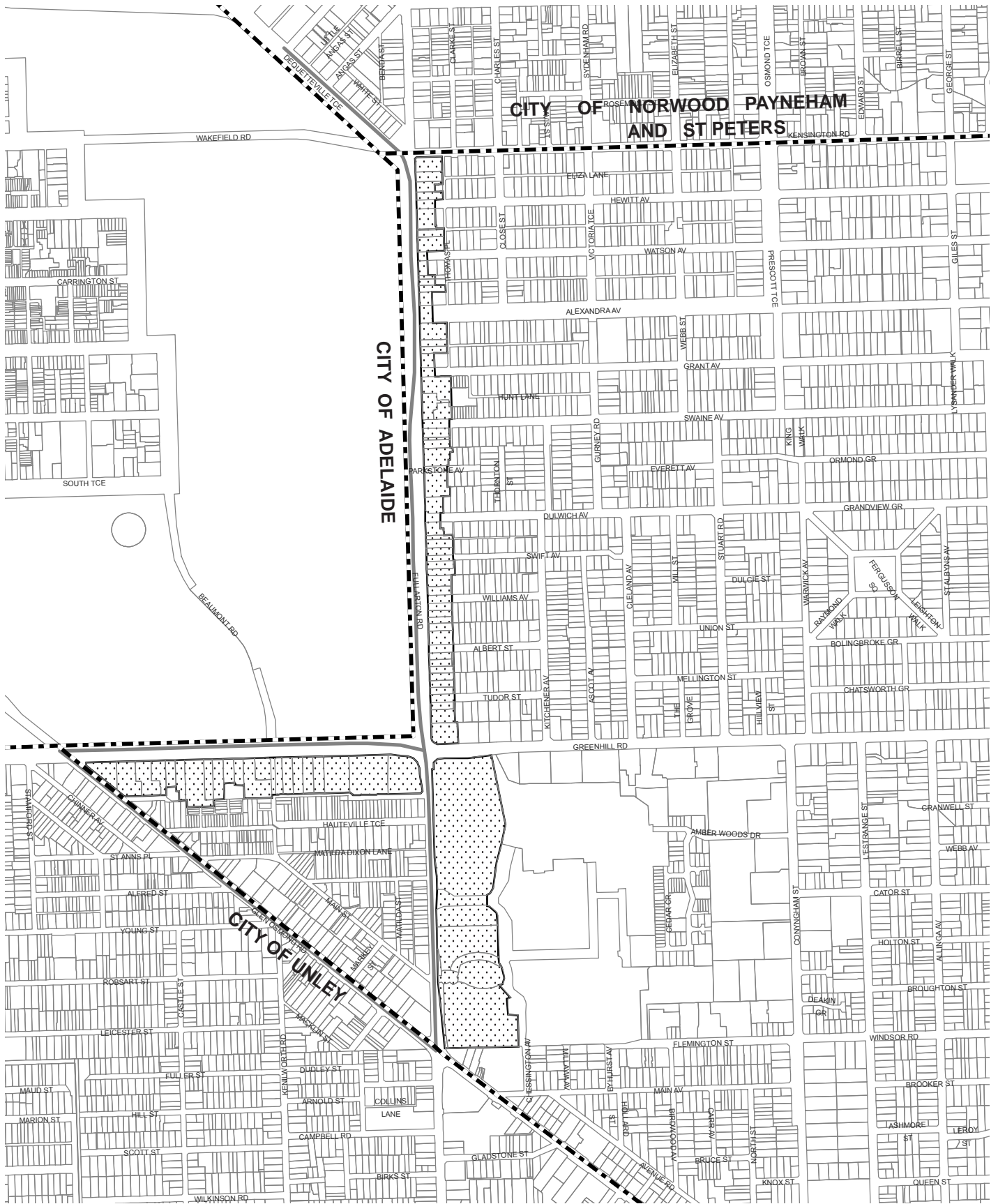
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BURNSIDE (CITY) NOISE AND AIR EMISSIONS MAP Bur/1 (Overlay 4)

ATTACHMENT D

Strategic Transport Routes Map Bur/1 (Overlay 5)



CITY OF NORWOOD PAYNEHAM AND ST PETERS

CITY OF ADELAIDE

CITY OF UNLEY



Scale 1:12000

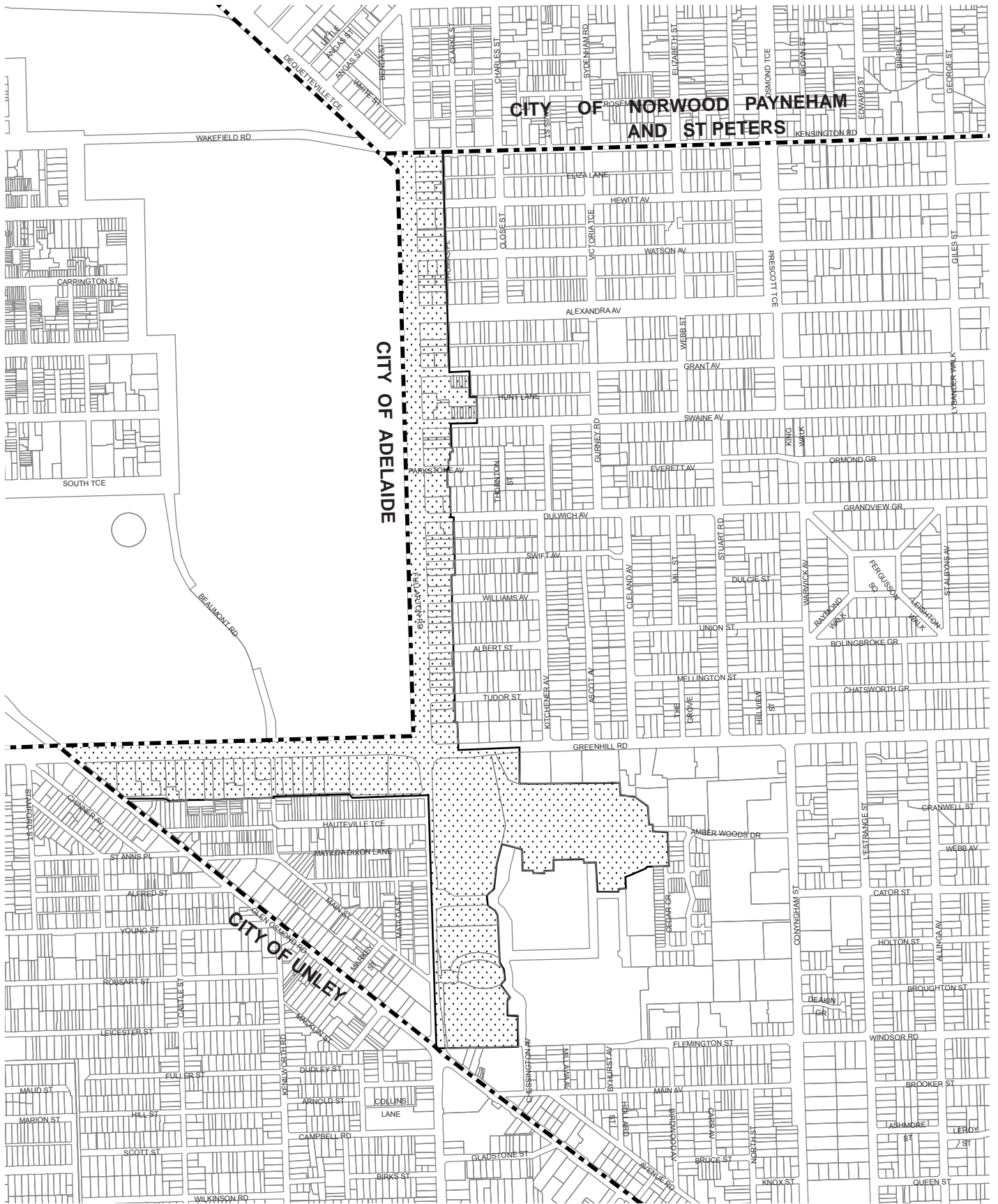


-  Designated Area
-  Strategic Roads
-  Development Plan Boundary

BURNSIDE (CITY) STRATEGIC TRANSPORT ROUTES MAP Bur/1 (Overlay 5)

ATTACHMENT E

Affordable Housing Map Bur/1 (Overlay 6)



CITY OF NORWOOD PAYNEHAM
AND ST PETERS

CITY OF ADELAIDE

CITY OF UNLEY



Designated Area within which Affordable Housing applies
Development Plan Boundary



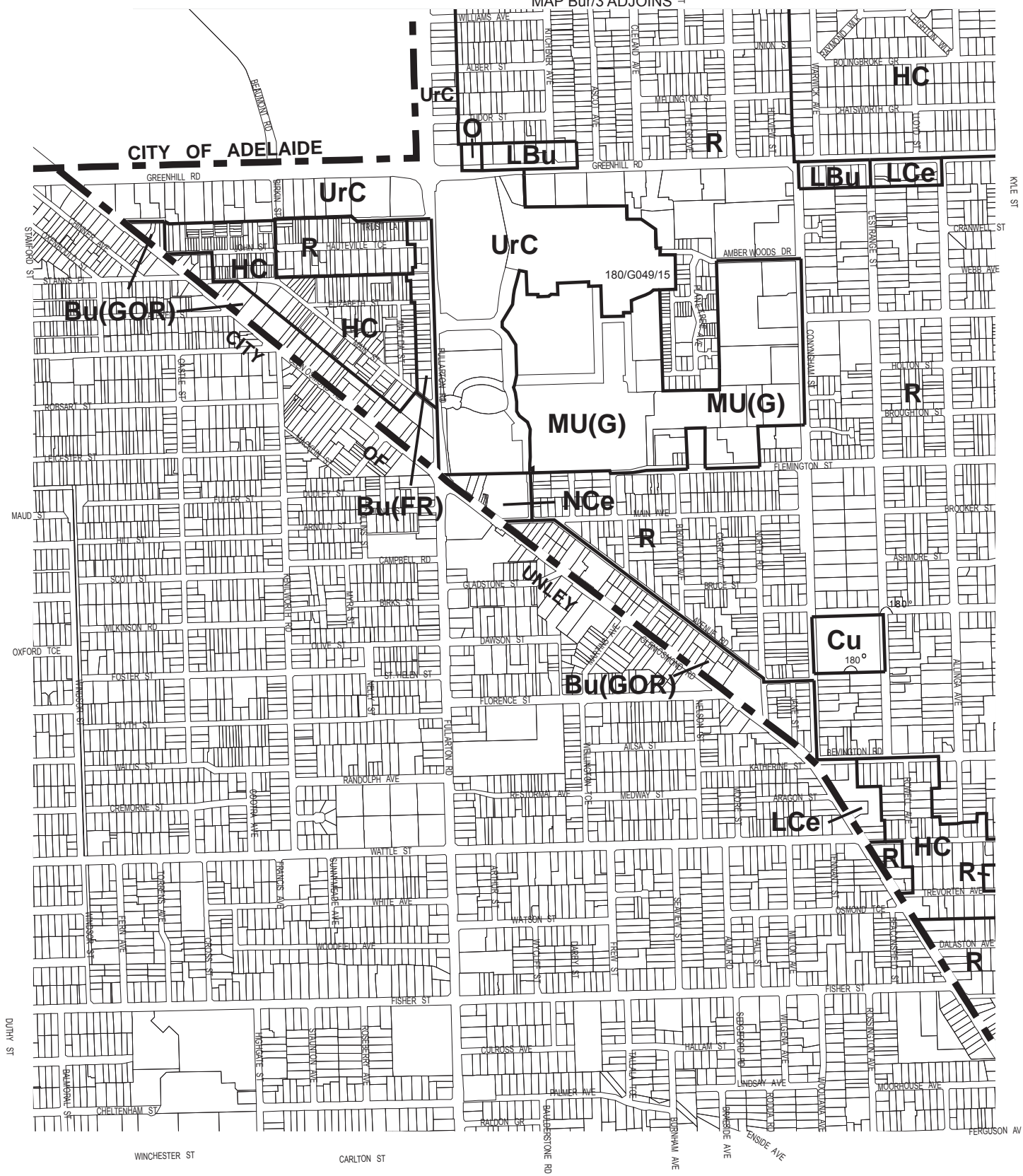
Scale 1:12000



BURNSIDE (CITY) AFFORDABLE HOUSING MAP Bur/1 (Overlay 6)

ATTACHMENT F

Zones Map Bur/6



NOTE : For Policy Areas See MAP Bur/15

- Bu(FR)** Business (Fullarton Road)
- Bu(GOR)** Business (Glen Osmond Road)
- Cu** Community
- HC** Historic Conservation
- LBU** Local Business
- LCe** Local Centre
- MU(G)** Mixed Uses (Glenside)
- NCE** Neighbourhood Centre
- O** Office
- R** Residential
- UrC** Urban Corridor

- Zone Boundary
- Development Plan Boundary

Scale 1:12000



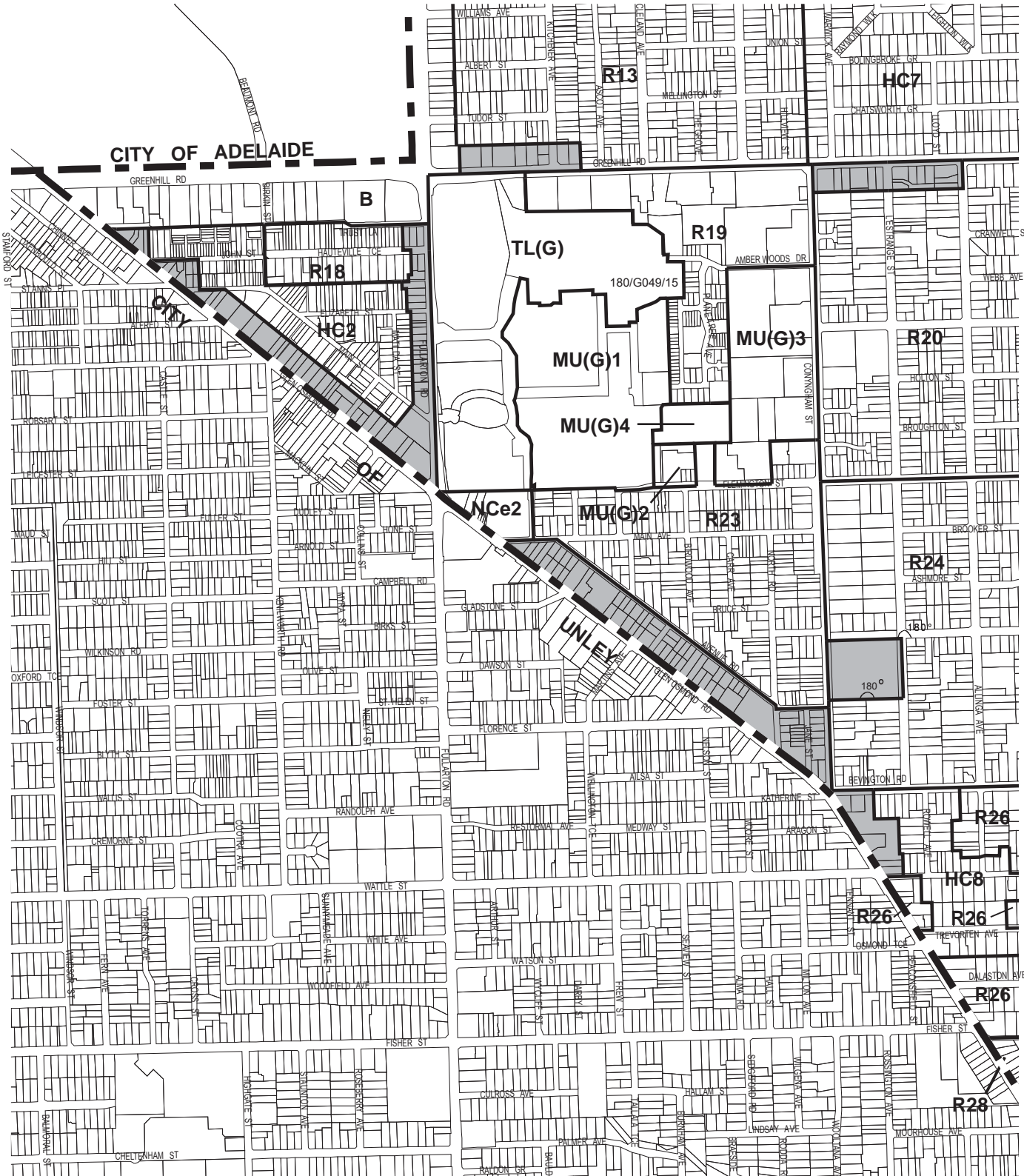
**BURNSIDE (CITY)
ZONES
MAP Bur/6**

ATTACHMENT G

Policy Areas Map Bur/15

MAP Bur/12 ADJOINS

CITY OF ADELAIDE



BURNSIDE (CITY) POLICY AREAS MAP Bur/15

Development Plan Amendment

By the Minister

Burnside (City) Development Plan

Mixed Use (Glenside) Zone Policy Review Development Plan Amendment

FOR CONSULTATION



Government of South Australia

Department of Planning,
Transport and Infrastructure

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EXECUTIVE SUMMARY

1. 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;
 - Recommended policy changes;
 - Statement of statutory compliance;
- References/Bibliography;
- Appendices; and
- The Amendment.

2. NEED FOR THE AMENDMENT

Growing our inner and middle suburbs is essential if we are to create a compact, connected and sustainable city.

The 30-Year Plan for Greater Adelaide (The Plan) is the Government's vision for the future of Adelaide over the next 30 years. The 30-Year Plan aims to increase the amount of infill development — houses built within the existing city footprint — compared to fringe development from a 50:50 annual split in 2010 to 70:30 annually.

Since 2010 the Government has planned and rezoned significant amounts of land on Adelaide's urban fringe. Now the focus is shifting to the renewal of our inner and middle suburbs.

It is well recognised that allowing for growth in inner and middle metropolitan areas has a number of important benefits including:

- Supports a more efficient public transport network (including the electrification of rail network and new tram services);
- Provides much-needed housing choices for smaller households (particularly older people, young adults and small families);
- Reduces pressures for urban expansion into significant natural environments and food-producing areas (such as the Adelaide Hills and the Northern Adelaide Plains);
- Enables a larger number of people to enjoy the benefits offered by living close to jobs, public transit and other services; and
- Makes the most of existing infrastructure, avoiding the need for expensive extensions on the urban fringe.

This DPA proposes to rezone part of the land in the Mixed Use (Glenside) Zone to Urban Corridor Zone to allow for mixed use medium density development in accordance with The Plan's strategic directions.

3. AREA/LAND AFFECTED

The area affected by this DPA is identified on the following 'Affected Area' map—it affects the existing Mixed Use Glenside Zone (Policy Areas 1, 2, 3 and 4).

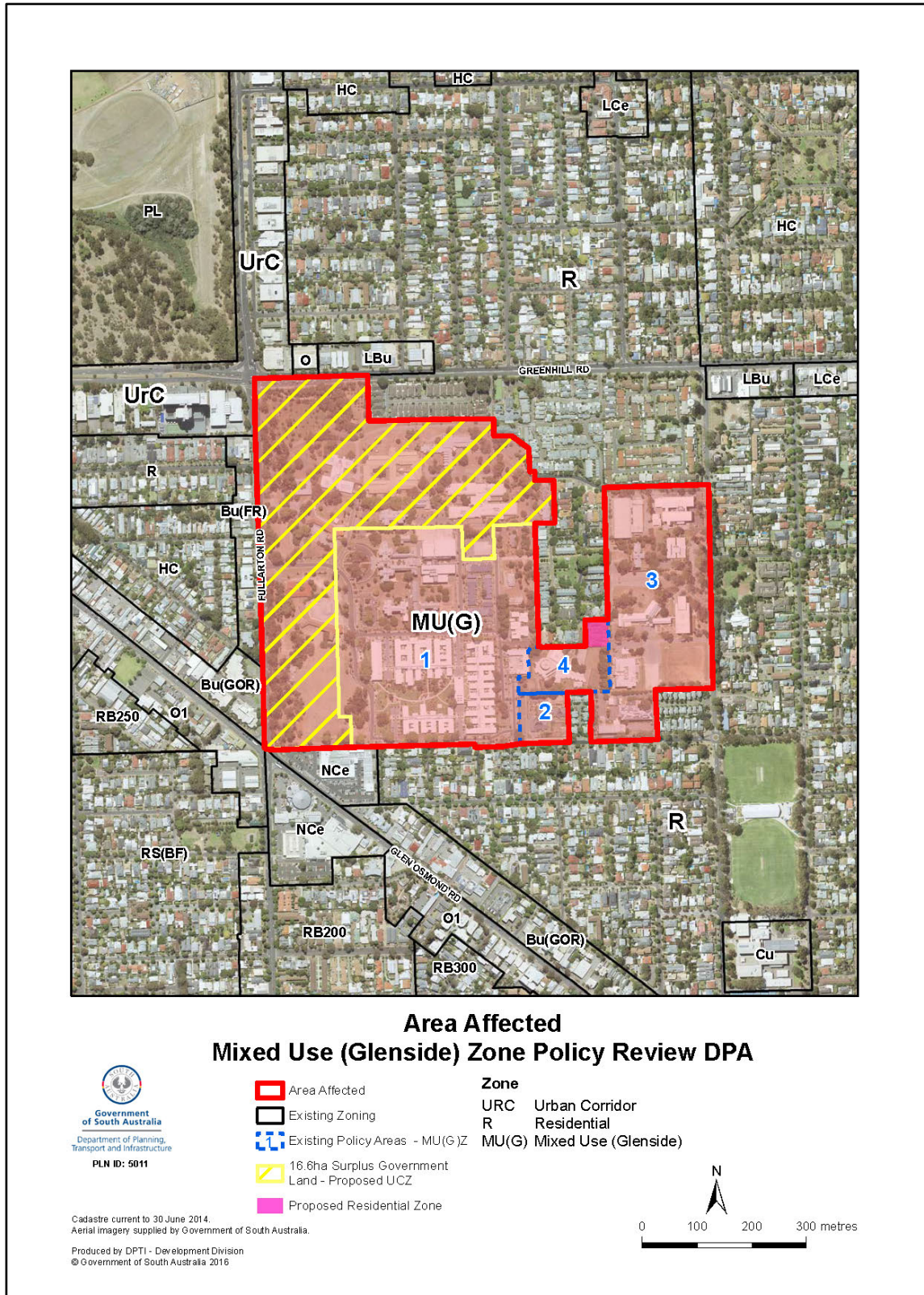


Figure 1 - Affected Area Map

4. PROPOSED POLICY CHANGES

Proposed policy changes in this DPA seek to allow multi storey residential development on land in a corridor location specifically identified by the State Government as surplus to its requirements and in accordance with the directions of The Plan. Further, the DPA is in accordance with the draft Master Plan prepared for the redevelopment of this area.

The Development Plan, as it applies to the affected area, already allows for residential and non-residential land uses including shops, offices, and consulting rooms. Building heights policy generally promotes medium rise up to six storeys with interface heights to low rise under current zone policy (ie generally in the two to three storey range). A key objective of this DPA is to change policy to enable higher density development with 'built form' policy to reinforce the medium rise up buildings in this location, as is also the intent for other infill and corridor locations, whilst reinforcing existing policy by limiting the interface height to two storeys only. The objective is to enable alternative dwelling types to be built, support housing choice and diversity objectives, whilst ensuring careful integration with existing residential development and to allow some mixed use development.

To achieve this outcome, a portion of the affected area is proposed to be changed to an 'Urban Corridor Zone' consistent with other defined locations whilst the remaining Mixed Use (Glenside) Zone is refined to reflect the primary function of Policy Area 1 for health and arts activities and to encourage activation in Policy Area 3.

An anomaly remains in Policy Area 4 where an area of the former school has been developed for residential purposes and is only accessible and connected to the abutting Residential Zone. It is proposed to alter the boundary to incorporate this land into the Residential Zone.

It is important to note that the Urban Corridor Zone and Transit Living Policy Area as proposed, along with sections of general council wide provisions in the Burnside (City) Development Plan, contain extensive policy that address interface impacts on adjacent residential areas from new development in rezoned infill locations. These are relevant given the desire in this DPA to have particular regard for the interface area. These policies clearly require transition in scale from the lower scale two storey development at the zone boundary adjacent to existing residential development to taller building elements in the remainder of the area. These are discussed in Section 3.4 of the *Analysis* part of this document.

A detailed list of key proposed policy changes is in *Section 7 - Summary of Recommended Policy Changes* of the *Analysis* part of this document.

5. LEGAL REQUIREMENTS

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

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

- Accords with the Planning Strategy;
- Accords with other parts of the Development Plan(s);
- Complements the policies in Development Plans for adjoining areas; and
- Satisfies the requirements prescribed by the Regulations under the *Development Act 1993*.

6. 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 for Communities and Social Inclusion;
- Department for Education and Child Development;
- Department for Environment, Water and Natural Resources;
 - State Heritage Unit
 - SA Heritage Council

Mixed Use (Glenside) Zone Policy Review DPA
DPA by the Minister
Executive Summary

- Environment Protection Authority;
- Department for Health and Ageing;
- Department of Planning Transport and Infrastructure
 - Transport Services;
 - Office for Design and Architecture SA
 - Office for Recreation and Sport
- Department of the Premier and Cabinet;
- Department of State Development;
- Renewal SA;
- State Emergency Service;
- South Australian Metropolitan Fire Service;
- South Australia Police;
- SA Water;
- SA Power Networks;
- Adelaide Airport Limited;
- Adelaide City Council;
- The City of Burnside;
- The City of Unley;
- State and Federal Members of Parliament;
- Local Government Association;
- Planning Institute of Australia – SA Division;
- Urban Development Institute of Australia – SA Division;
- Housing Institute of Australia – SA Division;
- Conservation Council SA; and
- Community Alliance SA.

All agency and 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.

7. 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 decline to approve 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

1.1 GLENSIDE CAMPUS REDEVELOPMENT

The Glenside infill site is approximately 16 hectares of land located within the grounds formerly occupied by the Glenside Hospital. The site is located approximately 2.6 kms to the south-east of the Adelaide CBD within the City of Burnside.

The Glenside hospital site was considered by Cabinet in 2007 for the purposes of consolidating the Glenside Hospital into a new state of the art mental health facility on a reduced parcel of land, with the remainder of the site declared surplus to requirements.

Following the development of a master plan for the site in 2008 and a subsequent Ministerial Development Plan Amendment (DPA) – the Glenside Hospital Campus DPA, the land was rezoned to Mixed Use (Glenside) Zone in 2009.

Following the completion of the new health facility in 2012, SA Health, the owners of the surplus land, requested Renewal SA to manage the sale of the land on its behalf. Calls were made for expressions of interest for the sale and development, with Renewal SA completing its evaluation process and selecting a preferred party to jointly undertake the preparation of a master plan. Cedar Woods Properties has been selected by the State Government to develop the former Glenside Hospital site. A key component of this arrangement (with Cedar Woods) is the rezoning (policy review) of the surplus land in support of the State Government's objectives for the site.

Within this context, the Government remains committed to implementing the targets of The Plan seeking to increase the ratio of urban infill to greenfield development from the current split of 50:50 to 70:30 over the next 30 years. Through the implementation of a number of DPAs, including the 'Inner Metropolitan Growth (Stage 1) Amendment' approved in October 2013 and rezoning in other key locations (including Woodville, Tonsley, Port Adelaide, West Lakes and Modbury), infill targets for mixed use developments are progressing.

Further, preparation of the Inner and Middle Metropolitan Corridor Infill DPA is progressing with the aim of releasing the DPA for public consultation in the near future. This DPA will identify a number of additional inner and middle corridors and key development areas for consideration to rezone (i.e. Urban Corridor Zone and alike policies) to increase the capacity for infill development.

The surplus land at Glenside is a key 'infill' site located in close proximity to the city centre, accessed by arterial road networks and well serviced. An opportunity exists to reconsider the policies currently applying to the land for further uplift and scope for increased densities as part a Ministerial DPA. The intent is to ensure the land use policies applying to this strategic, inner metropolitan site allow development to occur based on a new master plan for the land. Such opportunities may include increased densities and mixed land uses in keeping with the targets of The Plan to encourage infill development within key transport corridors and within inner and middle metropolitan Adelaide.

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

To achieve the State Government's ambition for Glenside, changes are therefore required to the existing Mixed Use (Glenside) Zone to allow increased density and building heights. The densities envisaged for Glenside are similar to what are now possible along Greenhill and Fullarton Roads through zoning changes in 2013. This is an important element of delivering on The Plan's objectives of encouraging the majority of housing growth to occur within established areas.

1.2 STATE GOVERNMENT PLANNING REFORMS

The State Government in 2012 released the Inner Metro Rim Structure Plan to:

- Assist in achieving the population, dwelling and employment targets set out in The Plan;
- Identify and facilitate the resolution of, strategic infrastructure issues;
- Encourage the design and development of a new sustainable and liveable urban form across Greater Adelaide; and
- Facilitate the rezoning of land for residential and employment purposes.

The role of the Structure Plan was also to provide:

- A strategic vision for the inner suburban areas of Adelaide adjacent to the Park Lands; and
- Guidance on future land use as well their spatial extent.

In October 2013 the State Government also introduced a package of planning reforms for the inner city suburbs to build on the success of reforms introduced for the Adelaide Central Business District (CBD) which have led to the city's revitalisation.

This package was introduced to allow more people to enjoy the benefits of inner city living in well-designed contemporary housing that reflects the way many people want to live, with access to public spaces and efficient public transport services.

The planning package included:

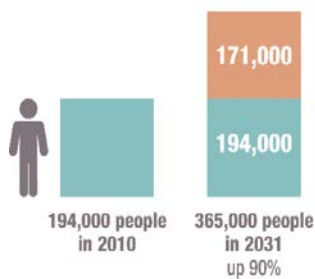
- Rezoning of key areas for urban renewal in partnership with affected Councils in the inner metropolitan area (through the Inner Metropolitan Growth [Stage 1] DPAs);
- Assessment of development applications in this area by the independent Development Assessment Commission (DAC) for development over four storeys in height;
- Introduction of a small venue license; and
- Introduction of stamp duty concessions for off the plan apartment sales.

An expanded role for the Government Architect, supported by a Design Review Panel, has also been implemented to better respond to the community's need for high quality design in the rezoned areas where the Development Assessment Commission is the planning authority.

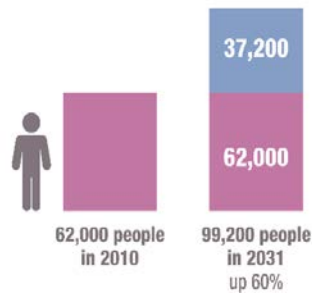
Design Review is now an essential part of the planning process within the City of Adelaide and those inner metropolitan locations zoned 'Urban Corridor' above four storeys in height. Referral of relevant development applications to the Government Architect was introduced through legislative changes in April 2012 as part of the governments Vibrant City initiative, and included the establishment of a design review service to inform advice from the Government Architect to the DAC.

The *Renewing our Urban Future: Unlocking South Australia's Potential* brochure at www.dpti.sa.gov.au/planning/unlock provides a snap shot of some of the important reasons more infill housing is required in the inner city suburbs of Adelaide including at a site such as Glenside. These include:

The number of people aged 65+ is growing



The number of single person households is growing



South Australia's population is expected grow to 2.0 million by 2030, but it is also ageing.

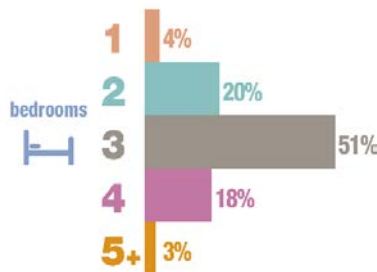
On average, nearly 700 people each month will turn 65 over from now to 2031.

1.5m people are expected to live within the metropolitan area by 2036.

households by size



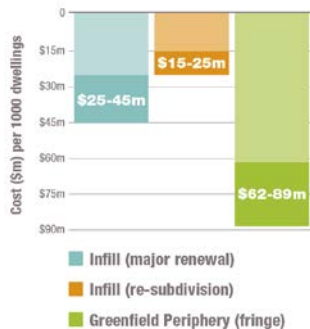
dwellings by bedroom



There is a mismatch between size of households by person and dwellings by bedroom.

62% of households are single or two person, and only 24% of dwellings are one or two bedroom.

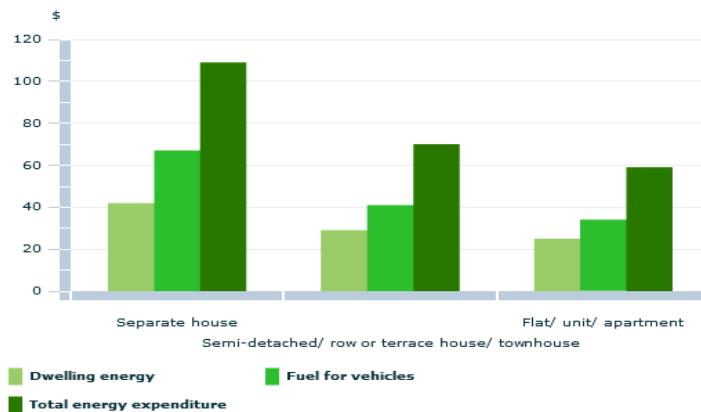
COSTS TO PROVIDE INFRASTRUCTURE



The cost of infrastructure for fringe development is significantly higher than for infill.

Shifting 20,000 dwellings from greenfield to infill could yield \$1.2 billion in infrastructure costs savings.

Household energy expenditure by dwelling structure (\$ per week)



Smaller housing will reduce our carbon footprint through reduced energy consumption.

Higher densities also leads to greater scope for viable public transport services.

There are of course a wide range of other reasons as to why people may want to choose to live in inner metropolitan areas and in the CBD, including good access to services, proximity to employment, facilities and infrastructure, as well as the choice this may provide with respect to alternative modes of transport. Significant investment in public infrastructure such as Adelaide Oval, the Torrens footbridge, the O-Bahn extension and a range of other initiatives also promote an inner city lifestyle. The Government has also committed \$40 million of investment in the Adelaide Park Lands to improve the quality of this space as our city grows.

This DPA, initiated in December 2015 therefore seeks to enhance the opportunity for the orderly and efficient use of inner metropolitan land in a strategic location close to the CBD.

Implications for this DPA

The removal of portion of the Mixed Use (Glenside) Zone and its replacement with the Urban Corridor Zone will encourage higher densities in this strategic infill area.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 CONSISTENCY WITH SOUTH AUSTRALIA'S STRATEGIC PLAN

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

1. *Vision: Our Communities are vibrant places to live, work, play and visit*
 - Goal: We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging;
 - Target 1: Urban Spaces – Increase the use of public spaces by the community; and
 - Target 2: Cycling – Double the number of people cycling in South Australia by 2020.

The Glenside infill area is located adjacent and proximate to significant areas of open space, with pathways and linkages that enhance the access to and utilisation of these open spaces. These linkages encourage pedestrian and cycle modes of movement for recreational and transit purposes.

The area is well located to encourage ready access to work, education and a full range of services.

2. *Vision: Everyone has a place to call home*
 - Goal: everyone can afford to rent or buy a home; and
 - 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 earners.

The Burnside LGA provides few opportunities to create significant areas of new residential development to include a range of dwelling types to satisfy the future needs of the district. The Glenside infill development therefore creates opportunities for a comprehensive scheme with a variety of housing choices.

3. *Vision: we have a skilled and sustainable workforce*
 - Goal: South Australia has a sustainable population; and
 - Target 45: Total population – Increase South Australia's population to 2 million by 2027.

The Glenside area unlocks an area for construction and development of a new community and thereby contributes to the skills and growth of the State.

4. *Vision: South Australians think globally, act locally and are international leaders addressing climate change*
 - Goal: we reduce our reliance on cars in the metropolitan area by walking, cycling and increasing use of public transport; and

- Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.

The location provides excellent connection to the public transport network on Glen Osmond and Greenhill Roads in particular. Further, the site is well connected to pathways through the Adelaide Park Lands to access city business, services and amenities. The area is well served locally with retail business and community facilities that are within walking and cycling distance. This is a unique inner rim site in terms of land mass, configuration and location qualities to encourage and engender the use of alternate modes of transport to access local and nearby services and facilities. A population in the order of 2,300 people in this location is anticipated thus reinforcing the use of more sustainable modes of transport.

5. *Vision: We look after the natural environment*

- Goal: we want Adelaide to grow up more than out; and
- By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas.

The Glenside land was formerly quarantined from residential development prior to the introduction of the Mixed Use Zone in 2009. That zoning aimed for modest densities within height limits ranging from two to six storeys. Since that time, greater emphasis on increasing density particularly in highly accessible corridors and inner areas suited to infill has been recognised as the preferred form of development for mature growth of the inner urban areas. This established area will therefore benefit from the provision of greater housing choice as households mature naturally in the area. In rezoning the site there is the potential to provide better connections to the Adelaide Park Lands, reduce pressure on the natural and valued lands at the fringes whilst reinforcing the better utilisation of infrastructure and services.

2.2 CONSISTENCY WITH THE PLANNING STRATEGY

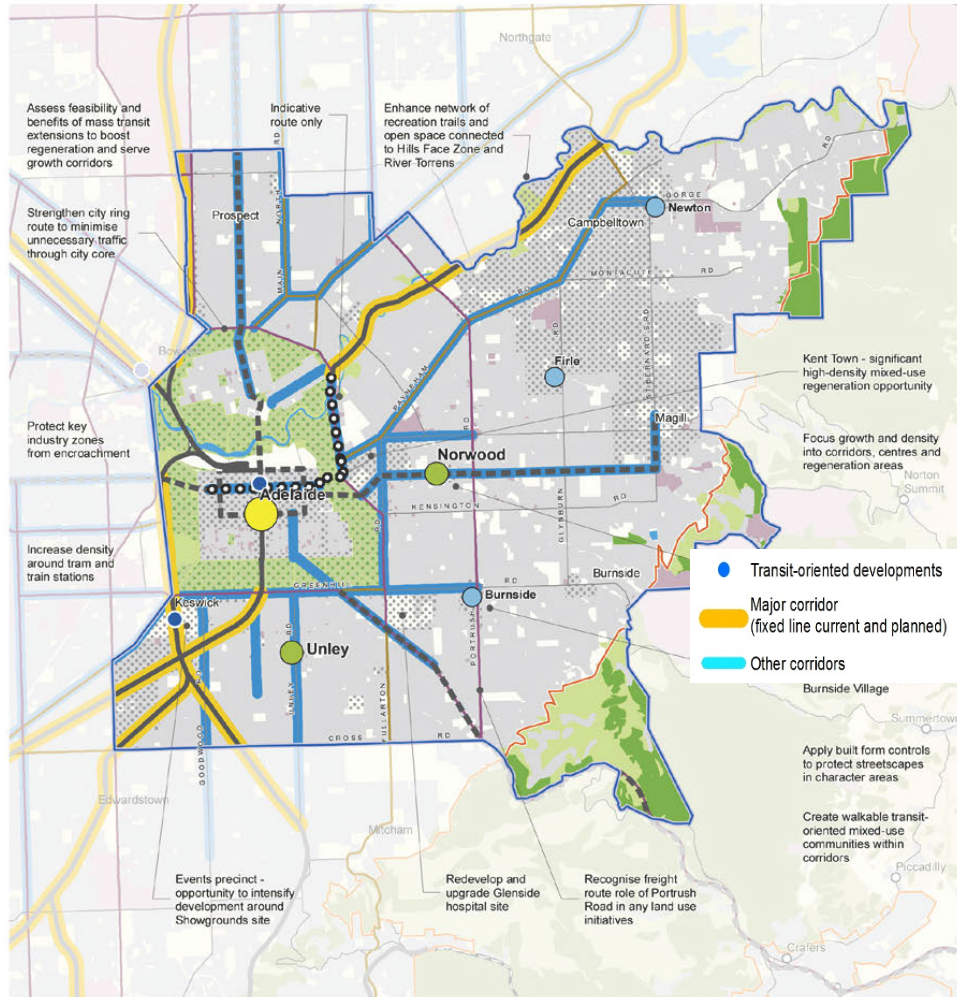
The 30-Year Plan is a volume of the Planning Strategy for South Australia and applies to the area affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry and is consistent with South Australia's Strategic Plan.

The 30-Year Plan (The Plan) sets the vision for Greater Adelaide. In developing The Plan, significant consultation was undertaken with councils, communities and key industry groups. A summary is provided in **Appendix A**.

Growth Areas

The Plan identifies growth areas along key corridors. The Glenside land is located between two key Urban Corridors, specifically Greenhill Road and Glen Osmond Road as indicated on the map below, Map E2 extracted from The Plan relevant to the area affected by this DPA – the area affected by this DPA is identified as a “potential regeneration ...” area. This DPA is therefore aligning Development Plan policy with The Plan's strategic directions, by continuing to locate infill in identified locations.

Map E2



- Urban Areas**
 - Built-up areas
 - Planned urban lands to 2038
 - Potential regeneration areas (non-corridor)
- Employment**
 - Existing key industry areas
- Mass Transit Routes**
 - Existing/committed
 - Planned mass transit
 - Potential mass transit (indicative only)

- Transport**
 - Main road
 - Railway
 - Primary freight road
 - Strategic road
- Transit Corridors**
 - Major corridor (fixed-line current and planned)
 - Other corridors
 - Transit-oriented developments

- Activity Centres**
 - Adelaide City Centre
 - Major district
 - District
- Environment**
 - Reservoir/Waterbody
 - High environmental significance
 - Adelaide Park Lands
 - Metropolitan Open Space System
 - South Australian Government Region boundary

0 1 2 3 km

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Location Map

Figure 2 - Extract from 30 Year Plan Map E2

In relation to the Glenside infill site – the following policies and targets from The Plan are of direct relevance:

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

Policies

2. Locate the majority of Greater Adelaide’s urban growth within existing built-up areas through increases in density in strategic locations.
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.
4. Locate new growth areas contiguous to transit corridors wherever possible.
7. Ensure that the bulk of new residential development in Greater Adelaide is low- to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.
14. Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.
15. Ensure that there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing. Structure Plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses.
30. Develop higher-density residential developments within and adjacent to activity centres.

Targets

- C About 60 per cent of metropolitan Adelaide’s (50 per cent of the Greater Adelaide regions) new housing growth will be located within 800 metres of current or extended transit corridors.

Implications for this DPA

The DPA proposes to rezone a portion of the Mixed Use (Glenside) zone to Urban Corridor Zone, Transit Living Policy Area to allow for a higher density infill residential development, in accordance with The Plan’s strategic directions for this location. It will also support a number of The Plan’s strategic policies, as described above.

Appendix B contains a summary of the following strategic documents and an assessment of their relevance to the DPA:

- State Infrastructure Plan for South Australia; and
- Housing and Employment Land Supply Program.

2.3 CONSISTENCY WITH OTHER KEY POLICY DOCUMENTS

2.3.1 TRANSPORT PLANNING – THE INTEGRATED TRANSPORT AND LAND USE PLAN

The *Integrated Transport and Land Use Plan* (ITLUP) sets out a vision that proposes a range of transport improvements and upgrades for Greater Adelaide and supports the contribution of active travel to the liveability of places. The ITLUP recognises that “...inner suburbs will be the focus for additional growth over the next 30 years and that residents and businesses in these inner areas will be supported by an improved mass transit network”.

The area affected by this DPA is located between and in close proximity to three significant transit corridors that feature an established medium to high frequency public transport system. As the population increases in these areas and patronage of the service increases, there is likely to be further improvements in the form of additional services (as indicated by the ITLUP). This includes ITLUP’s commitment to rolling out a light rail network to service the inner and middle suburbs of Adelaide. This significant investment needs more people living locally to make it viable, which this DPA supports.

Extensive investigations and system modelling was undertaken through the development of ITLUP, including consideration of the implications of positioning infill housing in metropolitan Adelaide, as a basis for its various transport solutions and directions for infrastructure, public transport and the like. This is necessary to ensure that road network function can be maintained into the future. Infill development will happen incrementally, resulting in relatively negligible impacts on traffic volumes along arterial roads, thus allowing authorities' time to monitor and adjust the management of local transport movements and parking as required. For further details on ITLUP visit www.transportplan.sa.gov.au.

For Greater Adelaide, increases in traffic levels (and congestion) on the road network will likely stem from population growth irrespective of where that growth occurs simply because people need to travel between home and work, and to access goods and services. ITLUP anticipates that such changes in combination with improvements to public transit services, bicycle access and greater walkability, could see a shift away from private vehicle use over time.

The corridors that have been established in earlier DPA's, now consolidated into the relevant Inner Metropolitan Development Plans are aligned with ITLUP for both its future public transport solutions, and its cycling and walking solutions (refer to **Figure 3 - Map – ITLUP Figure 5-1, Greater Adelaide Future Public Transport Solutions** below). The proposed Glenside infill location is also located adjacent Adelaide Metro Go Zones on Greenhill and Glen Osmond Roads and is therefore well positioned in terms of current and future public transport access.

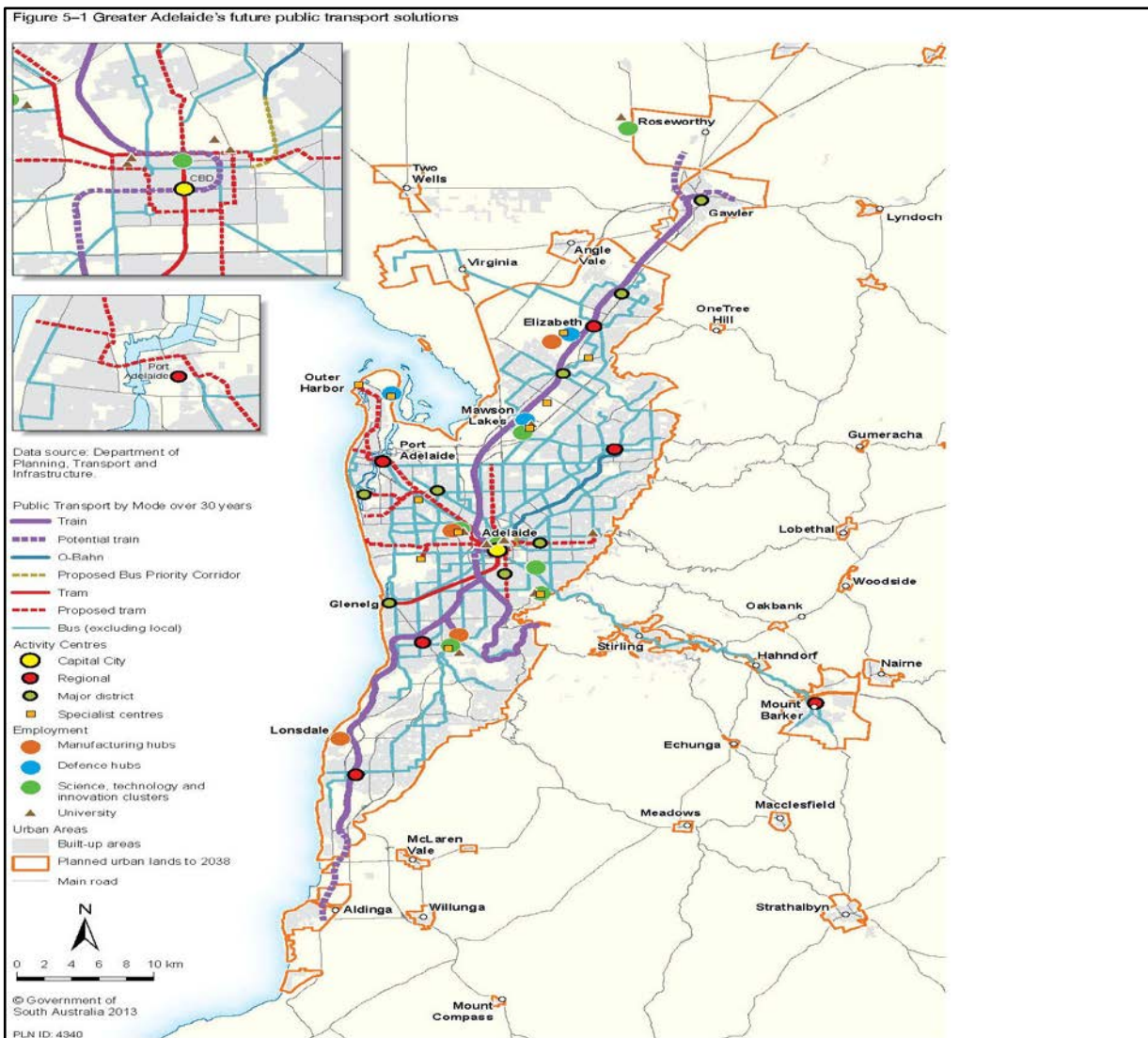
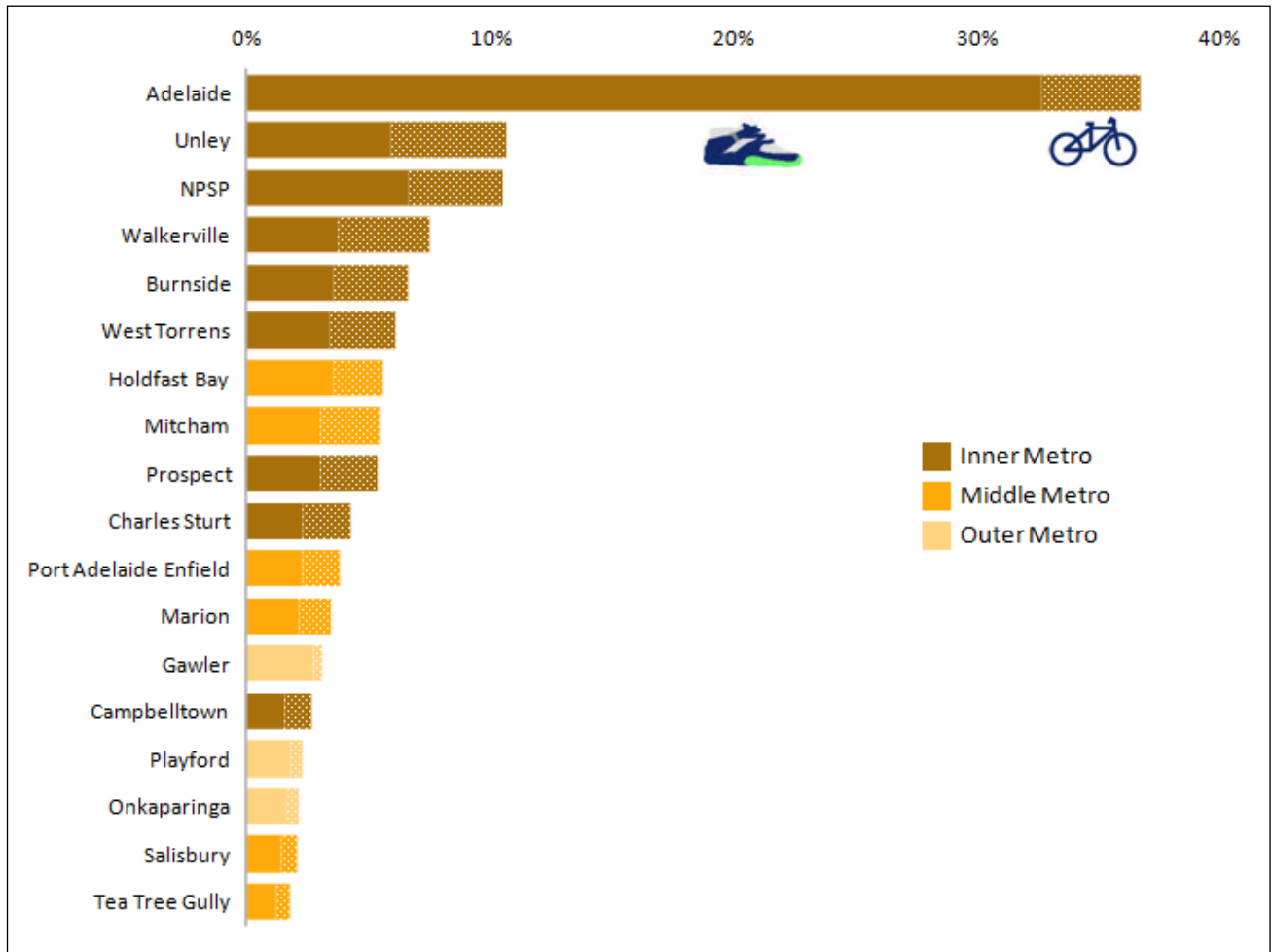


Figure 3 – Extract From ITLUP

Further, there is evidence that shows that the proportion of people walking or cycling is highest in the inner suburbs and increasing:



The figure above shows the proportion of people who walk or cycle to work by Local Government Area (2011 Census). It shows that most people who walk to work live in the inner suburbs. Not surprisingly Adelaide LGA had the highest proportion of persons walking to work - 32.8%. Other LGAs with relatively high proportions of persons walking to work were 'Inner Metro' LGAs – Unley, NPSP, Walkerville and Burnside. Unley LGA had the highest proportion of persons cycling to work – 4.8%. The metropolitan Adelaide total proportion of persons walking to work was 2.9% and cycling was 1.6% - total of 4.5%.

Implications for this DPA

ITLUP provides a comprehensive blueprint for the strategic alignment and integration of the 30-Year Plan's land use directions and transport policy.

This DPA proposes to locate medium density residential infill development in a location that is positioned with ready accessibility to public transit corridors identified in ITLUP.

Urban Corridor Zone off street car parking requirements are lower than typically applies in most standard residential zones. This supports ITLUP objectives of encouraging choice of modes of transport, particularly in respect to public transport.

Targeted upgrades to local road infrastructure are also proposed in the short-term and long-term consistent with ITLUP – more detail on these upgrades is provided under section 5.3 Transport / Traffic Parking.

2.3.2 INNER METRO RIM STRUCTURE PLAN

To refine the strategies and directions of The Plan as it relates to the inner metropolitan area, the State Government released the Inner Metro Rim Structure Plan (IMRSP) in 2012 as part of the Inner Metropolitan

Growth DPAs (Stage 1). The IMRSP provides additional detail on the application of strategies and initial concepts set out in the 30-Year Plan, for an area radiating out approximately 1.0 kilometre (in some locations up to 2.5 kilometres) from the outer edge of the Adelaide Park Lands. The area includes suburbs and precincts located within the City of Norwood Payneham and St Peters, the City of Burnside, the City of Unley, the City of West Torrens, the City of Prospect, the City of Charles Sturt and the Corporation of the Town of Walkerville. The Inner Metro Rim Structure Plan was developed in conjunction with, and was endorsed by, the relevant local Councils.

The Structure Plan contains 14 Sector Plans. Of these, Sector Plan 06 (Greenhill Road – Fullarton Road) is relevant to this DPA (see **Figure 4** below).

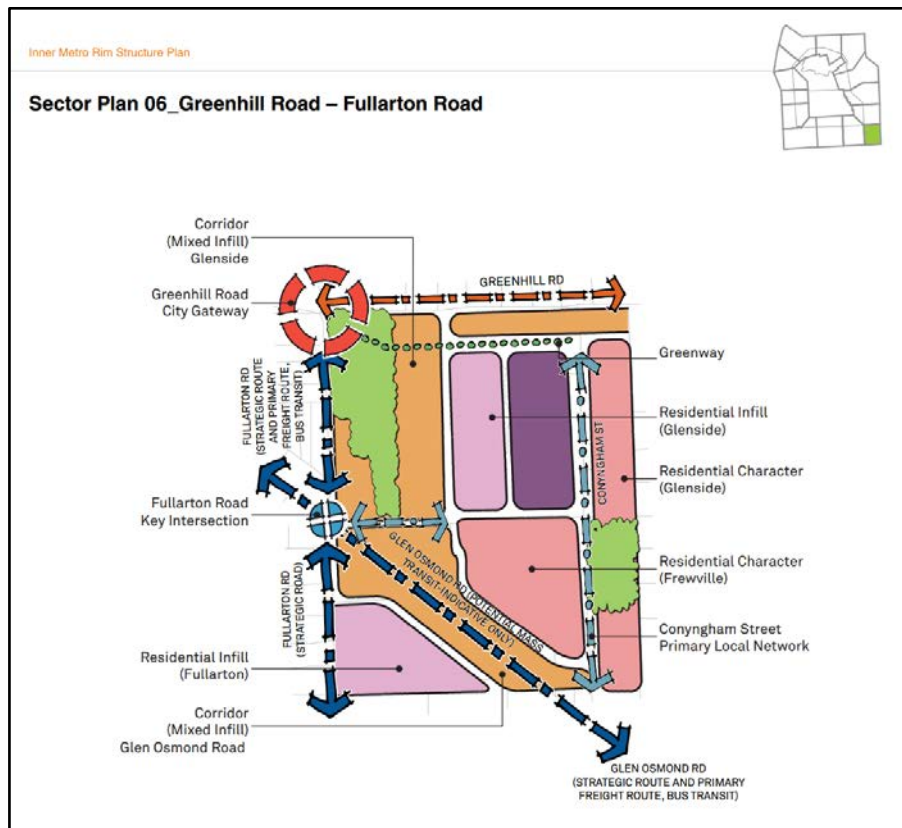


Figure 4 – Extract from Inner Metro Rim Structure Plan

The Structure Plan proposed the following actions for the sector area.

Residential Infill, Glenside

Facilitate residential renewal of portions of the former Glenside Hospital site to create a mixed-use precinct with a residential emphasis (two to three storeys with appropriate sensitive interface development) that provides housing diversity close to Glen Osmond Road, the city and Park Lands. Ensure strong pedestrian connections to Fullarton Road, Greenhill Road, Glen Osmond Road and the Park Lands. Establish focal points that connect with the surrounding residential neighbourhoods. Create street level retail/commercial frontages to key locations on the internal streets and open spaces. However, since that work, the utilisation rates expected from infill and corridor sites through the work of ITLUP and the Inner Metropolitan Growth (Stage 1) DPAs has reinforced the need for higher densities in key locations particularly in the inner rim where access to services and facilities is the most efficient utilisation of resources.

Corridor (Mixed Infill), Glenside

Accordingly, Glenside is suited to infill of medium density residential redevelopment (two to eight storeys) with supporting non-residential uses, close to the city and open space, providing a layered transition between the city edge and residential character areas. The augmentation of existing policy can readily achieve an appropriate interface that is sensitive to surrounding established residential areas through height and setback design mechanisms. Neighbourhood connectivity and accessibility can be strengthened through integrated road and pathway networks and open spaces.

Implications for this DPA

Since the release of the Inner Metro Rim Structure Plan, the intensity of development anticipated in key locations has been reviewed through the Inner Metropolitan Growth (Stage 1) and Inner and Middle Corridor Infill Stage (2) DPAs which reinforce the need for higher densities in key locations, particularly in the inner and middle rim where access to services and facilities is the most efficient utilisation of resources.

The extent of retail and commercial activity anticipated by the Sector Plan 06 is not supported in this location based on the level of existing retail and commercial activity and residual land values. In addition, the site has specific limitations for retail and commercial activity given its poor visibility behind the band of significant trees along the Fullarton Road frontage.

This DPA uses these strategic directions to inform planning policy parameters for relevant locations within the site.

2.3.3 COUNCIL STRATEGIC DIRECTION REPORTS

Section 30 of the *Development Act 1993* requires local government authorities to prepare a Strategic Direction Report (SDR) (for agreement by the Minister for Planning) every 5 years, or within 12 months of a change to the Planning Strategy. The SDR's outline how the Council intends to update its Development Plan in response to the above requirements. The following is an outline of the SDR for the City of Burnside.

Burnside Council – SDR Approved 2015

The City of Burnside Council SDR recognises the need to provide alternative forms of housing, particularly to provide for its relatively large ageing population. However, limited opportunities are identified for this purpose in the report.

Since lodgement of the SDR, a Mixed Use & Activity Centres DPA has been initiated by Council that is investigating mixed use infill opportunities for Kensington Road and therefore not affecting this area. A Housing Diversity DPA has also been initiated to investigate opportunities for greater housing diversity. This DPA is currently progressing through the investigations stage and is expected to commence community consultation in the second half of 2016.

Implications for this DPA

The policy intent of this DPA is consistent with the Council's strategic policy directions for providing alternate forms of housing.

2.3.4 RELATED DEVELOPMENT PLAN AMENDMENTS

Inner and Middle Corridor Infill DPA (Stage 2) – draft investigations stage

Should this DPA be approved prior to this amendment, then the Development Plan at the time will be used as the basis for any final approval amendment for this DPA.

2.4 THE STATE'S PLANNING POLICY LIBRARY

The South Australian Planning Policy Library (SAPPL) contains the suite of general and zone modules that are used as a basis for Development Plans. Included in the library are modules designed to support medium density mixed use multistorey development in relevant transit and corridor locations. The application of the Urban Corridor Zone is relevant to this DPA.

A number of related policies are contained in modules that apply in the general Council-wide section of the Development Plan, and therefore apply across the entire Council area. A number of these modules are designed to apply to development in mixed use corridors.

2.4.1 COUNCIL-WIDE GENERAL PROVISIONS

General Council-wide modules (or parts) relevant to multi-storey mixed use development include:

- Advertisements (advertising in Corridor Zones)
- Design and Appearance
- Heritage Places (multi-storey additions to State or local heritage places)
- Interface Between Land Uses (excluding Rural Interface)
- Medium and High Rise Development (Three or More Storeys)
- Transportation and Access (vehicle parking and undercroft/basement parking for Corridor Zones)
- Overlays:
 - Affordable Housing
 - Noise and Air Emissions
 - Strategic Transport Routes

The Inner Metropolitan Growth (Stage 1) DPA included most of the above modules relevant to multi storey development into the Burnside City Council Development Plan. The DPA also included the three Overlays to apply to those areas rezoned Urban Corridor.

Overlays

The following three Overlay Modules are proposed to be extended to the areas at Glenside which are to be rezoned for medium density, mixed use development under an Urban Corridor Zone:

- Overlay 1 – Affordable Housing;
- Overlay 2 – Strategic Transport Routes; and
- Overlay 3 – Noise and Air Emissions.

The above overlays are not intended to apply outside the Urban Corridor Zone.

The following information provides an overview of the role of each overlay.

(a) Affordable Housing Overlay

The 30-Year Plan (The Plan) sets a target of 15 percent affordable housing being included for developments (creating over 20 dwellings) and growth areas. Affordable housing applies to all residential components of significant developments, including mixed use, retirement living and multi-unit development, as well as detached dwellings.

The overlay has been selected and mapped to apply to the areas affected by the DPA. The overlay is designed to apply over land where a rezoning process will provide the potential for an increased dwelling yield.

(b) Strategic Transport Overlay

The Plan seeks to increase development along key transport corridors. The Strategic Transport Routes Overlay applies to Greenhill Road as a defined corridor and Fullarton Road identified as a Primary Freight Routes (refer to Maps D15 and E2 in The Plan).

The purpose of the overlay is to distinguish between strategic routes and other transport routes along corridors. Specific policies are included about protecting the strategic importance of the road as a strategic transport route for high capacity freight and passenger vehicles. Strategic priorities identified in The Plan are integrated with the priorities in the Strategic Infrastructure Plan for South Australia.

(c) Noise and Air Emissions Overlay

The purpose of this overlay is to ensure that sensitive development is protected from noise and air emissions sources from major transport routes and mixed use developments.

Planning requirements for sensitive developments include amongst other criteria:

- The location of private and communal open space at the rear of buildings and away from the emission source;
- Minimise urban canyons and confined spaces restricting the dispersal of air pollutants by stepping back upper storeys, orientation to prevailing winds and allowing for open spaces and building separations; and
- Landscaping treatments.

Links to Building Requirements for Noise Sensitive Development

A Minister's Specification for the Construction Requirements for the Control of External Noise applies to land identified in the Noise and Air Emissions Overlay. This specification requires varying levels of treatment at the building façade depending on noise exposure and the separation distance from the building to the noise source.

Implications for this DPA

Urban Corridor Zone

The Urban Corridor Zone will be expanded into the Glenside area replacing some of the Mixed Use (Glenside) Zone.

Mixed Use (Glenside) Zone

The Mixed Use (Glenside) Zone will be amended by removing certain provisions which are no longer relevant. In addition, modification of policy is incorporated to enhance the capacity of this area to meet the expectations for creating a more vibrant and active mixed use area.

Transit Living Policy Area

The Transit Living Policy Area for the Urban Corridor Zone will need to be introduced into the Burnside (City) Development Plan.

Overlay Modules

The existing overlay policies will apply to this area to be rezoned to Urban Corridor (through necessary Development Plan mapping changes).

The Affordable Housing and Noise and Air Emissions Overlay is proposed to be applied in relation to the Urban Corridor Zone at Glenside. The Strategic Transport Routes Overlay policy will apply to land adjacent to designated Primary and Secondary Freight Routes, and Strategic Roads as identified in The Plan.

General Council-wide Policies

The Council wide provisions incorporate the general policies applicable to the area and will not need to be amended.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

3.1 INTRODUCTION

In November 2015 the Minister initiated investigations to inform a DPA affecting 16.6¹ hectares of surplus government land in the Mixed Use (Glenside) Zone.

The following documents have been reviewed as part of the strategic context and policy directions of the DPA:

- Glenside Development, Draft Master Plan, Hames Sharley for Cedar Woods and Renewal SA and relevant investigations, April 2016; and
- Review of previous Glenside Campus Ministerial DPA and relevant investigations (approved in 2009).

3.2 GLENSIDE DEVELOPMENT MASTER PLAN PROCESS – OUTCOMES AND POLICY IMPLICATIONS

3.2.1 BACKGROUND

The Glenside Development Master Plan prepared by Hames Sharley (on behalf of Renewal SA and Cedar Woods) has been prepared to assist in decisions about the future management and opportunities for the redevelopment of the surplus State Government land at Glenside. The final Master Plan released in May 2016:

- Includes a description of the unique character of the existing campus setting;
- Discusses the site's constraints and opportunities with regard to surrounding land uses, infrastructure and street pattern;
- Identifies areas where development may occur and areas which should not be developed;
- Identifies an appropriate mix of land use types defined broadly through structure plan precincts;
- Identifies key entry and exit points to the site, along with a general road network which integrates with the surrounding road network;
- Identifies the key parameters for the management of stormwater and other infrastructure on the site; and
- Identifies a framework for developing a sustainable built form and landscape setting for the campus.

3.2.2 MASTER PLAN OBJECTIVES

The six targets identified by the government for the Glenside surplus land include:

- Engaging the community to help develop the vision for the site and to ensure that tangible community benefits are achieved;
- Creating a vibrant hub of well-designed retail, commercial, residential and recreational uses which are connected and enhanced by high quality public spaces;
- Providing a range of high quality, innovative housing options including affordable housing with net densities of around 80-100 dwellings per hectare to achieve social diversity;
- Retaining and integrating the site's heritage features and significant vegetation to create a unique and distinctive place;
- Promoting sustainable living through intelligent design and improved walking and cycling connections; and
- Maximising economic development outcomes through construction activity and job creation.

¹ The site area has subsequently been reduced to accommodate the proposed Veterans' Mental Health Precinct

3.2.3 COMMUNITY CONSULTATION PROCESS

Renewal SA undertook community consultation in February 2015 on draft project objectives and principles prior to releasing the site to the market. The key themes to emerge from the consultation were open space and significant trees: community spaces and recreation; heritage preservation; housing diversity and traffic impacts.

In November 2015 Renewal SA commenced a second round of community consultation based on the themes and feedback received during Stage 1 consultation.

The Master Plan as depicted in **Figure 5** provides a framework for the area of land identified by the State Government for infill development. This Master Plan has been tested and refined through community and stakeholder consultation as set out in the Glenside Development Stage 2 Community Consultation Report, December 2015.

The Stage 2 consultation was promoted to the public in the Eastern Courier and Sunday Mail newspapers, on on-site signage, media coverage, and on Renewal SA and Burnside Council websites. An electronic direct mail was also sent to the Glenside database developed from the Stage 1 consultation.

The consultation sought feedback on the preliminary Master Plan and included a public display from 30 November to 5 December 2015 and two face-to-face community feedback sessions with representatives of Renewal SA and Cedar Woods held on 1 December and 5 December 2015 at the Burnside Civic Centre.

The preliminary Master Plan was also made available online on the Renewal SA website with respondents given until 20 December 2015 to provide their feedback. Printed and electronic feedback forms were made available to all respondents.

Some 60 to 70 people attended the feedback sessions, 121 people provided feedback via the online survey and an additional 10 individuals/organisations provided written submissions prior to the conclusion of Stage 2 consultation on Sunday 20 December 2015.

3.2.4 OUTCOMES OF COMMUNITY CONSULTATION

Of the 131 respondents, 86 described themselves as local residents or the representative of local residents, 31 expressed an interest in heritage, 12 work at or own a local business, and 23 identified themselves as potential buyers and/or investors.

Respondents highlighted the importance of retaining significant trees and open space.

Feedback from respondents also focused on useable areas for recreational purposes and that further consideration be given to retention of what is perceived to be an existing oval. Some respondents requested more information on the location and nature of recreational facilities.

There was strong support for the preservation of heritage buildings, as proposed. Feedback received included a request that design of the new development should be in keeping with the tone set by the heritage buildings.

Many respondents agreed that development adjoining existing development should be at a lower scale. Many respondents commented on the need for a low stimulus environment with lower building heights close to the Veterans' Mental Health Precinct.

Feedback indicated support for traffic signals at the Fullarton and Mulberry Roads intersection. Various views were offered on the impact of additional vehicles feeding into Fullarton and Greenhill Roads during peak periods, and on Amber Woods Drive feeding into Conyngham Street.

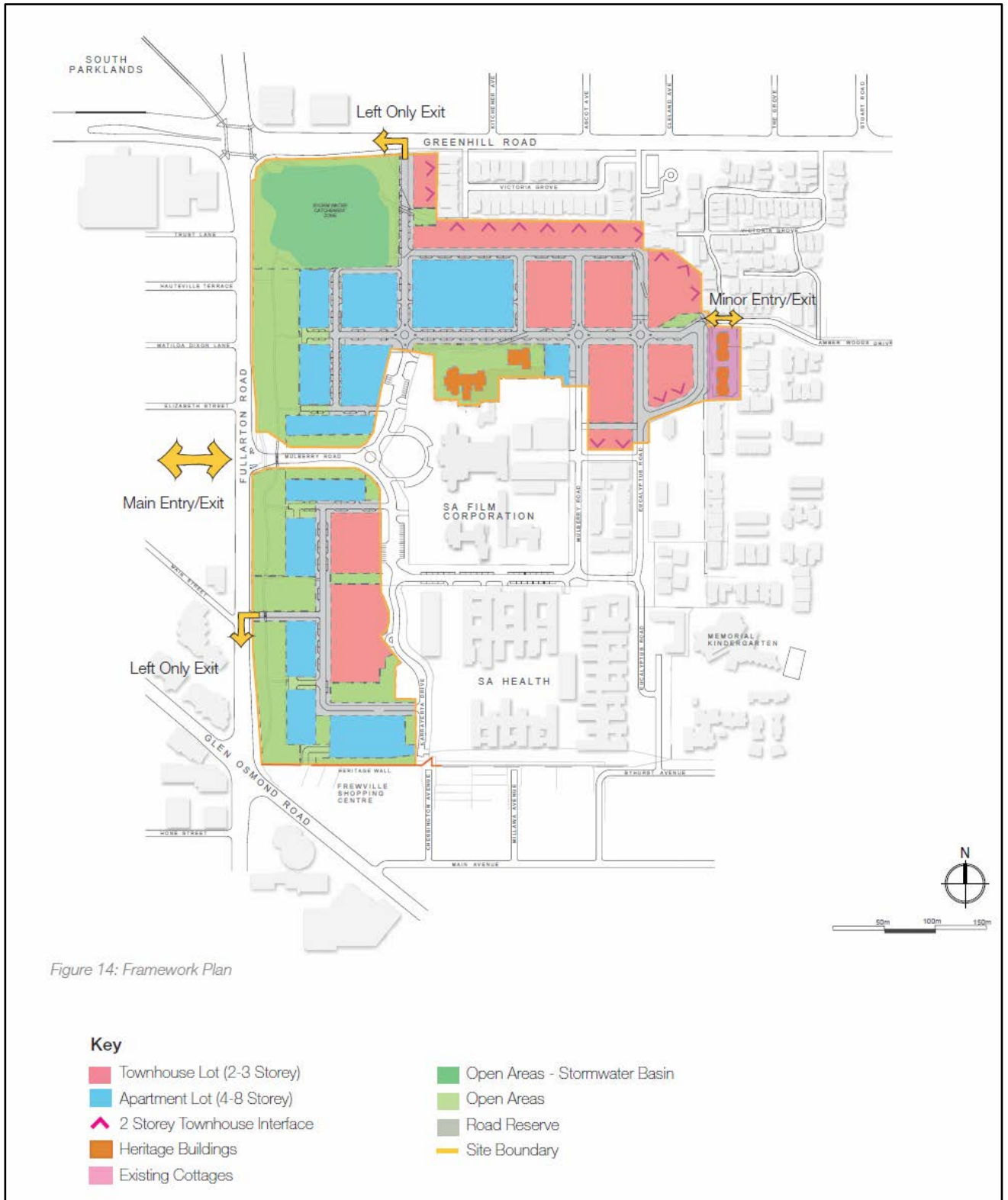


Figure 5 – Master Plan/Framework (Source: Hames Sharley)

In the second phase of consultation, recreation and heritage issues were not as much of a concern as the intentions for adaptive reuse of heritage buildings and provision of significant areas of open space was defined in the draft Master Plan. The policy represented in zone, policy area, concept plan and text formats reflect the intent of the draft Master Plan together with the normalisation of policy attributed through the SAPPL modules. These modules are modified or varied to reflect local nuances and in this instance, those nuances include:

- The adjoining residential development to the north and east at the interface and concentrating density away from existing residential development and towards Fullarton Road;
- The vegetated corridor along the Fullarton Road frontage;
- The heritage buildings within the area and adjacent the Master Plan defined area;
- The physical requirements for stormwater management in the north western corner; and
- The implications for traffic management as a consequence of the further more intense development of the site.

3.2.5 NEXT STEPS

The draft Master Plan is due to be considered by Cabinet in June 2016.

Implications for this DPA

The draft Glenside Master Plan (April 2016) has informed the draft DPA.

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 INTRODUCTION

In addition to those investigations previously undertaken (outlined in Section 3), 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 issues and investigations are outlined below:

- Review of the current Mixed Use (Glenside) Zone and the potential application of an updated residential and mixed use zone to the identified surplus land. The intent of this review is to identify land contiguous to commercial/business and centre type zoned land along transit corridors identified in The Plan;
- In adopting a new Zone, similar zoning or a modified existing policy framework, consider the proximity of residential development to non-residential zoned land ensuring and the need for potential interface issues to be addressed;
- Consideration of a wider mix of land uses within the Mixed Use (Glenside) Zone, particularly Policy Area 3 - Office and Technology, by reviewing policy for the Zone to increase the potential for vibrancy and economic development;
- Consideration of local circumstances to assist in informing:
 - Built form parameters and desired character that may apply; and
 - Revision of current concept plans and/or need for additional concept plan(s) where necessary with regard to local spatial policy elements.
- Review the completed Master Plan and identify appropriate policy changes required to best implement the Master Plan;
- Consideration of the need for general policy amendments to support the envisaged nature of development;
- Consideration of infrastructure implications and capacity to support increased development opportunities;
- Consideration of open space and areas for recreation specific to the subject land, and where required update and or represent area(s) attributed for open space and recreational use on the relevant concept plans, being cognisant of existing regulated and significant trees;
- Consideration of existing and proposed access and egress points to the subject land, including impacts on the traffic network and traffic flows as a result of potential additional traffic generated by the development;
- Consideration of car parking requirements in the context of the zoning changes and mixed use policy approach;
- Review pedestrian and cycling links and access points to the subject land (ensuring access to open space and recreational areas can be established);
- Consideration of implications (if any) of proposed development on existing heritage places and sites located within the subject land;
 - Notwithstanding the current capacity of the land for mixed use development, consider known and potential areas subject to site contamination and policy implications (if any) in the context of an increased capacity for infill development; and
 - Update relevant mapping as required (ie affected zone mapping (Map Bur/6) and concept plan mapping Concept Plan Fig MU(G)/1 and Concept Plan Fig MU(G)/2 (Burnside (City) Development Plan) along with any other affected mapping in the Burnside (City) Development Plan.

A number of the above matters have been considered as part of the Master Plan process.

The following is a summary of the key issues identified through the investigations process:

- *Building heights and densities:* the policy approach seeks to enable development in the order of 8 storeys in height transitioning down to 2 storeys near the zone interface to minimise impacts on adjoining areas.
- *Traffic access arrangements:* road upgrade requirements have been identified and funding mechanisms put in place in consultation with the Transport division of the Department of Planning, Transport and Infrastructure.
- *State Heritage Places:* The DPA will ensure that heritage features are retained and integrated into future developments on the site, creating a distinctive sense of place.
- *Stormwater and Open Space:* the proposed Concept Plan enables the creation of a detention basin/public open space which will suitably address stormwater issues. Policy seeks to ensure the retention of existing significant/regulated trees and the establishment of public open space across the affected area.

4.2 MIXED USE (GLENSIDE) ZONE - POLICY REVIEW

4.2.1 CURRENT BUILT FORM / CHARACTER AND LAND USE

The Glenside Infill site is located approximately two kilometres south-east of the Adelaide CBD. It is bordered to the north and west by Greenhill and Fullarton Roads respectively.

The affected area comprises:

- The Glenside Health Facility, a new state-of-the-art (129 bed) hospital which provides purpose-built specialist services tailored for modern mental health and drug and alcohol care;
- SA Film Corporation Adelaide Studios and Adelaide Central School of Art which were opened in October 2011. The Adelaide Studios include new sound stages and mixing suites, as well as major refurbishment of a 19th century building as a high-tech film hub; and
- A new Post Traumatic Stress Disorder Centre for Veterans (with 24 beds) is also currently being developed at the Glenside Campus to replace the ageing Ward 17 at the Repatriation General Hospital at Daw Park.

The visual character of the campus is defined by the State Heritage listed hospital buildings located towards the centre, with other hospital buildings scattered across the campus. The hospital buildings vary in height up to 5 storeys. The three main State Heritage Places found centrally on the site include the Administration Building, former male M, N and O Wards, and the former Operating Theatre (The Elms Building), which generally rise to a tall three storeys. The Administration Building located in the centre of these three main buildings also includes a visually prominent central tower extending well over three storeys.

Until 2007 there was an oval in the south-western corner of the site that was informally used by sporting organisations and by the local community for walking dogs and other passive recreational pursuits. Other informal open spaces on the site include the stormwater detention basin in the north-west corner of the site, an old almond orchard fronting Greenhill Road, and an open grassed area in the south-east corner of the site near Flemington Street. Large trees are scattered throughout the site.

Land use development along Fullarton Road opposite the site consists almost entirely of one and two storey office buildings. Some sites along Fullarton Road, are still used for residential purposes, including a four-storey apartment complex on the corner of Main Street and Fullarton Road.

Adjoining the southern boundary of the affected area is the Frewville Shopping Centre. A State Heritage listed wall separates the campus from the centre.

The neighbouring Frewville Shopping Centre (in the Frewville Neighbourhood Centre Zone) consists of several individual retail tenancies, including a Foodland supermarket. The only other non-residential activity abutting the campus is the former Massada College, which is located north of, and can be accessed from, Flemington Street.

Existing residential development abuts the campus partly along the northern, southern and eastern boundaries.

Residential development on the northern edge comprises a single storey retirement village complex, progressively developed over the mid to late 1990s. Development south of the retirement village also consists of dwellings from the 1990s, but provides a more eclectic mix of housing styles and form ranging from single storey detached houses to two storey semi-detached and row buildings. This mix of housing is reflected in dwelling site areas which vary from a low of about 160m² per dwelling to over 500m².

Residential areas south of the campus comprise a mix of old and new housing. Older housing dating back to the 1920s still appears to dominate, however data on building activity indicates that this older housing has been gradually replaced over the past few decades, usually by semi-detached dwellings. Most residential development west of Flemington Street is single storey, however, more recent development activity data indicates a growing preference for two storey buildings along Flemington Street.

All of the residential areas mentioned above include residential allotments immediately abutting the campus, with, in many cases, private open space areas located along the campus boundary. The potential impact of the proposed campus redevelopment on the privacy of these established residents will need to be considered.

Notable buildings further removed from the site include the Air Apartments, Arkaba Hotel/Motel (at six storeys) and office buildings along Flemington Street (at three storeys).

4.2.2 CURRENT ZONE

The Mixed Use (Glenside) Zone promotes through its objectives a range of uses including offices, residential, educational, hospital, consulting and shopping activities. This is particularly reflected in Objectives 1 and 4:

Objective 1: A zone accommodating, within designated areas, office, residential, educational, hospital, consulting room and shopping activities.

Objective 4: A zone where a diverse range of land uses can coincide in harmony with no adverse impacts on one another.

The zone is separated into four policy areas. Policy Area 3 comprises significant office uses and has a frontage to a major collector road (Conyngham Street). Consistent with The Plan for Greater Adelaide, this area forms part of the area identified for regeneration where urban renewal focuses on place-making. This policy area is located in close proximity to attractive and improved open space and formal recreation facilities at Glenunga Reserve and transport corridors with public transport services.

Existing policy applying under the Mixed Use (Glenside) Zone allows for low rise development of two storeys adjacent neighbouring residential development and five and six storeys close to Fullarton Road.

Implications for this DPA

The DPA proposes to rezone portion of the current Mixed Use (Glenside) Zone (as identified in **Figure 6** below) to allow for multi-storey development to heights consistent with the Urban Corridor Zone, Transit Living Policy Area provisions from the SAPPL. Note that in some instances development above the prescribed height, may be contemplated in parts of the area being rezoned (refer to Section 4.4 below). However, a two storey interface will be retained for those areas that directly abut sensitive land uses or are located adjacent lower density residential areas.

4.2.3 SITE CAPACITY

The Mixed Use (Glenside) Zone - Policy Area 1, which applies to the Glenside Infill site, currently anticipates higher dwelling densities. This is reflected in the Policy Area's Desired Character statement which includes the following –

'A range of innovative dwelling types and styles will cater for a diversity of households, with higher dwelling densities located in areas close to commercial and community facilities, as well as areas of open space.'

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 Glenside Infill site is approximately 16.0 ha in area. In estimating the potential maximum dwelling capacity for the site, it is important to estimate 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 curtilage,

and so on, and is therefore not developable. Applying a discount rate of 40% would result in a net developable land area of 9.6 hectares.

Applying the high density range from The Plan to the site, a net developable area of 9.6 hectares could be expected to accommodate somewhere in the range of 672+ dwellings.

The Mixed Use (Glenside) Policy Area 1 currently prescribes minimum site areas for different types of dwelling types as follows (refer Principle of Development Control 19):

Dwelling Type	Minimum Site Area
Detached Dwelling	270m ²
Semi Detached Dwelling	220m ²
Row Dwelling	150m ²
Group Dwelling	250m ²
Residential Flat Building	250m ²

The Glenside Infill site is currently comprised of seven allotments, so the development of dwellings on the site are likely to be mainly in the form of group dwellings or residential flat buildings (noting that there will also be some provision for 2-3 storey detached houses and townhouses particularly at the interface with adjacent low density residential development).

If the net developable area of the site is fully developed under current zone provisions (using a minimum site area range of 150-250m² for group dwellings / residential flat buildings), in the order of 384-640 dwellings can be accommodated depending on the form of development. The residential 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 Mixed Use (Glenside) Policy Area 1 provides a basis for comparison to future development proposals envisaged under the draft Master Plan.

The draft Glenside Master Plan proposal identifies a total of around 1,000 dwellings across the site comprising some 800 apartments and 200 townhouses (or approximately 96 dwellings per hectare net). While the total number of dwellings proposed by the DPA is greater than is currently allowed under existing policy the key purpose of the DPA is to amend policy to enable higher density development at this location to:

- Take advantage of a strategic parcel of land close to the Adelaide CBD and in proximity to good public and private infrastructure;
- Provide alternative dwelling types to be built,
- Support housing choice and diversity objectives; and
- Better capitalise on the infill opportunities on the site through increased height capacity while maintaining generous space around buildings.

Implications for the DPA

The draft Glenside Master Plan (April 2016) has informed the draft DPA.

4.2.4 PROPOSED ZONE POLICY

Urban Corridor Zone

Consistent with the Stage 1 Inner Metropolitan Growth and Stage 2 Inner and Middle Corridor Infill DPA's, a portion of the Glenside land, currently zoned Mixed Use (Glenside) is considered suitable for further investigation

as an Urban Corridor Zone location (**refer to Figure 6 - current and proposed zoning below**), to enable infill development as outlined by the State Government in its investigations and consultation for the sale of this land.

Role and Purpose of the Zone

The Urban Corridor Zone supports an innovative mix of medium and high density urban development adjacent strategic road corridors within the existing established areas of the Greater Adelaide. The aim is to create a strong main road presence while enabling a transition of development form to a lower intensity at the interface with other zones. The zone is based on built form compared to the traditional land use based zones. A greater variety and mix of land uses is sought in the zone. A more specific building form is sought where the highest and most dense development is located towards the main road and the height reduces towards the boundary with other zones.

Table 1: Urban Corridor Zone Policy Areas

Policy Area	Land Use Mix	Built Form Character	Road Character	Examples Where Policy Area Already Applies
Boulevard	A mixture of land uses, with no specific restrictions beyond the zone requirements	Large buildings set back from the main road with space for landscaping	Wide road with space for all road users, often tree lined	Greenhill, Fullarton, and Port Roads opposite the Park Lands
High Street	Non- residential required on the ground floor of buildings	Fine grain, narrow building frontages with frequent pedestrian entry points. Buildings set close to the street and built boundary to boundary	Roads sometimes Constrained and unable to comfortably accommodate all road users	Prospect Road ‘village heart’ area, and Unley Road
Business	Non- residential on the ground floor of buildings	Varied, allowing conversion of warehouses with large floor areas and retaining traditional narrow frontage. Built form flexible	Variable – could be constrained in some circumstances or comfortably accommodate all road uses in others	Parts of Kent Town (behind North Terrace) and Thebarton (behind Port Road)
Transit Living	Mainly residential with supporting local scale office and retail	Flexible and varied built form	Standard main road function, limited character of note	Prospect Road (excluding the ‘village heart’)

Transit Living Policy Area

The Urban Corridor Zone, Boulevard Policy Area already exists in the Burnside (City) Development Plan applying along that section of Fullarton Road and Greenhill Road which was rezoned in 2013. The Boulevard Policy Area was selected along this section of both road corridors to reflect the existing mixture of land uses and to also reinforce the built form character being sought to frame the Park Lands.

With regard to the Glenside Infill site, it is considered that the Transit Living Policy Area is more reflective of the development envisaged for the site as the Policy Area places a greater emphasis on residential development with some mixed use provided to encourage vibrancy and activation and to service the local area.

Mixed Use (Glenside) Zone

The Mixed Use (Glenside) Zone will be amended by the removal of certain provisions no longer relevant eg. policy which is relevant to those parts of the zone (mainly Policy Area 1) which are being rezoned Urban Corridor.

Mixed Use (Glenside) Zone Policy Review DPA
DPA by the Minister
Analysis

In addition, modification of policy is envisaged to enhance the capacity of the zone to develop as a vibrant and active mixed use area.

To enable the further activation of Policy Area 3, amendments to allow for small retail to serve local needs, consulting rooms and child care facilities is desirable. Accordingly shop and shop in association with a dwelling and consulting rooms are proposed to be included in the objective for the policy area and similarly excluded from the non-complying list. Further, child care facilities, office and consulting rooms are identified as Category 1 forms of development for public notification purposes.

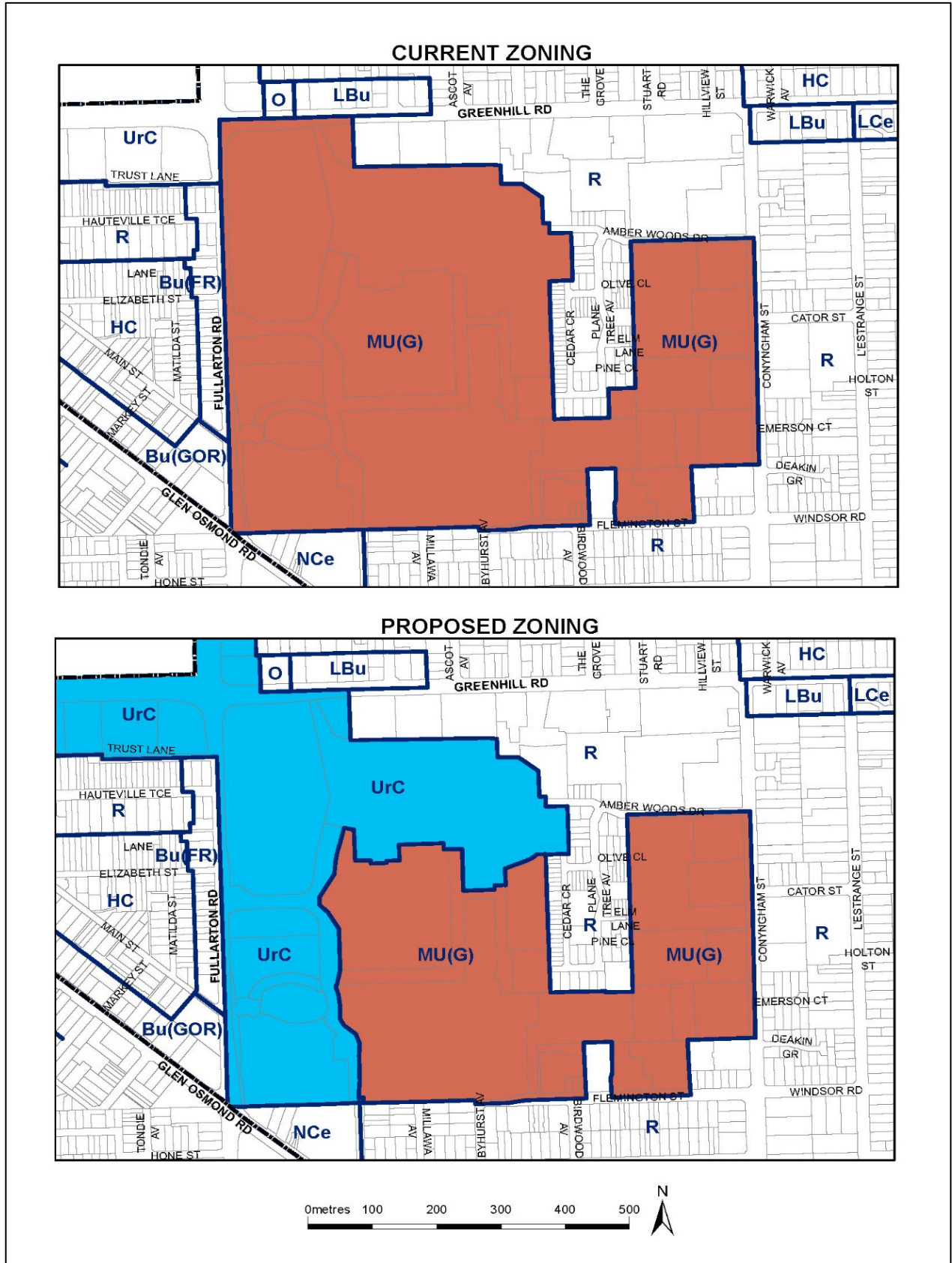


Figure 6: Current and proposed zoning comparison

Implications for this DPA

Urban Corridor Zone

The Urban Corridor Zone will be expanded into the Glenside area replacing some of the current Mixed Use (Glenside) Zone.

Mixed Use (Glenside) Zone

The Mixed Use (Glenside) Zone will be amended by removing certain provisions which are no longer relevant. In addition, modification of policy is incorporated to enhance the capacity of this area to meet the expectations for creating a more vibrant and active mixed use area.

Transit Living Policy Area

The Transit Living Policy Area for the Urban Corridor Zone will need to be introduced into the Burnside (City) Development Plan.

Overlay Modules

The existing overlay policies will apply to this area to be rezoned to Urban Corridor (through necessary Development Plan mapping changes).

The Affordable Housing and Noise and Air Emissions Overlay is proposed to be applied in relation to the Urban Corridor Zone at Glenside. The Strategic Transport Routes Overlay policy will apply to the parts of the site to Fullarton and Greenhill Roads.

General Council-wide Policies

The Council wide provisions incorporate the general policies applicable to the area and will not need to be amended.

4.3 INTERFACE WITH ADJACENT ZONES

The Urban Corridor Zone and associated general policies in the 'Medium and High Rise' and 'Design and Appearance' modules contain a comprehensive range of policy requirements that are specifically designed to ensure that the effects of new multi-storey development on adjacent residential areas can be carefully and sensitively managed.

These include policies that specifically address:

- Access to light – where the design and location of new buildings are required to enable direct winter sunlight into adjacent dwellings and private open space, minimise the overshadowing of windows of main internal living areas ground-level private open space, and ensure that a prescribed amount of direct sunlight is preserved. The zone's 30 degree 'building envelope policy matches the sun angle at the winter solstice, ensuring that adjacent land to the south (which is most sensitive to shadow impacts) is protected from loss of direct sunlight;
- Visual privacy – where new development is required to minimise overlooking of adjacent properties through a range of design measures and screening devices;
- Building scale - that ensures new development at the interface is low, and that taller building elements are sited towards the front of an allotment. This is achieved through operation of the building envelope policy as shown in the figure below; and
- Building separation through setback requirements and building performance criteria which will ensure that a continuous wall of development won't occur.

The Urban Corridor Zone's Building Envelope Policy (see **Figure 7** below) is directly relevant to the Glenside Infill site given the relationship it has with existing low scale residential development at its periphery and the low scale health facilities near its eastern boundary.

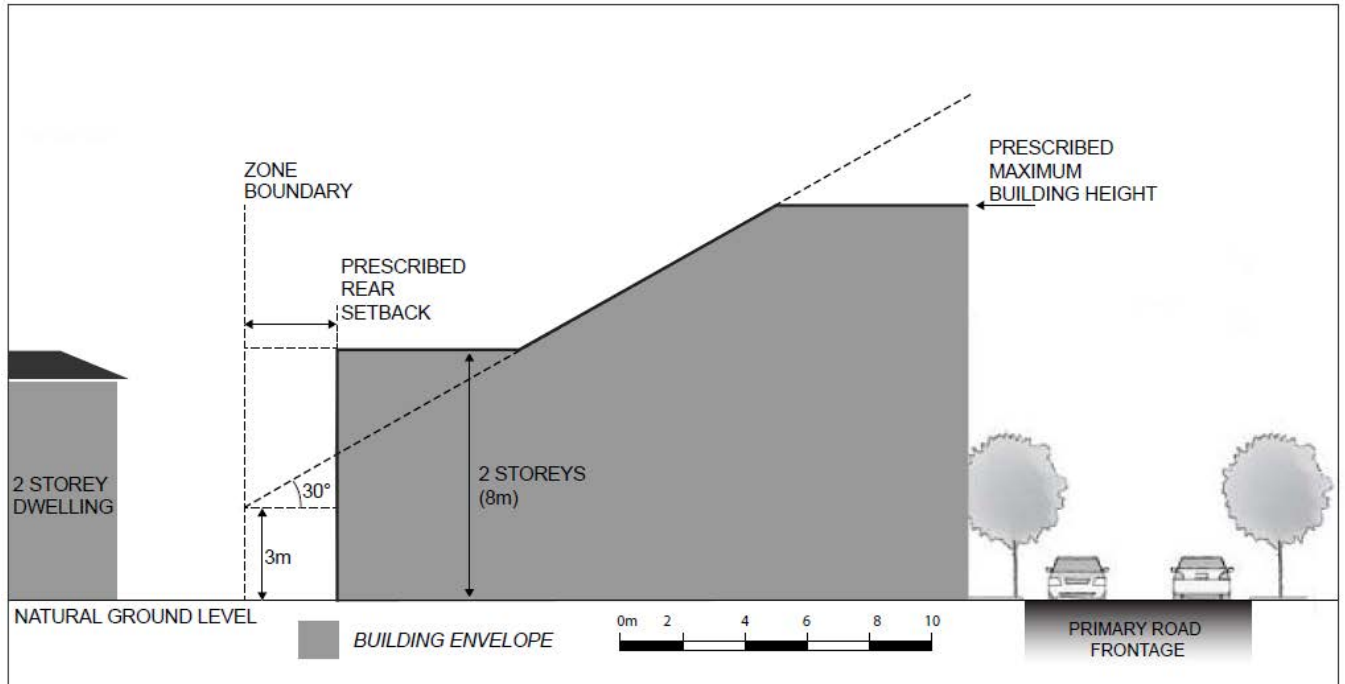


Figure 7 – Building Envelope Policy

The above policies contained in the Urban Corridor Zone and associated general Council-wide provisions provide the necessary measures to ensure that interface impacts from new multi-storey development in corridor and infill locations can be sensitively and carefully managed through the assessment process. The Burnside Urban Corridor Zone contains a range of policies that describe desired built form. This is expressed through a number of mechanisms including:

- Zone Objective(s) - a mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor; and
- Zone Desired Character Statement – the Desired Character Statement in the established Urban Corridor Zone indicates that built form will predominantly be four or more storeys in height. Zone Building Height Principle of Development Control – contains a prescribed minimum and maximum building height for each of the zone’s policy areas.

This DPA ensures allowance for low scale development at the interface with existing low scale development to provide the reasonable protection of the existing residential amenity. The DPA proposes a maximum of two storeys in recognition of the interface expectations. The objective and Desired Character Statement will continue to provide guidance on overall desired built form.

The assessment of new buildings will be subject to a comprehensive range of Development Plan policies that focus on quality built form design.

Implications for this DPA

Interface policy that applies to development in the Urban Corridor Zone will require new buildings to be sensitively designed and ensure that building heights transition down to a lower scale and intensity as the zone boundary and interface impacts with adjacent residential development are carefully managed.

4.4 BUILDING HEIGHTS (MAXIMUM)

4.4.1 PROPOSED URBAN CORRIDOR ZONE – TRANSIT LIVING POLICY AREA

The 30-Year Plan identifies the Glenside infill site as a “potential regeneration area (non-corridor)” and suitable for high rise buildings (ie buildings in the order of up to 10+ storeys). However, it should be noted that the Master Plan process for the site has determined that proposed maximum building heights should be in the order of up to 8 storeys with some scope for increases in height where the impacts are limited– see section 4.4.2 below for over height provisions.

The current maximum of 2-6 storeys in the existing Mixed Use (Glenside) Zone is proposed to be amended to permit buildings in the order of 2-8 storeys to be applied to that area of the site being rezoned “Urban Corridor”. This will permit increased capacity for taller scaled development in those locations adjacent Fullarton Road.

As indicated under Section 4.3 above, additional interface policy is proposed to be included to ensure multi-storey development within the zone that directly abuts a residential use in an adjacent zone (ie is not separated by a road) or abuts a sensitive use transitions down in scale at the interface.

The building height expressed in metres will correspond with multi-storey development in other corridor locations as follows:

- 2 storeys – 8 metres
- 6 storeys – 22 metres
- 8 storeys – 29 metres

It should also be noted that the uptake of development opportunities presented by the proposed change in planning policy (in particular with regard to building height) is likely to be gradual and will be determined by a range of ‘market’ factors outside of the control of the planning system. The change in zoning, however, provides a local policy framework that is ‘market ready’ and able to respond to market preferences at any given time. In this instance, the Governments surplus land is an ideal opportunity to provide alternative accommodation for the east and south east sector where there are limitations in housing choice and opportunity for infill and redevelopment in a comprehensive manner.

4.4.2 STRATEGIC DEVELOPMENT SITES (CATALYST SITE POLICY)

Guideline policies in relation to maximum building heights, like any policy in the Development Plan, can be exceeded where impacts are not unreasonable because of local circumstances. A proposed development, however, should be refused where breaches of the Development Plan’s policies are significant and result in unacceptable impacts on the locality, and is therefore seriously at variance with the Development Plan. In relation to the Urban Corridor Zone, there have been examples where a proposal has been approved above the zone’s guideline height. This DPA proposes to introduce policy to provide guidance in regard to the context and circumstances where development above the guideline height may be contemplated in the zone, thereby providing additional criteria and direction for assessment of such development. The policy proposes to focus over-height development towards large sites, and only when certain performance outcomes can be met primarily to address interface issues.

The proposed new policy will be referred to as ‘Strategic Development Sites’ and will relate to large sites of 1,500m² or more in area in the Urban Corridor Zone – Transit Living Policy Area. Development on larger consolidated sites provides a range of benefits through increased design flexibility to enable massing to be configured in different ways (and therefore address interface issues), better management of site access and car parking configuration, as well opportunity for active street frontages.

The Adelaide City Development Plan includes policy for development above the guideline height on larger sites (in excess of 1,500m²) in a number of zones, so the same 1,500m² threshold size is proposed to be used as the ‘trigger point’ in the Urban Corridor Zone (Transit Living Policy Area).

Policy for strategic development sites seeks to reinforce careful interface management. More specifically development on strategic development sites will be required to:

- Be constructed within zone's Interface Building Height provision (ie 30 degree building envelope);
- Not result in an increase in building height of more than 30 per cent above the maximum that otherwise applies to non-Strategic Development Sites in the Policy Area; and
- Ensure the massing of taller building elements are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

The proposed new 'Strategic Development Site' policy is as follows:

Strategic Development Site Desired Character Statement Text:

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such development will facilitate growth in the residential population of the corridor, while also activating the public realm and creating a vibrant street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of services and shopping facilities within the corridor.

Strategic Development Site Principle of Development Control xx:

Within the Transit Living (Glenside) Policy Area, development on strategic development sites (sites with a frontage to a primary road corridor and over 1500m² in area, which may include one or more allotment) should: (a) be constructed within zone's Interface Building Height provision

(b) not result in an increase in building height of more than 30 percent above the maximum that would apply to nonstrategic development sites in the relevant policy area

(c) ensure the massing of taller building elements are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

4.4.3 DESIGN REVIEW PROCESS

Assessment of any proposal above four storeys in height in the Urban Corridor Zone will be subject to the Design Review process and consideration by the Government Architect, as part of any development assessment. Refer to <http://odasa.sa.gov.au/> for further detail on this process.

In the Design Review process the Government Architect is able to critically interrogate project parameters of development in terms of qualitative impacts. For example, there are sometimes site circumstances (particularly where sites are very large) where a proposed development may exceed the prescribed maximum height, but be configured so that massing, overlooking and shadowing can be mitigated through carefully considered design and therefore achieve desired performance standards. In such cases a proposal may warrant consideration, despite exceeding the zone's numeric standards.

4.4.4 MIXED USE (GLENSIDE) ZONE – POLICY AREAS 1 TO 4

Other parts of the affected area which are not being rezoned to "Urban Corridor Zone" will retain their existing maximum building heights of 2 to 6 storeys under the current Mixed Use (Glenside) Zone.

Implications for this DPA

The surplus land at Glenside is considered a key infill location in close proximity to the CBD, accessed by arterial road networks and well serviced with infrastructure. Whilst current Development Plan policy envisages development up to 6 storeys in height in certain locations across the site, it is considered the site presents significant opportunity for infill development at increased densities and building heights in appropriate locations.

To that end, the DPA takes into account the draft Master Plan developed for the site, providing for smaller-scale development adjacent to existing residential or otherwise sensitive development transitioning through to medium to high-rise development where appropriate. It is considered that this approach to building heights and density will minimise impacts on adjoining areas whilst assisting in achieving the key targets of The Plan to encourage infill development within key transport corridors and within inner and middle metropolitan Adelaide.

Urban Corridor Zone

Maximum building heights to be increased from 6 to 8 storeys with potential for development above the guideline height on those sites which meet Strategic Development Site policy.

Mixed Use (Glenside) Zone

Current maximum building heights to be retained (no change).

4.5 OFF-STREET VEHICLE PARKING RATES

The off-street vehicle parking rates for dwellings in the Urban Corridor Zone already in the Burnside (City) Development Plan is as follows:

Table 2: Existing Urban Corridor Zone Off-Street Parking Rates

Development Plan	Number of Required Off-Street Car Parking Rates for Dwellings in Apartment Buildings (Space per Dwelling)				Number of Required Off-Street Car Parking Rates for Detached, Semi-Detached and Row Dwellings	
	Studio	1 Bedroom	2 Bedroom	3+ Bedroom	1 or 2 Bedrooms	3+ Bedrooms
<i>SAPPL Table – Off-Street Vehicle Parking Requirements</i>	0.25	0.75	1	1.25	1	2
Burnside	1	1	1	1.25	1	2

It should be noted that the above car parking requirements do not prevent additional vehicle spaces being provided. The Urban Corridor Zone’s vehicle parking rates also offer greater flexibility to enable wider choice with regard to alternatives to cars, by not mandating greater requirements for on-site car parking.

Implications for this DPA
The off-street car parking requirement for dwellings in the Urban Corridor Zone in the City of Burnside will not be altered.

4.6 AFFORDABLE HOUSING

The provision of affordable housing is a key objective of The Plan. Policy applying in Urban Corridor Zone areas requires 15 per cent affordable housing to be provided in any development comprising 20 or more dwellings. The Burnside (City) Development Plan incorporates the SAPPL components (including Affordable Housing Overlay) that seek to meet this criteria.

Implications for this DPA
No change to the current policy. The existing Affordable Housing Overlay will be extended to apply to the additional area being rezoned “Urban Corridor” by the DPA.

4.7 HERITAGE

The original Glenside Hospital campus has been redeveloped and subdivided over time, including for adjacent residential development in the 1990s. Several of the early buildings have a State Heritage listing, four of which are located within the area affected by this DPA and the balance primarily within the adjacent arts precinct.

The presence of heritage places does not preclude the establishment of an Urban Corridor Zone over part of the site. Indeed the presence of some heritage places will often contribute to a sense of place and interest in infill locations. Version 6 of the SAPPL contains policy specifically relating to development affecting heritage places in the context of zones that allow multi-storey development (such as the Urban Corridor Zone).

In this instance, the majority of the listed buildings are located on land adjacent to the DPA investigation area with some located in the area affected by the draft Master Plan. Those buildings that are in the area addressed by the draft Master Plan have characteristics that encourage their retention, adaptation and reuse.

To this end, policy has been designed to take account of the desire to have a generally orthogonal pattern of development and road layout and an avenue entry from Fullarton Road thereby enhancing the sense of arrival and reinforcing the view lines and the focus to the east.

The amended concept plan for the development of the area also reflects the desire as expressed in community consultation on the draft Master Plan to retain the vegetated frontage to Fullarton Road whilst achieving a more even distribution of built form behind that vegetated frontage.

Heritage places in and adjacent the area affected, creates an opportunity to design and locate new development that benefits from the scale and form of the heritage place.

A detailed analysis of the implications for built form as generally laid out in the draft Master plan has been undertaken by Douglas Alexander Flightpath Architects. This analysis took into consideration the Conservation Management Plan of 2003 and concluded that:

“The Glenside Master Plan respects the Primary Historic Core and reflects the orthogonal layout of the early asylum buildings. It proposes the conservation and adaptation of the State Heritage listed places within the Subject Site and observes the conservation policies articulated for each building by the 2003 Conservation Management Plan, particularly in relation to the identification and removal of non-original fabric.

The Glenside Master Plan maximises development opportunity through the sensitive placement of new buildings and road network in a well-spaced orthogonal layout, reflecting the original asylum layout and proposing a series of new apartment buildings within and behind a treed parkland setting. The plan strongly reinforces the axial entrance and views of the First Asylum Building as contemplated by the 2003 Conservation Plan.

The Glenside Master Plan carefully considers and differentiates between axis, axial views and oblique views obscured by dense tree planting. It retains and enhances the strong axial view of the First Asylum Building from the main entrance at Fullarton Road. Great importance has been placed on the viewing opportunities to be retained from within the site, confirmed by historic documentary evidence, including historic photographs, a rigorous assessment of aerial views and an accurate site pegging exercise.

The Glenside Master Plan proposes two apartment buildings to each side of the main entrance that are sufficiently separated from Fullarton Road to provide a substantial landscaped apron and also sufficiently separated from the west elevation of the historic buildings. The result is two symmetrically placed low rise apartment buildings that reflect the plan width of the historic buildings that are set with their narrowest edges facing Fullarton Road, contained within a landscaped connection to the historic core. The proposed arrangement enhances, reinforces, activates and adds relevance to the core features and orthogonal arrangement of the whole site.

The Glenside Master Plan anticipates quality of design in the ongoing phases of this development. For this reason guidance has also been provided to encourage good innovative contemporary design that takes cues from the existing significant buildings, is complementary and non-replicative, visually cohesive and of the highest of architectural standard. In conclusion, the proposal embraces the heritage-listed buildings, their treed setting and their complementary

spacing. A strong integration of existing State Heritage places has resulted through a collaborative Master Plan process involving observation and understanding of the four heritage buildings, the southern wall and their collective treed setting.”

Critical in this analysis was the assessment of views to the east towards the nearby Asylum building. The following **Figure 8** and photograph **Figure 9** depict the view cone and the view afforded by the proposed configuration of buildings.



Figure 8: Preliminary Analysis of View Cone (Source: Flightpath Architects, 2016)

The following diagram demonstrates the view cone to the Asylum Building from the east edges of the proposed apartment buildings (in yellow line), compared to the distant width of the First Asylum Building (in white line).

It is relevant that the entire width of the First Asylum Building can be seen, immediately upon entering the site, with this built form configuration.



Figure 9: View Cone and Asylum Building Width Comparison (Source: Renewal SA, 2016)

Implications for this DPA

Existing policy in the Development Plan addresses development affecting a heritage place (covering both development of, or adjacent to the place) to ensure it is undertaken appropriately and sympathetically. In most instances this is based on the Council-wide 'Heritage Places' module from the SAPPL. This includes policy to address multi-storey additions to a State or Local Heritage Place (Principle of Development Control 7 from the SAPPL Heritage Places General module).

Specific commentary in the Desired Character Statement is proposed to reinforce key design elements specific to the locality.

4.8 LAND CONTAMINATION

4.8.1 INTRODUCTION

In respect to potential site contamination, Tierra Environment Pty Ltd undertook site investigations of the Glenside Infill site in accordance with the Amended National Environment Protection (Assessment of Site Contamination) Measure 1999 (ASC NEPM).

The purpose of these investigations was to determine if site contamination associated with the past use of the site as a hospital may significantly impact on future use of the site or pose public health and/or environmental risks.

The contamination status of site materials at the site can be summarised as follows, based on site investigations undertaken between 2011 and 2016:

- The main contaminants of concern are polycyclic aromatic hydrocarbons (PAH). Contamination by PAH is limited to fill materials. The average depth of fill is less than 1 metre. Natural soils are suitable for the proposed site uses;

- PAH are not significantly mobile, i.e. they are hardly soluble in water and have a low potential for the generation of volatiles;
- The majority of the site is affected by PAH contamination. Surface soils in these areas are unsuitable for the proposed residential uses;
- The area of the proposed detention basin on the corner of Fullarton and Greenhill Roads and a large part of the treed area along Fullarton Road are not contaminated;
- Groundwater is not likely to be contaminated; and
- Small volumes of bonded asbestos containing materials are likely to exist across the site.

4.8.2 SITE CONTAMINATION AUDIT

As there is known contamination on portions of the site and as it is proposed to develop the site for more sensitive land uses (including residential and open space), a Site Contamination Auditor will need to be engaged to audit the site in accordance with EPA guidelines. The Auditor will need to be satisfied that there has been a comprehensive site history review, adequate investigations and remediation of soil and groundwater undertaken to determine the site is suitable for its intended use.

The Burnside (City) Development Plan contains policies in relation to site contamination, and the relevant planning authority may require further investigations and remediation works to be undertaken prior to development occurring to meet the requirements of these policies. In summary, this work can involve:

- Additional soil and groundwater investigations involving the installation, sampling and testing of groundwater monitoring wells - such investigations will input into a Site Contamination Audit Report where required by the planning authority;
- An Environmental Site Assessment Report to consider the contamination status of the site and to comment on the risks posed in the context of the proposed use; and
- A remediation strategy to be documented in a Remediation Action Plan Report.

Implications for this DPA

The Burnside (City) Development Plan currently contains policies that require that land be assessed and appropriately remediated in accordance with the proposed use (see Hazards Module in the general council-wide provisions). Additional policy is proposed to be included in the desired character statement to alert the assessing authority to the potential existence of site contamination and to recognise the remediation works required to facilitate development of the site.

4.9 OPEN SPACE

Open space is provided in the wider area in a variety of forms including the formal and informal spaces at Glenunga Reserve, Symonds and Symonds Reserve and the extensive areas of the Adelaide Park Lands to the north west. Each of these areas is readily accessible by car, foot and cycle.

In addition, the draft Master Plan lays out significant areas of vegetated space along the Fullarton Road frontage which by itself encompasses an area of 12.5 percent of the area of the draft Master Plan. The majority of the site's significant and regulated trees are located within the proposed open space buffer to Fullarton Road (see section 4.10 below for further detail on tree analysis).

In addition, the open space area in the north western corner of the site also used for stormwater management purposes will fulfil a valuable role as an additional and significant space readily accessible in most conditions for passive and active pursuits.

There is also an area around the Elms building that will be retained as an open area. There are a number of exotic deciduous trees in this space which whilst not significant or regulated will be retained due to the amenity and character they provide.

Other areas of public open space are distributed around the site and form critical linkages and accessways to the larger open spaces, to the road network or to the adjoining development to the south.

The open space areas defined as well as those areas that are adjacent the draft Master Plan area around the heritage buildings create visually attractive and open areas which together provide a most desirable context and setting for the infill development of the area.

Although not defined as open space, the entry avenue will afford a high degree of openness to the area with a road reserve and building setback width of approximately 50 metres. In all, the open space allocation is significantly greater than that required for standard land development.

The proposed areas of open space are shown on the draft Master Plan in **Figure 5**.

4.9.1 PRIVATE OPEN SPACE

The existing private open space policies within the Urban Corridor Zone in the Burnside (City) Development Plan are expressed in the table below:

Open Space		
17 Dwellings at ground level should provide private open space in accordance with the following table:		
Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
24, of which 8 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	3	16
18 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	

As a comparison, the following table is an extract from the Port Adelaide Enfield Council Suburban Neighbourhood Zone and identifies private open space areas lower than current policies in the Burnside Urban Corridor Zone for dwellings located at ground level:

Open Space

23 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

It is proposed to incorporate amended open space criteria into the policies affecting the Transit Living Policy Area so that they are consistent with the table above from the Port Adelaide Enfield Suburban Neighbourhood Zone. These lesser open space area requirements are entirely appropriate in this inner metropolitan infill suburb of Glenside in recognition of The Plan's expectations for greater density in the identified inner and corridor areas.

Implications for this DPA

The DPA provides a policy approach which will ensure the retention of well-designed public areas, particularly in proximity to existing heritage places. The policy seeks to ensure the retention of existing significant and regulated trees where possible, contributing to the site's amenity and character.

The updated Concept Plan for the Glenside Infill area depicts the prime areas of open space.

4.10 NATIVE VEGETATION AND TREE MANAGEMENT

4.10.1 TREE SURVEY

The Glenside Campus contains an array of native and exotic trees scattered across the site. A tree survey of the Glenside Campus (including trees located on and adjacent to the Former Glenside Hospital site) was undertaken by Project Green in March 2014 on behalf of Renewal SA.

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

- 214 trees were surveyed at the Glenside Campus (within 4 identified precincts) for health, safety and management purposes;
- 54 of these trees qualify as significant trees under the *Development Act 1993* (having stem circumferences greater than 3 metres measured at 1 metre above natural ground level);
- 94 of these trees qualified as regulated trees (having stem circumferences greater than 2 metres measured at 1 metre above natural ground level);
- The majority of these trees are in average to good health with a small number of poor health; and
- 35 trees are recommended to be removed based on poor health.

As indicated, 54 trees were identified as being 'significant trees' pursuant to the *Development Act, 1993*. The removal of these trees, if proposed, would therefore be subject to a separate Development Application assessment process.

The draft Glenside Master Plan however also signals a strong desire to retain as many trees as possible across the campus and to supplement these with significant additional plantings. The redevelopment also provides an opportunity to reinstate some of the plant species that were originally found on the Adelaide Plains, thereby minimising water consumption, providing habitat for native fauna, and improving water quality. In this regard, the use of indigenous plant species is encouraged by the DPA.

Implications for this DPA

Most of the significant and regulated trees considered worthy of protection in the Area Affected are contained within the open space area indicated on the Concept Plan, allowing for their future preservation and continued contribution to local biodiversity, and minimising the need for vegetation clearance.

New public open space in the Area Affected will therefore play a critical function in respect to stormwater detention, recreation and significant / regulated tree and biodiversity retention.

The Burnside (City) Development Plan also includes Council-wide provisions relating to the protection of significant trees and other vegetation (Council Wide Objectives 24 to 28 and Principle of Development Control 77 to 92). These provisions will be reinforced by the DPA as it specifically identifies areas to be set aside for open space purposes. This will result in a stronger foundation for the retention of vegetation generally on the site than exists at present.

5. INFRASTRUCTURE PLANNING CONSIDERATIONS

5.1 UTILITIES AND SERVICE INFRASTRUCTURE

Intensification of development in the area affected by the DPA (with potential for 1,000 additional dwellings on the site) will lead to increased demand for utilities and services including electricity, potable water, waste water and gas services supplied by utility infrastructure in and around Glenside.

In early 2016, investigations were undertaken by Wallbridge & Gilbert (W&G) into the service infrastructure for the area and in particular to:

- Consolidate planning investigations from the respective service authorities on the location, capacity and augmentation requirements (if any) necessary to service the proposed development; and
- Provide a design basis summary of the master planning engineering works completed by W&G.

The location and capacity of the existing services within the vicinity of the affected area has been investigated and is detailed in the W&G report. Service authorities have been consulted to acquire background information on the existing infrastructure and when formalising a plan to service future development as laid out in the draft Master Plan.

Investigations undertaken include:

- Potable Water and Wastewater – SA Water;
- Electricity Supply – South Australian Power Networks (SAPN);
- Gas – APA Group (APA);
- Communications – National Broadband Network (NBN);
- Council Infrastructure Requirements – City of Burnside Council; and
- Investigations into Fire Protection Services.

The results of these investigations are detailed in the W&G report. In all respects, the area can be serviced via existing and augmented facilities. The Development Plan contains provisions to prevent development occurring if necessary infrastructure capacity is not available. These policies are typically found in the General Council-wide section of the Development Plan and apply to development generally throughout the Council area (unless specified). The following is a summary table of the key areas or modules where these policies are found within the General Council-wide section of the Burnside (City) Development Plan:

General (Council-wide) Section Part(s)
General
Land Division
Utilities and Infrastructure

Implications for this DPA

No additional Development Plan policy is considered necessary to ensure adequate provision of utilities and public services infrastructure as a result of the proposed DPA.

5.2 STORMWATER AND FLOODING

Investigations were undertaken by Tonkin Consulting and W&G into the stormwater requirements for the area to:

- Consolidate planning investigations to define the Stormwater Master Plan for the redevelopment;
- Provide a design basis for the master planning stormwater engineering works; and
- Consolidate correspondence with key stakeholders confirming endorsement of the Master Plan.

Key requirements considered in the preparation of the stormwater plan were:

- Increased detention capacity to cater for additional development and increased runoff throughout the catchment;
- Incorporation of sedimentation infrastructure; and
- Water quality treatment.

In addition, the City of Burnside sets out a number of requirements as follows:

- Provide underground drainage with sufficient capacity to convey a 5 year ARI event (commercial areas 10 year ARI);
- Provide overland flow paths with sufficient capacity to convey a 100 year ARI event within the roads, avoiding inundation of the surrounding properties;
- For all buildings finished floor levels should be a minimum of 300 millimetres above the top of kerb level of the street fronting the development;
- Apply Water Sensitive Urban Design (WSUD) principles where practical in achieving stormwater retention and detention; and
- The drainage system should include trash racks, gross pollutant traps or another approved system located at the downstream outlet of the development.

The existing detention facilities are inadequate, particularly due to the limited capacity of the outlet. As a consequence the stormwater management plan incorporates a larger capacity of 37 ML for detention.

The effect of development in individual corridor areas, along with the gradual incremental change that is anticipated over the medium and longer term, will mean that stormwater management infrastructure will need to be upgraded over time to accommodate growth, depending in the timing, location and extent of development within this locality.

The Burnside (City) Development Plan already contains policies in the general Council-wide section that address stormwater treatment and disposal, along with potential flooding issues. These policies are as follows:

General (Council-wide) Section Part(s)
General Land Division Hazards (Environmental Hazards)

These policies address stormwater and flooding issues and do not require further consideration through this DPA.

Policy in Development Plans typically includes requirements for finished ground floor levels of new buildings to provide clearance above known flood levels.

It is noted that the policy in the Urban Corridor Zone requires the finished floor level for buildings sited to front allotment boundaries to be level with footpaths, however in areas subject to flooding this may prevent necessary flood mitigation measures. It is therefore proposed to adjust policy in the zone accordingly.

Implications for this DPA
Stormwater and flooding issues are considered to be sufficiently addressed by existing policy in the Burnside (City) Development Plan. Further policy is not considered necessary. However it is recommended that a new policy be included in the Urban Corridor Zone to allow for finished floor levels of new buildings sited to front allotment boundaries to be elevated where part of any necessary flood mitigation measures. The proposed PDC is as follows: <i>“When abutting a footpath, the finished floor level of the ground floor of buildings should be level with the footpath at the primary street frontage, provided the footpath is constructed to an appropriate level to mitigate flood risk at the edge of the development site.”</i>

5.3 TRANSPORT/TRAFFIC PLANNING

In a policy sense, the Burnside (City) Development Plan contains a wide range of policies relating to the provision of transport (including public transport) infrastructure, and site access and movement. These policies are found in the General Council-wide section of the Development Plan and apply to development generally throughout the Council area (unless specified) as follows:

General (Council-wide) Section Part(s)
General Movement and Parking of Vehicles Strategic Transport Routes (Overlay)

An analysis has been prepared of the traffic environment associated with the Glenside site by W&G Glenside Redevelopment Project – Preliminary Traffic Assessment Report 27 April 2016. The analysis considered:

- The existing road network;
- Existing conditions on and off-site; and
- Future conditions arising from the infill proposal on and off-site.

All of this work has been undertaken with extensive consultation with the Department of Planning, Transport and Infrastructure. Two key findings from the AIMSUM (traffic modelling software) assessment were:

- That the Fullarton Road/Greenhill Road intersection and the Fullarton Road/Glen Osmond Road intersection are operating at capacity; and
- Without an upgrade of the Fullarton Road/Greenhill Road intersection, northbound travel times on Fullarton Road on the approach to Greenhill Road would increase during morning peak time.

The findings of these investigations confirm that the traffic associated with infill development of approximately 1,000 dwellings can be satisfactorily accommodated with improved infrastructure as follows:

1. Upgrade of the Fullarton Road/Greenhill Road intersection.
As part of the assessment the provision of a third right turn lane from Fullarton Road (north) into Greenhill Road (west) was considered. Two upgrade arrangements have been considered and are provided in the W & G report and as depicted in **Figures 10 and 11**. The analysis indicates that either of these arrangements would be sufficient to accommodate the additional traffic generated by the proposed development.
2. Signalisation of the main Fullarton Road access.
The recommended arrangement is provided in the W & G report the plan for which is contained in **Figure 12**, Fullarton Road Signalisation. Traffic signals will increase capacity and improve safety for motorists, cyclists and pedestrians accessing the development.
3. New left out exit to Greenhill Road.
It is proposed that this access be a left turn out only to Greenhill Road. The access is best located prior to the commencement of the left turn deceleration lane from Greenhill Road (east) to Fullarton Road (south), as it is considered that to introduce a second left turn access within the existing left turn deceleration lane would be a poor road safety outcome.
4. A left out only exit to Fullarton Road south of the proposed Mulberry Road intersection.

It is noteworthy that the improvements identified in items 1 and 2 above are anticipated to reduce marginally (in the order of four seconds) the travel times on Fullarton Road between Glen Osmond Road and Greenhill Road below current travel times.

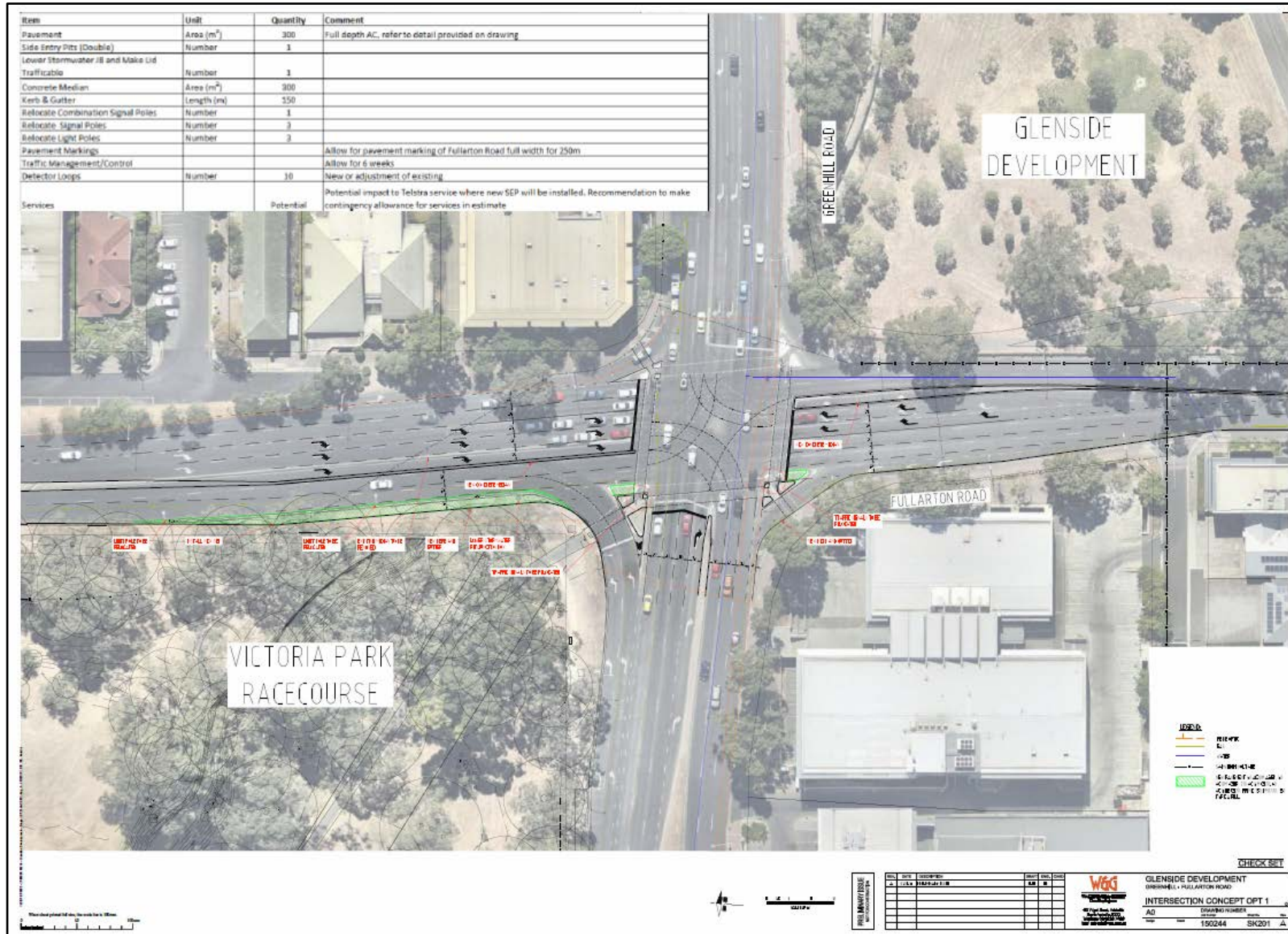


Figure 10 – Greenhill Road-Fullarton Road Intersection Works Option 1 (Source: W & G)

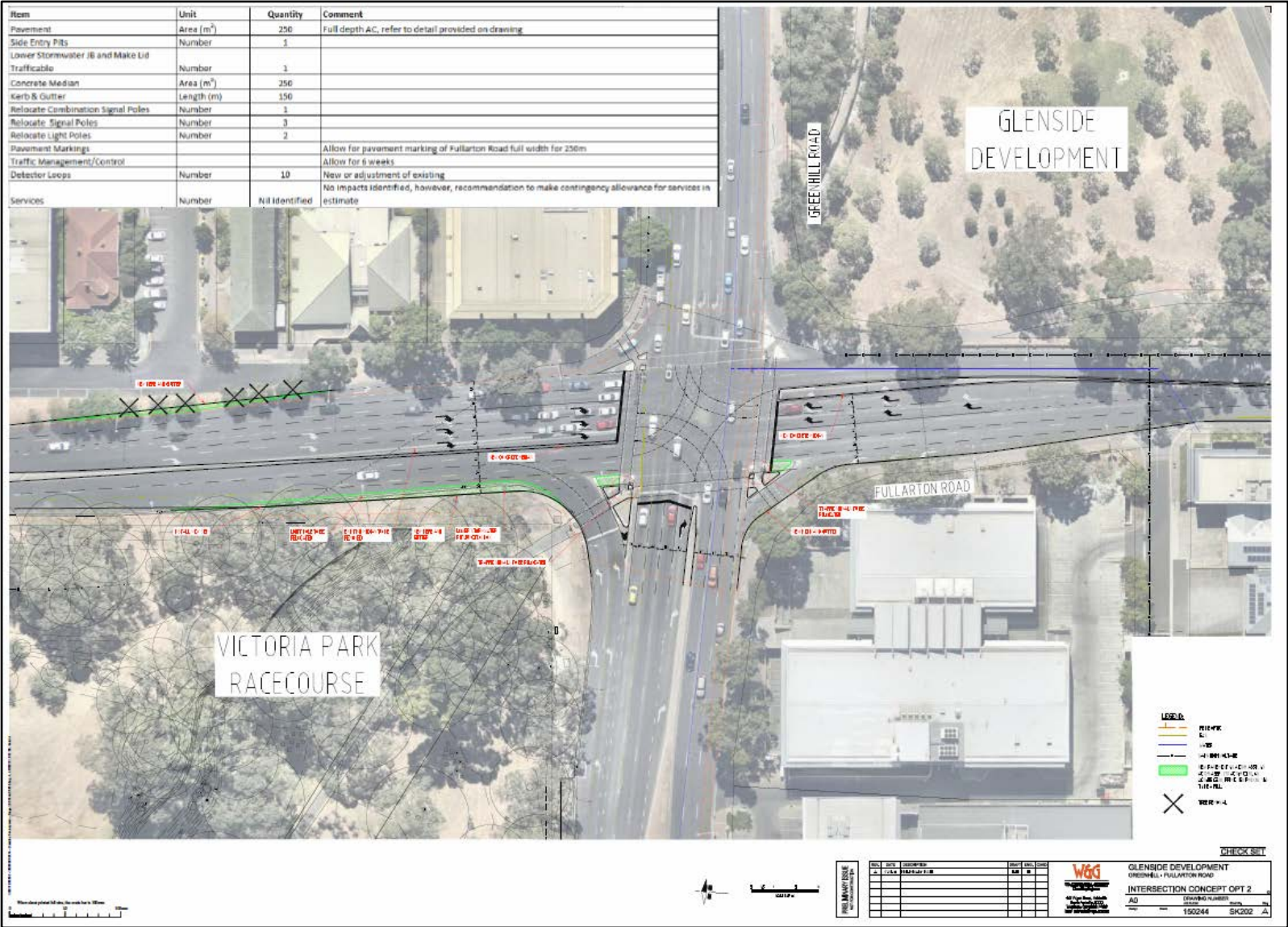


Figure 11 – Greenhill Road-Fullarton Road Intersection Works Option 2 (Source: W & G)

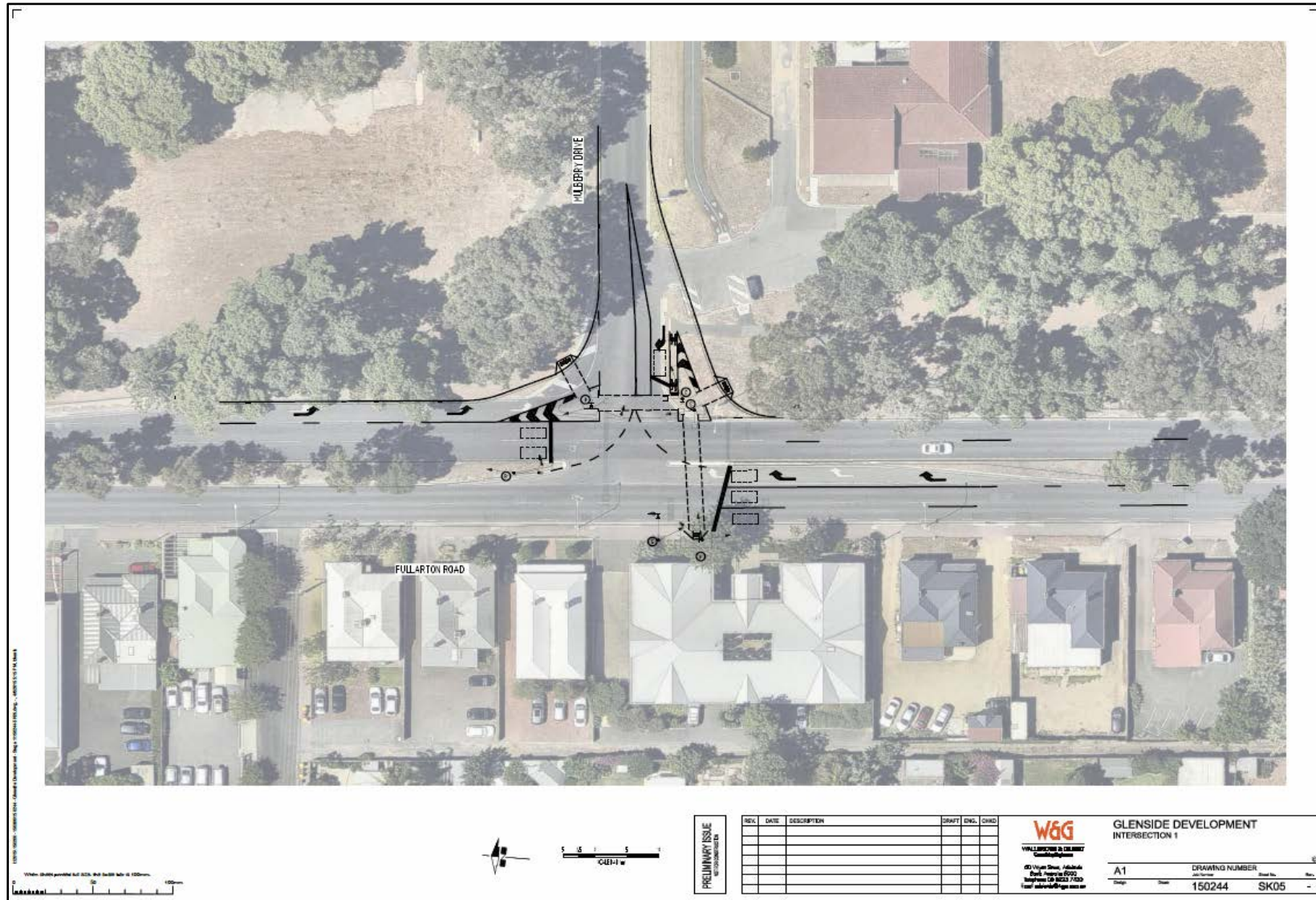


Figure 12 – Fullarton Road Intersection Signalisation (Source: W & G)

Implications for this DPA

No additional Development Plan policy is considered necessary to ensure transport and access issues are suitably addressed.

However, in developing the draft Master Plan and DPA, consideration has been given to the potential traffic implications of redeveloping the Glenside site. The key issues identified relate to the proposed installation of traffic signals at the main access on Fullarton Road, and increased traffic volumes through the Greenhill Road/Fullarton Road intersection and surrounding residential area.

DPTI has been working with Renewal SA and the proponent to identify road upgrade requirements and to ensure that funding arrangements are in place. An interim upgrade is proposed to the intersection of Greenhill Road / Fullarton Road. This along with a new signalised intersection to Glenside from Fullarton Road will be sufficient in managing the anticipated traffic increases as the Glenside development proceeds over time.

A longer term upgrade of the Greenhill Road / Fullarton Road intersection is still some 15+ years away (consistent with ITLUP).

The internal road network and signalised access to Fullarton Road envisaged by the draft Master Plan have been designed to minimise traffic impacts on the local road network, particularly Amber Woods Drive and Flemington Street.

5.4 PEDESTRIAN AND CYCLE LINKS

The site has a number of cycling and pedestrian links to the surrounding area. The network as depicted in the Master Plan documents as shown on **Figure 13** which provide the following:

- Establish a connected and legible street network and hierarchy;
- Offer choice of movement to residents;
- Address different modes of transport and encourage walking and cycling;
- Ensure visual and pedestrian linkages to points of significance;
- Increase perception of safety;
- Concentrate activities in the public realm;
- Increase in emotional security and attachment; and
- Promote social connectedness and vitality.

The links that go beyond the site connect to areas or features of significance in the vicinity of the Glenside site including the parklands surrounding the CBD of Adelaide, open space on Conyngham Street, retail commercial and other services along Glen Osmond Road.

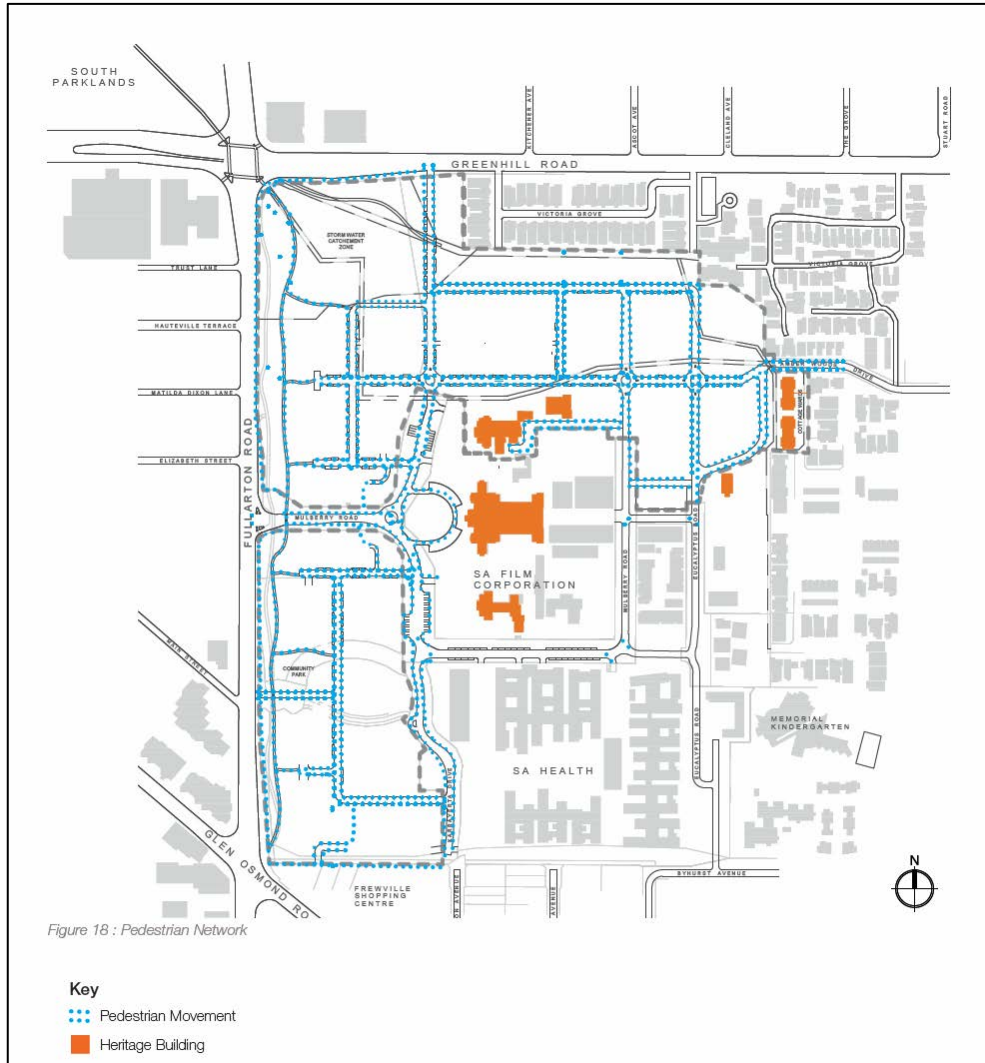


Figure 13 – Pedestrian and Cycle Links

Implications for the DPA

The provision of non-vehicular movement network is supported by the DPA and established Development Plan requirements.

5.5 SOCIAL INFRASTRUCTURE PROVISION

5.5.1 INTRODUCTION

The DPA intends to facilitate redevelopment of the Glenside Infill site to accommodate up to 1,000 new dwellings. The following assessment considers the services available to residents on the site as well as their access to services and facilities within the surrounding area.

It should be noted that the Urban Corridor Zone proposed for part of the affected area generally makes provision for local shops, offices and community land uses to support the daily living and working needs to residents. This flexibility allows the various private and public service providers to respond to gaps in service provision in the context of future population growth and household characteristics.

5.5.2 EXISTING HEALTH SERVICES AT GLENSIDE

The Glenside Health Facility is a new 129 bed hospital which provides purpose-built specialist services tailored for modern mental health and drug and alcohol care. A new Post Traumatic Stress Disorder Centre for Veterans (24 beds) is currently being developed at the Glenside Campus.

5.5.3 EXISTING HEALTH SERVICES IN THE LOCAL AREA

External to the Glenside site, there is a wide range of medical facilities readily accessible to the local community, including the Arkaba Medical Centre, Sound Diagnostic Radiology, Eastwood Physiotherapy and Arkaba Dental all located within 500 metres of the site. In addition, facilities and services located within the CBD are also easily accessible by private vehicle and public transport, including a range of specialists, Calvary Wakefield Hospital (24 hour emergency), St Andrew's Hospital and the new Royal Adelaide Hospital.

5.5.4 EXISTING RETAIL / SHOPPING FACILITIES

The Glenside site and surrounding area is well serviced by the following shopping precincts:

- Frewille Shopping Centre (located directly adjacent the site)
- Arkaba Shopping Centre (located within a kilometre of the site, on the corner of Fullarton and Glen Osmond Roads)
- Burnside Village (located less than 2 kilometres away to the south of the site)
- Retail activities within the CBD, including Rundle Mall (located outside the Council area but easily available to residents via public transport, private vehicle, walking and cycling).

These shopping centres provide the usual range of services offered by such large centres, including post offices, personal services, pharmacies and a range of grocery and retail shops. There are also a number of other facilities available within the local area, including:

- The Arkaba Hotel
- Fountain Inn Hotel
- A range of cafes, bakeries and restaurants, particularly along Fullarton and Greenhill Roads.

5.5.5 EXISTING RECREATIONAL AND COMMUNITY FACILITIES

The affected area is well placed in terms of access to recreational and community facilities. Within the site itself, the Adelaide Central School of Art offers public programmes and short courses as well as housing a Gallery and shop which are accessible to the public. The SA Film Corporation Adelaide Studios houses a screening theatre which is available for hire. The draft Master Plan applicable to the Glenside site also envisages the creation of a number of communal public open spaces including play spaces for children.

Beyond the site, the Glenunga Hub on Conyngham Street and the Burnside Civic Centre (located less than 2 kilometres from the site) offer facilities for hire and house a range of weekly activities available to the public such as art and fitness classes. The Adelaide Park Lands and the Glenunga Hub also offer a variety of formal and informal sporting activities, including tennis and basketball courts and ovals/clubs for soccer, football and cricket. The location also benefits from the close proximity of the Adelaide CBD, which offers a wide range of recreational and community facilities.

5.5.6 EDUCATIONAL FACILITIES

There are a number of public schools within close proximity to the Glenside Infill site, accommodating children from kindergarten and primary school (including Parkside, Glen Osmond, Linden Park, Highgate and Rose Park schools) through to high school (including Glenunga International, Mitcham Girls, Urrbrae and Unley). There are also a number of private schools in the vicinity, including Concordia College, Sunrise Christian School, Walford Anglican School for Girls and Pulteney Grammar. Kirinari Community School and St Patrick's Special School also exist in the area.

The State Government has recently invested more than \$70 million to deliver space for 800 extra students at popular inner city schools. The State Government has also announced plans for a new city high school in Frome Road in the city centre.

5.5.7 PUBLIC TRANSPORT NETWORK

The site is well serviced by a number of Adelaide Metro bus services which run along Fullarton Road, Greenhill Road and Glen Osmond Road. Bus services operate 7 days a week (including public holidays) between the City and many outlying areas including Mitcham, Blackwood, Richmond, Paradise, Aldgate and Mount Barker, amongst others. 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. Services along Greenhill

Road stop in proximity to Tram Stop 1 – Greenhill Road, which provides tram access to Glenelg, the City and the Adelaide Entertainment Centre.

Adelaide Metro runs Footy Express services along Greenhill Road and Glen Osmond Road to Adelaide Oval and also operates an after midnight Saturday PM – Sunday AM bus service between the City and Mount Barker along Glens Osmond Road.

Adelaide Metro also operates 10 designated school bus services to / from and through the local area – 4 of these service the nearby Glenunga International High School.

Implications for the DPA

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 facilities and schools to accommodate any future demand from the local community in the short to medium term. All relevant Government agencies and local Councils (who will be consulted on the DPA) actively review the requirement for any new services and facilities on an ongoing basis.

5.6 AIRPORT HEIGHT CONSTRAINTS

The *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996* establish a framework for the protection of airspace at and around airports. *The Airports Act 1996* defines any activity resulting in an intrusion into an airport's protected airspace (refer - Adelaide Airport Height Obstacle Limitation Surface (OLS), Adelaide Airport Master Plan - www.adelaideairport.com.au/corporate/community/adelaide-airport-master-plan) to be a 'controlled activity', and requires that controlled activities cannot be carried out without approval.

The Regulations provide for the Federal Department of Infrastructure and Regional Development (DoIRD) to approve applications to carry out controlled activities, and to impose conditions on an approval.

The Development Plan incorporates the required heights and the policies proposed do not result in these heights being exceeded.

Development Plans currently contain mapping that prescribe the height at which buildings require referral to the DoIRD. The current referral heights in Development Plans are based on old Commonwealth regulations, where generally the 'trigger' is set at a particular height above ground level, which in many instances is well below Adelaide Airport's current OLS.

The existing building referral heights applicable to the area of the Burnside (City) Development Plan affected by this DPA are identified in Burnside (City) Airport Building Heights Map Bur/1 (Overlay 2). This map specifies that Zone D (all structures exceeding 45 metres above existing ground level) applies to the site as well as the whole Council area.

Maximum building heights proposed for the area affected by the DPA fall well within the 45 metre and above building height at which a referral is required to the DoIRD.

Implications for the DPA

Airport building height issues are considered to be sufficiently addressed by existing policy in the Burnside (City) Development Plan. Further policy is not considered necessary.

6. ASSESSMENT MATTERS

6.1 COMPLYING, MERIT AND NON-COMPLYING DEVELOPMENT

Different types of development are subject to three main types of assessment processes, ie 'complying', 'on-merit' and 'non-complying'.

Provided development can satisfy any quantitative criteria established for complying development in the Development Regulations and the Development Plan, development designated as complying must be granted Development Plan Consent.

Development listed as non-complying in the Development Plan is generally discouraged. All other forms of development are subject to assessment on their merits against all the relevant provisions of the Development Plan.

The existing Urban Corridor Zone currently identifies some forms of development that meet the designated vehicle and bicycle parking requirements as well change in land use requirements as complying development. This is in addition to those listed in Schedule 4 of the *Development Regulations 2008*. Most developments will likely be subject to a merit based assessment providing a means to consider interface issues between various land use types and ensure design elements and other criteria (for example parking) are adequately met.

The existing Urban Corridor Zone also contains a list of non-complying developments. As the zone seeks to accommodate a range of uses, the non-complying list only includes those forms of development that are unlikely to be appropriate under most circumstances due to potential noise and/or odour impacts or because the built form design traits are generally incompatible with the desired character.

No amendments are proposed to the list of complying or non-complying developments as they relate to the Urban Corridor Zone and the area affected by this DPA.

There will be some targeted amendments to the list of complying or non-complying developments in the Mixed Use (Glenside) Zone to reflect that parts of the zone will be replaced by new Urban Corridor zoning.

6.2 CATEGORIES OF 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.

Amendments to the categories of public notification proposed in this DPA are consistent with the range of uses contemplated in the existing Urban Corridor Zone. In particular, all uses listed as desired in the zone or that may be appropriate within a mixed use environment are either Category 1 or 2 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.

The categories of public notification for already established Urban Corridor Zone areas assign development above two storeys in height as Category 2. This will continue to apply to the expanded Urban Corridor Zone into the affected area.

An update to the categories of public notification in the Mixed Use (Glenside) Zone is also proposed to acknowledge that some of this zone will be replaced by new Urban Corridor zoning.

7. SUMMARY OF RECOMMENDED POLICY CHANGES

Key policy changes proposed by this DPA include the following:

In the Urban Corridor Zone, amend existing policy by:

- Applying the Urban Corridor Zone and the new Transit Living Policy Area to a portion of the Glenside site
- Updating the Desired Character Statement for the Urban Corridor Zone, by including a reference to the envisaged nature of development within the new Transit Living Policy Area
- Allowing for a net residential density of 80 dwellings per hectare throughout the Transit Living Policy Area
- Allowing for minimum building heights in the range of 2 to 8 storeys (29 metres) within the Transit Living Policy Area (2 storeys at the interface to the adjoining Residential Zone and other sensitive uses)
- Allowing for a minimum primary road frontage of 6 metre setbacks from Greenhill Road and Fullarton Road within the Transit Living Policy Area
- Specifying no minimum setback from secondary roads where there is an access way of 6.5 metres or more, otherwise provide setbacks based on adequate manoeuvrability for vehicles within the Transit Living Policy Area
- Specifying no minimum setback from rear allotment boundaries for allotments with a frontage width of 20 metres or less (for allotments greater than 20 metres, minimum setback is 1 metre) within the Transit Living Policy Area
- Allowing for variation in private open space provision and balcony dimensions to allow for innovative design outcomes in housing and apartment living, within the Transit Living Policy Area
- Amending the Public Notification categories making a primary school; and shop or group of shops with a gross leasable areas of greater than 500 square metres in the Transit Living Policy Area as Category Two forms of development for the purposes of public notification.

Include a new Transit Living Policy Area by:

- Introducing a Transit Living Policy Area to the Urban Corridor Zone, allowing for increased residential densities and a range of building heights, including transitional areas of up to 2 storey adjacent to the existing Residential Zone
- Including a new Principle of Development Control to cater for the development of Strategic Development sites with potential for greater building heights.

In the Mixed Use (Glenside) Zone amend existing policy by:

- Amending complying development listing to allow for the option of shops, offices or consulting rooms to occur within the Mixed Use (Glenside) Policy Area 3
- Amending the non-complying development listing to exclude consulting rooms, offices and shops (and shops and dwellings) as non-complying forms of development within the Mixed Use (Glenside) Policy Area 3.

In the Mixed Use (Glenside) Policy Area 1 amend existing policy by:

- Deleting superfluous text from the existing Desired Character Statement for the Mixed Use (Glenside) Policy Area 1
- Deleting superfluous or irrelevant Principles of Development Control reflective of the application of the new Urban Corridor Zone – Transit Living (Glenside) Policy Area to the Mixed Use (Glenside) Zone – Policy Area 1 and the balance of the remaining Mixed Use (Glenside) Zone – Policy Area 1 being primarily established with limited opportunities for further residential development.

In the Mixed Use (Glenside) Policy Area 3 amend existing policy by:

- Amending existing Objective 1 to accommodate consulting rooms as envisaged uses within the Policy Area
- Including a new Objective and Principle of Development Control relating to the small scale shops to meet the local needs of the community

Realign a small area of the existing boundary between the Mixed Use (Glenside) Zone and adjoining Residential Zone so as to include additional land within the Residential Zone in order to rationalise zoning along with, envisaged and existing land uses.

Mapping Amendments include:

- Updating existing Concept Plan Fig MU(G)/1 within the Mixed Use (Glenside) Zone
- Updating existing Concept Plan Fig MU(G)/2 within the Mixed Use (Glenside) Zone
- Inserting a new Concept Plan Fig UrC(TL)/1 within the Transit Living (Glenside) Policy Area
- Updating Zone Map Bur/6
- Updating Zone Map Bur/15
- Updating Overlay Map Noise and Air Emissions Map Bur/1 (Overlay 4)
- Updating Overlay Map Strategic Transport Routes Map Bur/1 (Overlay 5)
- Updating Overlay Map Affordable Housing Map Bur/1 (Overlay 6).

A number of other associated / consequential policy changes are also proposed.

The 'Amendment' section contains the proposed technical amendments to the Burnside Development Plan.

8. SECTION 26 OF THE DEVELOPMENT ACT 1993

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; and
- (d) satisfies the requirements prescribed by the Regulations.

8.1 ACCORDS WITH THE PLANNING STRATEGY

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

8.2 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

The policies proposed in this DPA are consistent with the format, content and structure of all of the affected Development Plans.

8.3 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

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

8.4 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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The 30 Year Plan for Greater Adelaide –Summary

The context and vision for The Plan is broadly outlined in detail in Chapters B and C of that document. While it is not intended to reiterate the content of these chapters in any detail, the following section provides a snapshot of those comments of most relevance to formulating a land use planning framework for growth along transit corridors and infill areas in the inner metropolitan Adelaide area such as the Glenside site.

In relation to expected changes to the size and make-up of the population expected within the Greater Adelaide Region:

- a total forecast population for Greater Adelaide of 2 million people by 2027. Both the *South Australia's Strategic Plan* (2011) and the *Prosperity Through People* population policy (2004) forecast a target of 2 million people by 2050 for the entire state. This is now projected to be reached 23 years ahead of target, in 2027.
- Greater Adelaide's population is older than the Australian average and our share of people aged over 65 is growing faster than the national average:
 - those aged over 65 will increase from 194,000 in 2006 to 407,000 in 2036, a 110% increase
 - the proportion of aged people (over 65 years) in the population will increase from 18 % in 2006 to 22 % in 2036
 - the number of South Australians aged 85 years or more is projected to increase by 222 % by 2036, with those living in non-private accommodation projected to increase from about 10,000 in 2006 to in excess of 31,000 in 2036.
- the three dominant household types in Greater Adelaide (couples with children, couples without children and lone-person households) will comprise about 84 % of total occupied private dwellings and of these:
 - lone-person households were the fastest-growing household type in the past decade and are projected to account for 33% of all household types in Greater Adelaide by 2036
 - lone-person households reflect the ageing of the population and changes in family relationships
- changes in population dynamics has resulted in the need for more dwellings to accommodate the same number of people - in the 1950s to 1970s, when households were made up of large families, 300 extra homes were needed for every 1,000 extra people; today, 420 homes are required for every 1,000 people; and by 2036, 435 homes will be required for every 1,000 people.

To meet the demands of a larger population and household needs, The 30-Year Plan outlines a vision for a **new urban form** for Greater Adelaide including:

- *Concentrating new housing in existing areas:*
 - Locating a greater share of new housing in the existing urban lands and particularly within transit corridors. This is to take advantage of existing infrastructure, revitalise urban areas, maintain village integrity and provide the critical mass of population needed to make upgrading the infrastructure cost-effective over the life of the 30-Year Plan.
 - Currently, creation of new metropolitan housing is focused on broadacre estates on the fringes of the urban area. the 30-Year Plan will shift that balance over time to concentrate growth in existing built-up areas by planning for higher densities in strategic locations.
- *Locating new housing and new jobs in transport corridors:*
 - The 30-Year Plan contains a detailed strategy to locate the bulk of new housing in established areas around the existing public transport networks and transit corridors to create a transit-connected city.
- *Establishing new transit oriented developments:*
 - Establishing substantial transit-oriented developments. These are walkable, mixed-use, connected communities that collocate medium to high density residential housing with retail services, other key services such as health, education and government and a variety of employment opportunities.

**Mixed Use (Glenside) Zone Policy Review DPA
by the Minister
Appendix A**

- These are adjacent to key public transport interchanges such as railway and tram stations and major bus interchanges. These can accommodate a significant amount of growth without affecting the character of existing neighbourhoods.
- Key government services, such as primary and community health, social services, and Service SA Centres, are proposed to be collocated in the new transit-oriented developments.
- The developments will decentralise services to the population centres where people live and, by containing a very high proportion of housing, will relieve the pressure for unplanned urban consolidation on established neighbourhoods. It is proposed that transit-oriented developments will be concentrated on the remnant industrial and brownfield sites that are scattered across Greater Adelaide.
- *Creating vibrant mixed-use precincts:*
 - A collocation of a greater mixture of building uses (e.g. street facing shops and services located under residential apartments, providing walkable neighbourhoods and easy access to services).
- *Revitalising the Adelaide City centre and other high order activity centres*

The proposed DPA seeks to rezone the Mixed Use (Glenside) Zone to allow multi storey mixed use development, where it forms an extension to the areas that were previously rezoned through the Inner metropolitan growth (Stage 1) DPAs for the same purpose. The translation of the above elements to medium density mixed use activity areas along corridors requires the alteration of land use policy framework in the same capacity. The policy framework that was used in the inner metropolitan growth (Stage 1) DPAs, ie the Urban Corridor Zone - will continue to be used.

By doing so a range of specific strategic policies in Chapter D of the 30-Year Plan are supported, such as housing choice and affordability.

Delivering Dwelling Targets in The 30-Year Plan for Greater Adelaide

Central elements of the 30-Year Plan are the revitalisation of mixed use activity precincts, increased residential densities in specified locations, mixed use development along transit corridors and TODs.

Broadly, the 30-Year Plan is underpinned by the goal of shifting the current 50:50 split of residential infill and broad-acre development to a 70:30 split by 2038, thereby containing future urban activity within the already established urban areas.

The 30-Year Plan provides clear regional dwelling targets, both within and outside of corridors, to achieve the overall target growth. The Mixed Use (Glenside) Zone Policy Review DPA will play a part in meeting those targets.

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

Table 1: The 30-Year Plan for Greater Adelaide - Region Targets

A provisional dwelling target has been established through the process of identifying and developing the Master Plan for the Glenside site. A total of 1,000 dwellings have been identified as the potential for this area that may be expected over time. It is also important to note that actual development over the medium and longer term will depend on market factors such as consumer preferences and take up for accommodation in this and other locations.

The context and vision for The Plan is broadly outlined in detail in Chapters B and C of that document. While it is not intended to reiterate the content of these chapters in any detail, the following table provides a snapshot of those policies / targets of most relevance to formulating a land use planning framework for growth along transit corridors and infill areas in the inner metropolitan Adelaide area such as the Glenside site:

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

Policy Reference	Comment
1. <i>Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.</i>	The proposed policy change supports an increase in residential densities within the Glenside affected area identified in this DPA. It is anticipated that residential development of this area will contribute in the order of 2,200 people and 1,000 dwellings towards these targets.
2. <i>Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.</i>	The Glenside area is a part of the inner urban area and is conveniently located close to services and transport and therefore capitalises on existing infrastructure. The DPA proposes to create policy that encourages urban growth and infill, thus increasing the density in this area.
3. <i>Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.</i>	New urban growth within this location allows the character of existing residential neighbourhoods to remain largely unchanged.

Policy Reference	Comment
4. <i>Locate new growth areas contiguous to transit corridors wherever possible.</i>	The draft DPA affects only the Glenside land which is adjacent to recognised transit corridors, specifically Greenhill Road and Glen Osmond Road.
7. <i>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.</i>	The draft DPA recognises the redevelopment status of the Glenside land identified in Map E2 where higher rise development can be sustained.
15. <i>Ensure that there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing.</i>	The policy framework contained in the draft DPA requires that an appropriate built form transition is provided adjacent to zone boundaries and in particular, residential zones.

Urban Design

Policy Reference	Comment
2 <i>Maximise and increase the quality of public space and require excellent design in the public realm.</i>	The draft DPA encourages public realm improvements and the provision of public space on larger scale development sites. In this instance, public open space will be distributed throughout the infill development area achieve approximately 30% of the area of land to be rezoned.
3 <i>Require new mixed-use medium- and high-rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.</i>	The proposed policy framework includes provisions which promote active street frontages to the internal road network and a landscape setting along the main road corridors. Note that The Plan defines: <ul style="list-style-type: none"> • Medium Rise - 4-10 storeys in height • High Rise – more than 10 storeys in height
7 <i>Ensure building design can be adapted in the future to minimise new building requirements and maximise the re-use and redevelopment of existing infrastructure.</i>	The draft policy framework requires that floor to ceiling heights are adaptable to a range of land uses and encourages flexibility in design.
13 <i>Create a clear transition between new higher density development (near shops and railway stations) and existing detached housing precincts, such that housing densities will decrease in line with distance from transport thoroughfares and railway stations.</i>	The policy framework includes provisions that allow for a transition in height and scale from the strongest built form adjacent to the corridor, down to a lower two storey scale at the residential zone interface together with reinforcing policy. No changes are proposed to the existing General interface provisions within the Development Plan.

Communities and Social Inclusion

Policy Reference	Comment
1 <i>Plan for population growth of 560,000 people over 30 years</i>	The draft DPA will support increasing residential densities in this location and therefore contribute to the planned population increase providing innovative opportunities for the housing of the anticipated population growth within the metropolitan area.
7 <i>Create safe and inviting public spaces that will encourage community participation by a wide range of people</i>	The policy framework will encourage the development of public spaces, particularly on larger development sites and will incorporate principles of Crime Prevention Through Environmental Design
10 <i>Ensure that urban renewal activity focuses on place making and building stronger communities</i>	The policy framework will have a focus on creating public spaces which encourage social interaction and safety.

Housing mix, affordability and competitiveness

3 <i>Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium density, low-rise and attached dwellings</i>	<p>The draft DPA encourages a range of housing types including affordable housing.</p> <p>There are no changes proposed to the existing Affordable Housing Overlay provisions however as the land is to be rezoned to Urban Corridor Zone the land has been included as a “Designated Area within which Affordable Housing applies” and the maps have been adjusted to include the land as a designated area.</p>
5 <i>Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail</i>	The draft DPA encourages a range of housing types including smaller housing types and affordable housing.

Affordable Housing

Policy Reference	Comment
4 <i>Provide for the integration of new affordable housing with other new dwellings in developments to avoid inappropriate concentrations of social housing</i>	The draft DPA encourages a range of unit types within individual buildings and requires that a proportion of affordable housing be provided where more than 20 dwellings are included in a development proposal as the land will be designated as an Area within which Affordable Housing applies.

Policy Reference	Comment
5 <i>Ensure that the standard of affordable housing is at least consistent with other dwellings in a development, for example, in appearance, construction, materials, energy efficiency and water conservation methods</i>	The draft policies require consideration of such things as design, appearance, energy efficiency for all housing types.

Health and Wellbeing

Policy Reference	Comment
1 <i>Design pedestrian and cycle friendly areas in growth areas and existing neighbourhoods to promote active communities</i>	The provision of pedestrian and cycle friendly environments is supported by the DPA and established Development Plan requirements.
4 <i>Increase housing density and encourage a variety of high-quality shops to locate near railway stations and major bus stops so that people can buy groceries and fresh food on their way home, rather than making a separate car journey</i>	The draft DPA encourages an increase in residential densities as the Glenside site is close to transit stops together with retail and other services.

Transport

Policy Reference	Comment
1 <i>Protect the functionality of road and rail corridors through planning policy in Development Plans</i>	The draft policy framework identifies key strategic roads and includes policies including designated access points to major roads which protect their functionality.
2 <i>Designate and protect strategic freight corridors as identified on Map D15</i>	The draft policy framework acknowledges key strategic roads and includes policies which protect their functionality.

B.1 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 State Government has commenced a process to update the current Plan to map out infrastructure priorities for the next 10 to 15 years.

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.	This DPA will provide development capacity for up to 1,000 new dwellings with access to public transport.
Better manage our water resources, including stormwater.	
Be energy efficient and reduce greenhouse gas emissions.	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.

Land

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.

The affected area is identified as being a significant infill (non-corridor) opportunity in The 30-Year Plan for Greater Adelaide. This DPA will assist in the release of this land to the market and

Infrastructure Priorities	Response
<p>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>will guide the form of development that can be undertaken on it.</p> <p>The DPA will also provide opportunity for an increase in the number of people living in a location with good access to transport services and areas of employment.</p>
<hr/> <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. 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>
<hr/> <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 the 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 Glenside 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>
<hr/> <p>Transport (Priorities)</p>	

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

The location and development of the area affected by the DPA will enjoy full advantage of existing public transport options.

Integration of Services

Improve community access and amenity by better linking housing to transport infrastructure and services.

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.

Housing

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).

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.

Housing (Priorities)

Incorporate affordability objectives within the planning system so that the development approval process supports an appropriate supply of affordable and high needs housing. Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation. Promote energy efficiency and environmental sustainability in new residential developments.

The DPA requires the provision of 15 per cent affordable housing, including high needs housing, via the application of the Affordable Housing Overlay to the site. As a potential regeneration (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.

Implications for the DPA

The area affected by the proposed rezoning will make use of existing infrastructure where possible and be augmented by the developer where necessary as described in the draft Master Plan.

The Burnside (City) Development Plan contains a number of policies that prevent development occurring until suitable infrastructure is in place.

B.2 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 the DPA

This DPA will support the principles listed above by:

- Providing a residential land supply opportunity for the Eastern Adelaide 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 up to 1,000 new dwellings over the short to medium term in a range of configurations and forms to provide for a range of lifestyles and family groupings.

